

East Lone Tree Specific Plan Project

SCH# 93-111069

Draft Supplemental Environmental Impact Report

Prepared for
City of Antioch



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Prepared by



East Lone Tree Specific Plan Project Draft Supplemental Environmental Impact Report

SCH# 93-111069

Lead Agency

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1. Introduction

1. INTRODUCTION

1.1 TYPE AND PURPOSE OF THE EIR

The East Lone Tree Specific Plan (ELTSP) Environmental Impact Report (EIR), also known as the Future Urbanization Area #2 (FUA #2) Specific Plan EIR, was certified by the City of Antioch City Council in August 1995.¹ The ELTSP EIR was prepared in accordance with the California Environmental Quality Act (CEQA) of 1970, Public Resources Code (PRC) Sections 21000-21178, as amended, and the Guidelines for Implementation of the California Environmental Quality Act, California Code of Regulations (CCR) Title 14, Sections 15000-15387 (CEQA Guidelines). The 1995 EIR evaluated development of the 785-acre ELTSP area, which is located on the eastern edge of the City of Antioch, and is bounded by Lone Tree Way to the south, Empire Avenue and Neroly Road to the east, and the Contra Costa Canal to the north. The ELTSP allowed for a mix of employment, commercial, residential, and public uses, as well as parks and open space to be developed within the ELTSP Area.² The ELTSP currently requires approval of a Planned Development (PD) Rezone by City Council for development within the ELTSP area.

According to Section 15164 of the CEQA Guidelines, in situations when a lead agency has certified an EIR for a project, and then the project is modified, requiring additional environmental review, depending on the nature of the project modifications, the lead agency may prepare an Addendum, a Supplement to the EIR, or a Subsequent EIR. The City has determined that a Supplemental EIR (SEIR) to the ELTSP EIR is the appropriate CEQA document, given that only minor changes to the overall analysis contained in the ELTSP EIR are needed.

The ELTSP Project (proposed project) SEIR has been prepared in accordance with CEQA. The City of Antioch is the lead agency for the environmental review of the proposed project evaluated herein and has the principal responsibility for approving the project. As required by Section 15121 of the CEQA Guidelines, this SEIR will (a) inform public agency decision-makers, and the public generally, of the significant environmental effects of the project, (b) identify possible ways to minimize the significant adverse environmental effects, and (c) describe reasonable and feasible project alternatives which reduce environmental effects. The public agency shall consider the information in the SEIR along with other information that may be presented to the agency.

As provided in the CEQA Guidelines Section 15021, public agencies are charged with the duty to avoid or minimize environmental damage where feasible. The public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social issues. CEQA requires the preparation of an EIR prior to approving any project that may have a significant effect on the environment. For the purposes of CEQA, the term project refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section 15378[a]). With respect to the proposed project, the City has determined that the proposed development is a *project* within the definition of CEQA, which has the potential for resulting in significant environmental effects.

¹ City of Antioch. *Future Urbanization Area #2 Specific Plan Draft & Final Environmental Impact Reports*. August 25, 1995.

² City of Antioch. *East Lone Tree Specific Plan – Volume I*. Adopted May 1996.



The lead agency is required to consider the information in the EIR along with any other available information in deciding whether to approve the application. The basic requirements for an EIR include discussions of the environmental setting, environmental impacts, mitigation measures, alternatives, growth-inducing impacts, and cumulative impacts. Generally, an SEIR is only required to evaluate the changes in the project, changes in circumstances, or new information since the original EIR that led to the preparation of the further EIR.

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This SEIR has been prepared as a *program-level SEIR* pursuant to CEQA Guidelines Section 15168, which focuses primarily on the changes in the environment that would result from later activities that were not previously evaluated as part of the original CEQA document.

1.2 KNOWN RESPONSIBLE AND TRUSTEE AGENCIES

“Responsible agency” means a public agency that proposes to carry out or approve a project for which a lead agency is preparing or has prepared an EIR or Negative Declaration. For the purpose of CEQA, the term responsible agency includes all California public agencies other than the lead agency that have discretionary approval power over the project or an aspect of the project. The Bay Area Air Quality Management District (BAAQMD), Central Valley Regional Water Quality Control Board (RWQCB), and the Contra Costa County Flood Control District (CCCFCD) would be considered responsible agencies for the proposed project.

“Trustee agency” means a State agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. The only known possible trustee agency is the California Department of Fish and Wildlife (CDFW).

1.3 PROJECT SUMMARY

A summary of the project location, setting, and components is provided below. For additional project description details, please refer to Chapter 3, Project Description, of this SEIR.

Project Location and Setting

The approximately 88-acre project site consists of four parcels, identified by Assessor’s Parcel Numbers (APNs) 053-072-003, 053-072-025, 053-072-026, and 056-120-095, located in the eastern portion of the ELTSP Area. The parcels that comprise the project site are zoned Specific Plan (S-P) and are designated ELTSP Focus Area by the City’s General Plan. According to the ELTSP, the project site is designated as Regional Retail/Employment (CR/E) and Employment Retail (CE). With the exception of the four parcels comprising the proposed project site, the remaining CR/E and CE designated parcels located within the ELTSP Area have either already been developed, or have site constraints that would prevent development from occurring. Currently, the majority of the project site is undeveloped, consisting primarily of non-native vegetation. However, a portion of APN 053-072-003 is currently developed with a single-family residence and associated outbuildings. Surrounding existing land uses include single-family residences to the east and west, commercial uses to the south and southeast, and the Randall-Bold Water Treatment Plant to the north. In addition, the City of Oakley borders the project site to the east, the City of Brentwood borders the site to the southeast, and the East Antioch Creek borders the site to the west.



Project Components

The City is proposing to modify the approval process for commercial development within the CR/E and CE designated parcels of the ELTSP Area. Currently, as outlined in Section 9 of the ELTSP, all development within the ELTSP Area requires approval of a PD Rezone by City Council. The City is proposing to no longer require approval of a PD Rezone, and would instead only require a Use Permit and Design Review approval by the City's Planning Commission for commercial development within the CR/E and CE designated parcels of the Specific Plan. The goal of the modification is to streamline commercial development and minimize the need for further CEQA review. The approval process modification would require approval of a Specific Plan Amendment.

It should be noted that while the proposed amendment would affect the entirety of the ELTSP, the amendment would only be applicable to the four parcels comprising the project site, as the remaining CR/E and CE designated parcels located within the ELTSP Area have either already been developed, or have site constraints that would prevent development from occurring.

The proposed project does not include any specific development proposals or new uses. However, approval of the proposed Specific Plan Amendment would allow future development of the project site with regional retail/employment uses. According to the ELTSP, Regional Retail uses are intended to serve a larger market, and are oriented primarily toward clothing, home products, electronics, and other durable goods. Employment uses include a mix of large and small employers, offices, research and development, limited industry, and limited warehousing and distribution.

For the purposes of the analysis included within this SEIR, and in order to minimize future CEQA review for future commercial projects on the project site, buildout assumptions have been made for the four parcels that comprise the site. Based on such, the maximum allowable development of the proposed project would be a total of 1,530,176 square feet (sf), including 317,291 sf on Parcel 1, 683,021 sf on Parcel 2, 113,604 sf on Parcel 3, and 416,259 sf on Parcel 4.

A fully detailed project description is provided in Chapter 3, Project Description, of this SEIR.

1.4 EIR PROCESS

The EIR process begins with the decision by the lead agency to prepare an EIR, either during a preliminary review of a project or at the conclusion of an Initial Study. As discussed above, the project site was originally evaluated in the 1995 ELTSP EIR. Because the proposed project would necessitate only minor changes to the overall analysis contained in the ELTSP EIR, the City, as lead agency, has elected to prepare an SEIR for the proposed project. CEQA Guidelines Section 15163 does not explicitly require a lead agency to issue a Notice of Preparation (NOP) for a SEIR. The City of Antioch has determined that an NOP for the project is not necessary.

Upon completion of the Draft SEIR and prior to circulation to State and local agencies and interested members of the public, a Notice of Completion (NOC) is filed with the State Clearinghouse (SCH) and a public notice of availability is published to inform interested parties that a Draft SEIR is available for agency and public review. In addition, the notice provides information regarding the location where copies of the Draft SEIR are available for public review and any public meetings or hearings that are scheduled. The Draft SEIR is circulated for a minimum period of 45 days, during which time reviewers may submit comments on the document to the lead agency. The lead agency must respond to comments in writing. If significant new information, as defined in CEQA Guidelines Section 15088.5, is added to an SEIR after public



notice of availability is given, but before certification of the SEIR, the revised SEIR or affected chapters must be recirculated for an additional public review period with related comments and responses.

A Final SEIR will be prepared, containing public comments on the Draft SEIR and written responses to those comments, as well as a list of changes to the Draft SEIR text necessitated by public comments, as warranted. The Final SEIR will also include the Mitigation Monitoring and Reporting Program (MMRP) prepared in accordance with PRC Section 21081.6. Before approving a project, the lead agency shall certify that the SEIR (consisting of the Draft SEIR and Final SEIR) has been completed in compliance with CEQA, and that the SEIR has been presented to the decision-making body of the lead agency, which has reviewed and considered the SEIR. The lead agency shall also certify that the SEIR reflects the lead agency's independent judgment and analysis.

The findings prepared by the lead agency must be based on substantial evidence in the administrative record and must include an explanation that bridges the gap between evidence in the record and the conclusions required by CEQA. If the decision-making body elects to proceed with a project that would have unavoidable significant impacts, then a Statement of Overriding Considerations explaining the decision to balance the benefits of the project against unavoidable environmental impacts must be prepared.

1.5 SCOPE OF THE SEIR

Pursuant to the CEQA Guidelines, the SEIR need only contain the information necessary to make the previous EIR adequate for the proposed project as revised. The main purpose of the SEIR will be to provide an environmental analysis of the proposed project as changed since the certification of the previous EIR. Specifically, the SEIR will only evaluate the changes in the project, changes in circumstances, or new information that led to the preparation of the further EIR. Therefore, the focus of the SEIR will be on the potential new or substantially more severe significant impacts caused by such changes that were not evaluated in the prior EIR. Since the approval of the 1995 ELTSP EIR, CEQA Guidelines have been amended. For example, lead agencies must now analyze greenhouse gas (GHG) emissions and energy of proposed projects, and the metric used for measuring transportation impacts is now vehicle miles traveled (VMT). The aforementioned changes to the CEQA Guidelines represent a change in circumstances since the certification of the ELTSP EIR. In addition, the potential exists for species not identified in the 1995 ELTSP EIR to now be present within the project site, which would represent new information leading to the preparation of a further EIR. Accordingly, the sections of the CEQA Guidelines Appendix G Checklist identified for study in this SEIR include the following:

- Biological Resources;
- GHG Emissions and Energy; and
- Transportation.

With the exception of Biological Resources, GHG Emissions and Energy, and Transportation, the remaining chapters of the 1995 ELTSP EIR remain applicable and the associated mitigation measures are still required.



The evaluation of effects is presented on a resource-by-resource basis in Chapters 4.1 through 4.3 of the SEIR. Each chapter is divided into the following four sections: Introduction, Existing Environmental Setting, Regulatory Context, and Impacts and Mitigation Measures. The Impacts and Mitigation Measures section addresses both project-specific and cumulative impacts. Impacts that are determined to be significant in Chapters 4.1, 4.2, and 4.3, and for which feasible mitigation measures are not available to reduce those impacts to a less-than-significant level, are identified as *significant and unavoidable*. Chapter 5 of the SEIR presents a discussion of growth-inducing impacts, a summary of cumulative impacts, and significant irreversible as well as significant and unavoidable environmental changes associated with the project. Alternatives to the proposed project are discussed in Chapter 6 of this SEIR.

1.6 DEFINITION OF BASELINE

According to CEQA Guidelines Section 15125, an EIR must include a description of the existing physical environmental conditions in the vicinity of the project to provide the “baseline physical conditions” against which project-related changes could be compared. In addition, CEQA Guidelines Section 15126.2(a) states that an EIR shall identify and focus on the significant environmental effects of the proposed project. The CEQA Guidelines, Section 15126.2(a), states in pertinent part:

An EIR shall identify and focus on the significant environmental effects of the proposed project. In assessing the impact of a proposed project on the environment, the lead agency should normally limit its examination to changes in the existing physical conditions in the affected area as they exist at the time the notice of preparation is published, or where no notice of preparation is published, at the time environmental analysis is commenced.

Normally, the baseline condition is the physical condition that exists when the NOP is published. However, because an NOP was not circulated for the proposed project and this SEIR is intended to determine whether the proposed project would result in new significant impacts or a substantial increase in the severity of significant impact(s) previously identified in the 1995 EIR, the environmental baseline in this SEIR consists of the approved 1995 ELTSP project. Therefore, conditions resulting from approval and buildout of the 1995 ELTSP are considered to be the baseline against which changes that would result from the proposed project are evaluated. Impacts could include both direct and indirect physical changes to the baseline condition. The baseline condition for the proposed project site is described in Chapter 3, Project Description, of this SEIR. The baseline conditions pertaining to each resource area are described in the “Existing Environmental Setting” section of the respective chapters of this SEIR.

1.7 DRAFT SEIR AND PUBLIC REVIEW

This Draft SEIR is being circulated for public review and comment for a period of 45 days. During this period, the general public, organizations, and agencies can submit comments to the Lead Agency on the Draft SEIR's accuracy and completeness. Release of the Draft SEIR marks the beginning of a 45-day public review period pursuant to CEQA Guidelines Section 15105. The public can review the Draft SEIR at the City's website at:

<https://www.antiochca.gov/community-development-department/planning-division/environmental-documents/>

or at the following address during normal business hours:



City of Antioch Community Development Department
200 H Street
Antioch, CA 94509

Comments may be submitted in written form on the Draft SEIR. All comments or questions regarding the Draft SEIR should be addressed to:

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1.8 ORGANIZATION OF THE DRAFT SEIR

The SEIR is organized into the following sections:

Chapter 1 – Introduction

The Introduction chapter provides an introduction and overview describing the intended use of the Draft SEIR and the review and certification process, as well as summaries of the chapters included in the Draft SEIR.

Chapter 2 – Executive Summary

The Executive Summary chapter summarizes the elements of the project and the environmental impacts that would result from implementation of the proposed project, describes proposed mitigation measures, and indicates the level of significance of impacts after mitigation. In addition, the Executive Summary chapter includes a summary of the project alternatives and areas of known controversy.

Chapter 3 – Project Description

The Project Description chapter provides a detailed description of the proposed project, including the project's location, background information, objectives, and technical characteristics.

Chapter 4.0 – Introduction to the Analysis

The Introduction to the Analysis chapter discusses the levels of significance used in the SEIR and the environmental issues addressed in the SEIR. The chapter also presents the format of the technical chapters.

Chapter 4.1 – Biological Resources

The Biological Resources chapter of the EIR evaluates the biological resources known to occur or potentially occur within the project area. The chapter describes potential impacts to biological resources and identifies measures to eliminate or substantially reduce those impacts to the maximum extent feasible.

Chapter 4.2 – GHG Emissions and Energy

The GHG Emissions and Energy chapter describes the impacts of construction and operation of the proposed project related to global climate change, the potential to result in wasteful, inefficient, or unnecessary consumption of energy, and consistency with applicable State or local plans for



renewable energy. The chapter has been prepared using methodologies and assumptions recommended by the City of Antioch and the BAAQMD.

Chapter 4.3 – Transportation

The Transportation chapter of the SEIR discusses existing transportation conditions within the project area and the proposed project's potential impacts related to VMT.

Chapter 5 – Statutorily Required Sections

The Statutorily Required Sections chapter of the SEIR provides discussions required by CEQA regarding impacts that would result from the proposed project, including a summary of cumulative impacts, potential growth-inducing impacts, significant and unavoidable impacts, and significant irreversible changes to the environment.

Chapter 6 – Alternatives Analysis

The Alternatives Analysis chapter of the SEIR describes and evaluates the alternatives to the proposed project. It should be noted that the alternatives will be analyzed at a level of detail less than that of the proposed project; however, the analyses will include sufficient detail to allow for a meaningful comparison of impacts.

Chapter 7 – EIR Authors and Persons Consulted

The EIR Authors and Persons Consulted chapter of the SEIR lists SEIR and technical report authors who provided technical assistance in the preparation and review of the SEIR.

Chapter 8 – References

The References chapter of the SEIR provides bibliographic information for all references and resources cited.

Appendices

The Appendices include technical reports prepared for the proposed project.



2. Executive Summary

2. EXECUTIVE SUMMARY

2.1 INTRODUCTION

The Executive Summary chapter of this Supplemental EIR (SEIR) provides an overview of the proposed project (see Chapter 3, Project Description, for further details) and provides a table summary of the conclusions of the environmental analysis provided in Chapters 4.1 through 4.3. In addition, the chapter summarizes the alternatives to the proposed project that are described in Chapter 6, Alternatives Analysis, and identifies the Environmentally Superior Alternative. Table 2-2, found at the end of this chapter, contains the environmental impacts associated with the proposed project, the significance of the impacts, the proposed mitigation measures for the impacts, and the significance of the impacts after implementation of the mitigation measures.

2.2 SUMMARY DESCRIPTION OF THE PROPOSED PROJECT

The 87.82-acre project site consists of four parcels, identified by Assessor's Parcel Numbers (APNs) 053-072-003, 053-072-025, 053-072-026, and 056-120-095, located in the eastern portion of the East Lone Tree Specific Plan (ELTSP) Area. The parcels that comprise the project site are zoned Specific Plan (S-P) and are designated East Lone Tree Specific Plan Focus Area by the City's General Plan. According to the ELTSP, the project site is designated as Regional Retail/Employment (CR/E) and Employment Retail (CE).

The City is proposing to modify the approval process for commercial development within the CR/E and CE designated parcels of the ELTSP Area. Currently, as outlined in Section 9 of the ELTSP, all development within the ELTSP Area requires approval of a Planned Development (PD) Rezone by City Council. The City is proposing to no longer require approval of a PD Rezone, and would instead only require a Use Permit and Design Review approval by the City's Planning Commission for commercial development within the CR/E and CE designated parcels of the Specific Plan. The goal of the modification is to streamline commercial development and minimize the need for further CEQA review. The approval process modification would require approval of a Specific Plan Amendment by the City of Antioch.

It should be noted that while the proposed amendment would affect the entirety of the ELTSP, the amendment would only be applicable to the four parcels comprising the project site, as the remaining CR/E and CE designated parcels located within the Specific Plan Area have either already been developed, or have site constraints that would prevent development from occurring.

The proposed project does not include any specific development proposals or new uses. However, approval of the proposed Specific Plan Amendment would allow future development of the project site with regional retail/employment uses. Therefore, for the purposes of the analysis included within this SEIR, and in order to minimize future CEQA review for future commercial projects consistent with the CR/E and CE zones of the ELTSP, buildout assumptions have been made for the four parcels that comprise the project site. Buildout assumptions for each parcel are presented in Table 2-1.

Please refer to Chapter 3, Project Description, of this SEIR for a detailed description of the proposed project and entitlements, as well as a full list of the project objectives.



Table 2-1 Buildout Assumptions			
Parcel	APN	Acreage	Maximum Allowable Development (sf)
Parcel 1	056-120-095	18.21	317,291
Parcel 2	053-072-026	39.2	683,021
Parcel 3	053-072-003	6.52	113,604
Parcel 4	053-072-025	23.89	416,259
Total		87.82	1,530,176

2.3 ENVIRONMENTAL IMPACTS AND PROPOSED AND RECOMMENDED MITIGATION

Under CEQA, a significant effect on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, mineral, flora, fauna, ambient noise, and objects of historic or aesthetic significance. Mitigation measures must be implemented as part of the proposed project to reduce potential adverse impacts to a less-than-significant level. Such mitigation measures are noted in this SEIR and are found in the following technical chapters: Biological Resources; Greenhouse Gas Emissions and Energy; and Transportation. The mitigation measures presented in the SEIR will form the basis of the Mitigation Monitoring and Reporting Program. Any impact that remains significant after implementation of mitigation measures is considered a significant and unavoidable impact.

A summary of the identified impacts in the technical chapters (Chapters 4.1 through 4.3) of the SEIR is presented in Table 2-2 included at the end of this chapter. In addition, Table 2-2 includes the level of significance of each impact, any mitigation measures required for each impact, and the resulting level of significance after implementation of mitigation measures for each impact.

2.4 SUMMARY OF PROJECT ALTERNATIVES

The following section presents a summary of the alternatives evaluated in this EIR for the proposed project, which include the following:

- No Project (No Build) Alternative; and
- 100 Percent Employment Alternative.

For a more thorough discussion of the project alternatives that were evaluated in this EIR, including the alternatives that were considered but dismissed, please refer to Chapter 6, Alternatives Analysis, of this SEIR.

No Project (No Build) Alternative

As discussed throughout this SEIR, the ELTSP EIR, also known as the Future Urbanization Area #2 (FUA #2) Specific Plan EIR, was previously certified by the City of Antioch City Council in August 1995. The City is proposing to modify the approval process for commercial development within the CR/E and CE designated parcels of the ELTSP Area. Currently, as outlined in Section 9 of the ELTSP, all development within the ELTSP Area requires approval of a PD Rezone by City Council. The City is proposing to no longer require approval of a PD Rezone, and would instead only require a Use Permit and Design Review approval by the City’s Planning Commission for commercial development within the CR/E and CE designated parcels of the Specific Plan. The



goal of the modification is to streamline commercial development and minimize the need for further CEQA review. The approval process modification would require approval of a Specific Plan Amendment.

It should be noted that while the proposed Specific Plan Amendment would affect the entirety of the ELTSP, the amendment would only be applicable to the four parcels comprising the project site (Assessor's Parcel Numbers [APNs] 053-072-003, 053-072-025, 053-072-026, and 056-120-095), as the remaining CR/E and CE designated parcels located within the Specific Plan Area have either already been developed, or have site constraints that would prevent development from occurring.

As such, in the case of the proposed project, the No Project Alternative could be analyzed under two different scenarios: the No Project (No Build) Alternative and the No Project (Buildout Pursuant to Existing ELTSP) Alternative.

The No Project (Buildout Pursuant to Existing ELTSP) Alternative would still allow for regional retail and/or employment uses to be developed on the project site, which would result in identical impacts as the proposed project. The No Project (No Build) Alternative would result in the continuation of the existing conditions of the project site, which is currently undeveloped, consisting primarily of non-native vegetation, with the exception of APN 053-072-003 which is partially developed with a single-family residence and associated outbuildings. As discussed above, reasonable alternatives to the project must be capable of reducing the magnitude of, or avoiding, identified significant environmental impacts of the proposed project. As such, the no project alternative evaluated within this EIR is the No Project (No Build) Alternative.

The No Project (No Build) Alternative would not fulfill any of the project's objectives. Because changes would not occur to the project site under the No Project (No Build) Alternative, no physical environmental impacts would occur under the Alternative. Thus, the Alternative would result in fewer impacts than the proposed project related to all resource areas evaluated in this SEIR.

100 Percent Employment Alternative

Similar to the proposed project, the 100 Percent Employment Alternative would modify the approval process for commercial development within the CR/E and CE designated parcels of the ELTSP Area to no longer require approval of a PD Rezone, and would instead only require a Use Permit and Design Review approval by the City's Planning Commission for commercial development within the CR/E and CE designated parcels of the ELTSP Area. The approval process modification would still require approval of a Specific Plan Amendment. However, whereas the proposed project would allow for a mix of regional retail and employment uses within the project site, the 100 Percent Employment Alternative would consist of buildout of the project site with entirely employment uses. The allowable square footage for each parcel would be the same as the buildout assumptions presented in Table 2-1. The total disturbance area would be identical to the proposed project.

Because the 100 Percent Employment Alternative would still facilitate economic development within the City of Antioch, streamline future commercial project approvals consistent with the ELTSP, and minimize future CEQA review for commercial projects consistent with the ELTSP, all of the project objectives would be fully met under the Alternative.



The 100 Percent Employment Alternative would result in fewer impacts related to GHG emissions and energy and similar impacts related to biological resources and transportation compared to the proposed project.

Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. The environmentally superior alternative is generally the alternative that would be expected to generate the least amount of significant impacts. Identification of the environmentally superior alternative is an informational procedure and the alternative selected may not be the alternative that best meets the goals or needs of the City. Section 15126(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be designated and states, “If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.”

The No Project (No Build) Alternative would be considered the environmentally superior alternative, because the project site is assumed to remain in its current condition under the alternative, and, thus, would not be developed. Consequently, the impacts resulting from the proposed project would not occur under the Alternative.

As discussed throughout the Alternatives Analysis Chapter of this SEIR, the 100 Percent Employment Alternative would result in fewer impacts related to GHG emissions and energy and similar impacts related to biological resources and transportation. Therefore, the 100 Percent Employment Alternative would be considered the Environmentally Superior Alternative to the proposed project.

2.5 AREAS OF CONTROVERSY

The CEQA Guidelines, Section 15123(b), require that this SEIR consider areas of controversy known to the lead agency, including issues raised by agencies and the public. The areas of known controversy for the project area relate to the following:

- Biological impacts associated with wildlife and plant habitats;
- Increases in GHG emissions and energy usage;
- Increases in traffic;
- Inadequate emergency access; and
- Safe access to alternative transportation facilities for pedestrians, bicyclists, and transit users.



**Table 2-2
 Summary of Impacts and Mitigation Measures**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
<i>4.1 Biological Resources</i>			
4.1-1 Have a substantial adverse effect, either directly or through habitat modifications, on special-status plant species.	S	4.1-1 <i>Prior to the initiation of any future ground-disturbing activities on the project site, the project applicant shall retain a qualified biologist to conduct a planning-level special-status plant survey during the appropriate season to identify the species. Project construction shall not be initiated until the special-status plant survey is completed and mitigation is implemented, if necessary and required prior to starting construction.</i> <i>A special-status plant survey report that includes the methods used, survey participants, and associated findings shall be prepared and submitted to the City no more than 30 days following the completion of the final site visit conducted as part of the survey. A record of any special-status plant species identified within the project site during the preconstruction surveys shall be submitted to the CNDDDB. If new special-status plant populations are not found on the site during the appropriately timed surveys, additional mitigation is not required. If construction is not started within two years after the special-status plant survey is completed, the City may require additional special-status plant surveys.</i> <i>If special-status plants are observed on the site during the survey, the populations shall be avoided to the maximum degree possible during project</i>	LS

N/A = Not Applicable; LS = Less than Significant; S = Significant; SU = Significant and Unavoidable; LCC = Less than Cumulatively Considerable; CC = Cumulatively Considerable



**Table 2-2
 Summary of Impacts and Mitigation Measures**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>development, and a Mitigation and Monitoring Plan shall be prepared detailing the measures to be implemented to avoid the plant population. Measures shall include, but not be limited to, establishment of appropriate buffers during construction, fencing of the population prior to and during construction, and regular monitoring of the preserved population by a biologist during and after construction activities. The Mitigation and Monitoring Plan shall be implemented prior to the initiation of project grading. If the plant populations cannot be avoided, the applicant shall hire a qualified biologist to prepare a seed collection and replanting plan in coordination with the City of Antioch to reduce impacts to the identified special-status plant populations, subject to review and approval by the City of Antioch Community Development Department.</i></p>	
<p>4.1-2 Have a substantial adverse effect, either directly or through habitat modifications, on special-status wildlife species.</p>	<p>S</p>	<p><i>American Badger</i> 4.1-2(a) <i>The project applicant shall retain a qualified biologist to conduct a preconstruction survey to determine the presence or absence of badgers no more than seven days prior to the initiation of any future ground-disturbing activities on the project site. If badgers are not identified, further mitigation is not required. If an active badger den is identified during preconstruction surveys within or immediately adjacent to an area subject to construction, a qualified biologist shall establish a construction-free</i></p>	<p>LS</p>

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**Table 2-2
 Summary of Impacts and Mitigation Measures**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>buffer of up to 300 feet around the badger den. Once the biologist has determined that the badger has vacated the burrow, the burrow can be collapsed or excavated, and ground disturbance can proceed. Should the burrow be determined to be a natal or reproductive den, and because badgers are known to use multiple burrows in a breeding burrow complex, a biological monitor shall be present on-site during construction activities in the vicinity of the burrows to ensure that the buffer is adequate to avoid direct impact to individuals or natal/reproductive den abandonment. The monitor shall be required to be present until it is determined that the badger young are of an independent age and construction activities would not harm individual badgers. A written summary of the survey results shall be submitted to the City of Antioch Community Development Department.</i></p> <p>San Joaquin Kit Fox 4.1-2(b) <i>A qualified biologist shall conduct preconstruction surveys no more than 14 days prior to site grading to determine the presence or absence of kit fox. If kit fox is not identified during the surveys, further mitigation is not required. If an active kit fox den is identified during preconstruction surveys within or immediately adjacent to an area subject to construction, a qualified biologist shall establish a construction free buffer of up to 300 feet around the</i></p>	

N/A = Not Applicable; LS = Less than Significant; S = Significant; SU = Significant and Unavoidable; LCC = Less than Cumulatively Considerable; CC = Cumulatively Considerable



**Table 2-2
 Summary of Impacts and Mitigation Measures**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>San Joaquin kit fox den. Once the biologist has determined that the San Joaquin kit fox has vacated the den, the den can be collapsed or excavated, and ground disturbance can proceed. Should the den be determined to be a natal or reproductive den, a biological monitor shall be present on-site during construction activities in the vicinity of the dens to ensure that the buffer is adequate to avoid direct impact to individuals or natal/reproductive den abandonment. The monitor shall be required to be present until it is determined that the young are of an independent age and construction activities would not harm individual San Joaquin kit fox. A written summary of the survey results shall be submitted to the City of Antioch Community Development Department.</i></p> <p>Swainson's Hawk 4.1-2(c) <i>Prior to the initiation of any future ground-disturbing activities on the project site that occur during the nesting season (March 15th to September 15th) within a half-mile of a potential nest tree, a qualified biologist shall conduct preconstruction surveys within the construction zones and adjacent lands to identify any nesting pairs of Swainson's hawks within 14 days prior to the onset of ground disturbance. Preconstruction surveys are not required for construction activities located farther than a half-mile from a potential nest tree. Surveys shall follow the</i></p>	

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**Table 2-2
 Summary of Impacts and Mitigation Measures**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>protocol in the Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in California’s Central Valley (Swainson’s Hawk Technical Advisory Committee 2000), including the survey period lengths identified therein. A written summary of the survey results shall be submitted to the City of Antioch Community Development Department.</i></p> <p><i>If active nests are not found during preconstruction surveys, further mitigation is not necessary. If any active nests are discovered in or near proposed construction zones, the qualified biologist shall establish a suitable construction-free buffer around the active nest site. The buffer shall be identified on the ground with flagging or fencing and shall be maintained until the qualified biologist has determined that the young have fledged.</i></p> <p>Western Burrowing Owl 4.1-2(d) <i>Prior to the initiation of any future ground-disturbing activities on the project site, a preconstruction survey for burrowing owls shall be conducted. The CDFG’s Staff Report on Burrowing Owl Mitigation (CDFG 2012) states that take avoidance (preconstruction) surveys shall be conducted within 14 days prior to ground disturbance. As burrowing owls may recolonize a site after only a few days, time lapses between project activities trigger subsequent</i></p>	

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**Table 2-2
 Summary of Impacts and Mitigation Measures**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>take avoidance surveys, including, but not limited to, a final survey conducted within 24 hours prior to ground disturbance to ensure absence of the species. Surveys shall ensure 100 percent visual coverage. The results of the survey shall be submitted to the City of Antioch Community Development Department.</i></p> <p><i>If burrowing owls or fresh sign of burrowing owls are not observed during preconstruction surveys, further mitigation is not required and construction may proceed. If burrowing owls or their recent sign are detected on the site, occupied burrows shall be identified by the monitoring biologist and a construction-free buffer (up to 250 feet) shall be established and maintained until a qualified biologist has determined the burrowing owl has abandoned the burrow.</i></p> <p><i>White-tailed Kite and Other Nesting Birds and Raptors</i> 4.1-2(e) <i>Prior to the initiation of any future ground-disturbing activities or tree removal on-site during the breeding season (typically between February 1st and August 31st),, the project applicant shall retain a qualified biologist to conduct preconstruction migratory bird and raptor nesting surveys within 14 days prior to the onset of ground disturbance. The nesting migratory bird surveys shall cover the project site and the</i></p>	

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**Table 2-2
 Summary of Impacts and Mitigation Measures**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>raptor nesting surveys shall encompass the site and lands within 250 feet of the site, where accessible. A written summary of the survey results shall be submitted to the City of Antioch Community Development Department. If nesting migratory birds or raptors are not identified during the surveys, further mitigation is not required.</i></p> <p><i>If nesting migratory birds or raptors are identified during the surveys, an appropriate construction-free buffer shall be established. The actual size of the buffer, which would be determined by the qualified biologist, will depend on the species, topography, and type of activity that would occur in the vicinity of the nest. The project buffer shall be monitored periodically by the qualified biologist to ensure compliance. Construction or earth-moving activity shall not occur within the established buffer until determined by a qualified biologist that the young have fledged.</i></p>	
4.1-3 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS, or State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.)	LS	None required.	N/A

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**Table 2-2
 Summary of Impacts and Mitigation Measures**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
through direct removal, filling, hydrological interruption, or other means.			
4.1-4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	LS	<i>None required.</i>	N/A
4.1-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	S	<p>4.1-5 <i>Prior to any tree removal, an arborist report shall be prepared by a certified arborist and submitted to the City of Antioch Community Development Department for review and approval. In conjunction with submittal of the arborist report, a site plan showing all trees proposed for removal shall be submitted. All trees that are legally removed as part of the proposed project shall be replaced according to the following schedule, to the satisfaction of the City of Antioch Community Development Department:</i></p> <ol style="list-style-type: none"> 1. <i>Each established tree: two 24-inch box trees.</i> 2. <i>Each mature tree: two 48-inch box trees.</i> <p><i>The locations and sizes of the replacement trees shall be clearly shown on the final landscape plans, which shall be submitted to the City of Antioch Community Development Department for review and</i></p>	LS

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**Table 2-2
 Summary of Impacts and Mitigation Measures**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<i>approval prior to building permit issuance for any future development within the project site.</i>	
4.1-6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	LS	<i>None required.</i>	N/A
4.1-7 Cumulative loss of habitat for special-status species.	LCC	<i>None required.</i>	N/A
4.2 Greenhouse Gas Emissions and Energy			
4.2-1 Result in the inefficient or wasteful use of energy, or conflict with a State or local plan for renewable energy or energy efficiency.	LS	<i>None required.</i>	N/A
4.2-2 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	CC	4.2-2 <i>The following requirements shall be noted on all future project improvement plans, subject to review and approval by the City of Antioch Community Development Department:</i> <ul style="list-style-type: none"> • <i>Consistent with the BAAQMD's Buildings standard a., natural gas shall be prohibited in any structures proposed within the project site.</i> • <i>Consistent with the BAAQMD's Transportation criterion b., future development on the project site shall be constructed to include electric vehicle (EV)</i> 	LCC

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**Table 2-2
 Summary of Impacts and Mitigation Measures**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<i>parking spaces consistent with the most recently adopted CALGreen Code Tier 2 off-street EV requirements.</i>	
4.2-3 Result in a cumulatively considerable inefficient or wasteful use of energy or conflict with a State or local plan for renewable energy or energy efficiency.	LS	None required.	N/A
4.3 Transportation			
4.3-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system during construction activities.	S	4.3-1 <i>Prior to the issuance of any grading and/or building permits for any CR/E or CE designated site within the ELTSP area, the project applicant that is proposing to develop a CR/E or CE designated site shall submit a construction management plan for the applicable site, subject to review and approval by the City Engineer. The requirements within the construction management plan shall include, but are not necessarily limited to, the following elements:</i> <ul style="list-style-type: none"> • <i>Project staging plan to maximize on-site storage of materials and equipment;</i> • <i>A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak hours; lane closure proceedings; signs, cones, and other warning devices for drivers; and designation of construction access routes;</i> 	LS

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**Table 2-2
 Summary of Impacts and Mitigation Measures**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Permitted construction hours; • Location of construction staging; • Identification of parking areas for construction employees, site visitors, and inspectors, including on-site locations; and • Provisions for street sweeping to remove construction related debris on public streets. 	
4.3-2 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	LS	None required.	N/A
4.3-3 Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).	LS	None required.	N/A
4.3-4 Substantially increase hazards to vehicle safety due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or result in inadequate emergency access.	LS	None required.	N/A

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3. Project Description

3. PROJECT DESCRIPTION

3.1 INTRODUCTION

Section 15125 of CEQA Guidelines requires an EIR to include a description of the physical environmental conditions of the project site and the site vicinity, as they exist at the time the Notice of Preparation is published, from a local and regional perspective. Knowledge of the existing environmental setting is critical to the assessment of environmental impacts. However, because an NOP was not circulated for the proposed project and this Supplemental EIR (SEIR) is intended to determine whether the proposed project would result in new significant impacts or a substantial increase in the severity of significant impact(s) previously identified in the 1995 East Lone Tree Specific Plan (ELTSP) EIR (as discussed in further detail below), the CEQA baseline for this SEIR is considered to be buildout of the approved 1995 ELTSP project.

Per CEQA Guidelines Section 15125, the description of the environmental setting shall not be longer than necessary to understand the potential significant effects of the project. Please note that detailed discussions of the existing setting in compliance with CEQA Guidelines Section 15125, specific to each environmental resource area, are included in each corresponding technical chapter of this SEIR.

The Project Description chapter of the EIR provides a comprehensive description of the East Lone Tree Specific Plan Project (proposed project) in accordance with CEQA Guidelines Section 15124. A detailed description of the project location, project setting and surrounding land uses, project objectives, project components, and required project approvals is presented below.

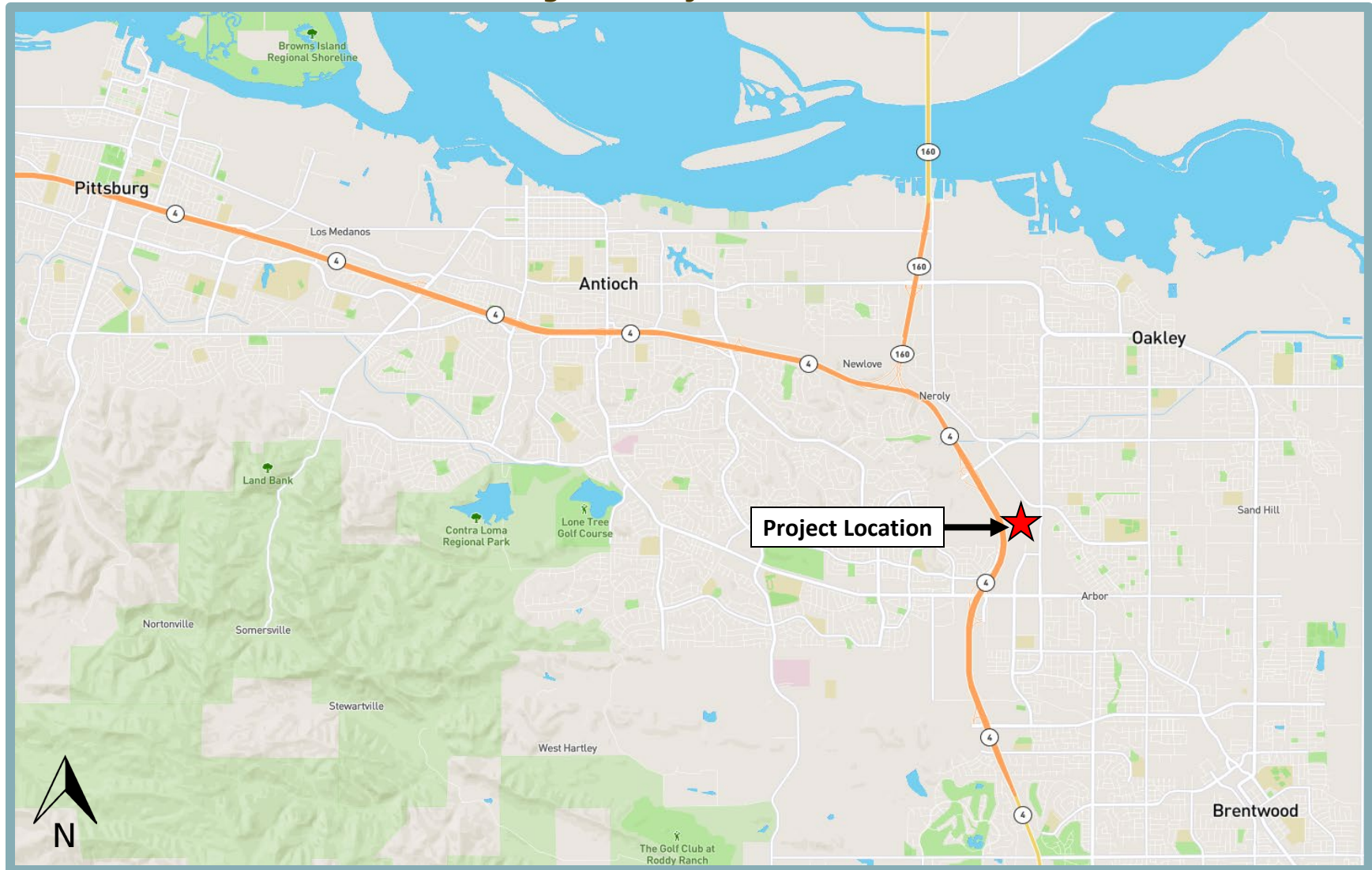
3.2 PROJECT BACKGROUND

The ELTSP EIR, also known as the Future Urbanization Area #2 (FUA #2) Specific Plan EIR, was previously certified by the City of Antioch City Council in August 1995. The 785-acre ELTSP Area is located on the eastern edge of Antioch, and is bounded Lone Tree Way to the south, Empire Avenue and Neroly Road to the east, and the Contra Costa Canal to the north (see Figure 3-1). The ELTSP allowed for a mix of employment, commercial, residential uses, and public uses, as well as parks and open space, to be developed within the Specific Plan Area.

In situations when a lead agency has certified an EIR for a project, and then the project is modified, requiring additional environmental review, the lead agency may prepare an Addendum, a Subsequent EIR, or a SEIR. According to Section 15164 of the CEQA Guidelines, a lead agency can prepare an Addendum to a previously certified EIR if some changes or additions to an EIR are necessary, but none of the conditions described in Section 15162 calling for preparation of a SEIR have occurred. The potential exists for proposed changes to the approved 1995 ELTSP project to meet the conditions described in Section 15162. Therefore, the City has decided to take a conservative approach for the proposed project and has assumed that a Supplement to the ELTSP EIR would be the appropriate CEQA document given that the proposed project would likely necessitate minor changes to the overall analysis contained in the ELTSP EIR. Generally, a SEIR is required to evaluate only the changes in the project, changes in circumstances, or new information that led to the preparation of the further EIR.



**Figure 3-1
Regional Project Location**



3.3 PROJECT SETTING AND LOCATION

The 87.82-acre project site consists of four parcels, identified by Assessor's Parcel Numbers (APNs) 053-072-003, 053-072-025, 053-072-026, and 056-120-095, located in the eastern portion of the ELTSP Area (see Figure 3-2).

The parcels that comprise the project site are zoned Specific Plan (S-P) and are designated East Lone Tree Specific Plan Focus Area by the City's General Plan. According to the ELTSP, the majority of the project site is designated as Regional Retail/Employment (CR/E), and a small portion of the site is designated Employment Retail (CE) (see Figure 3-3). Currently, the majority of the project site is undeveloped, consisting primarily of non-native vegetation. However, a portion of APN 053-072-003 is currently developed with a single-family residence and associated outbuildings. Surrounding existing land uses include single-family residences to the east and west, commercial uses to the south and southeast, and the Randall-Bold Water Treatment Plant and undeveloped lands to the north. In addition, the City of Oakley borders the project site to the east, the City of Brentwood borders the site to the southeast, and the East Antioch Creek borders the site to the west.

3.4 PROJECT OBJECTIVES

The following project objectives have been developed for the proposed project:

1. Facilitate economic development within the City of Antioch.
2. Facilitate commercial development in order to increase employment opportunities within Antioch.
3. Encourage a land use mix in Antioch that supports an economically vibrant and high amenity community.
4. Streamline future commercial project approvals consistent with the ELTSP.
5. Minimize future CEQA review for commercial projects consistent with the ELTSP.

3.5 PROJECT COMPONENTS

The City is proposing to modify the approval process for commercial development within the CR/E and CE designated parcels of the ELTSP Area. Currently, as outlined in Section 9 of the ELTSP, all development within the ELTSP Area requires approval of a Planned Development (PD) Rezone by City Council. The City is proposing to no longer require approval of a PD Rezone, and would instead only require a Use Permit and Design Review approval by the City's Planning Commission for commercial development within the CR/E and CE designated parcels of the Specific Plan. The goal of the modification is to streamline commercial development and minimize the need for further CEQA review. The approval process modification would require approval of a Specific Plan Amendment.

It should be noted that while the proposed amendment would affect the entirety of the ELTSP, the amendment would only be applicable to the four parcels comprising the project site, as the remaining CR/E and CE designated parcels located within the Specific Plan Area have either already been developed, or have site constraints that would prevent development from occurring.

Article 3 and Article 9 of the ELTSP are proposed to be amended as follows:¹

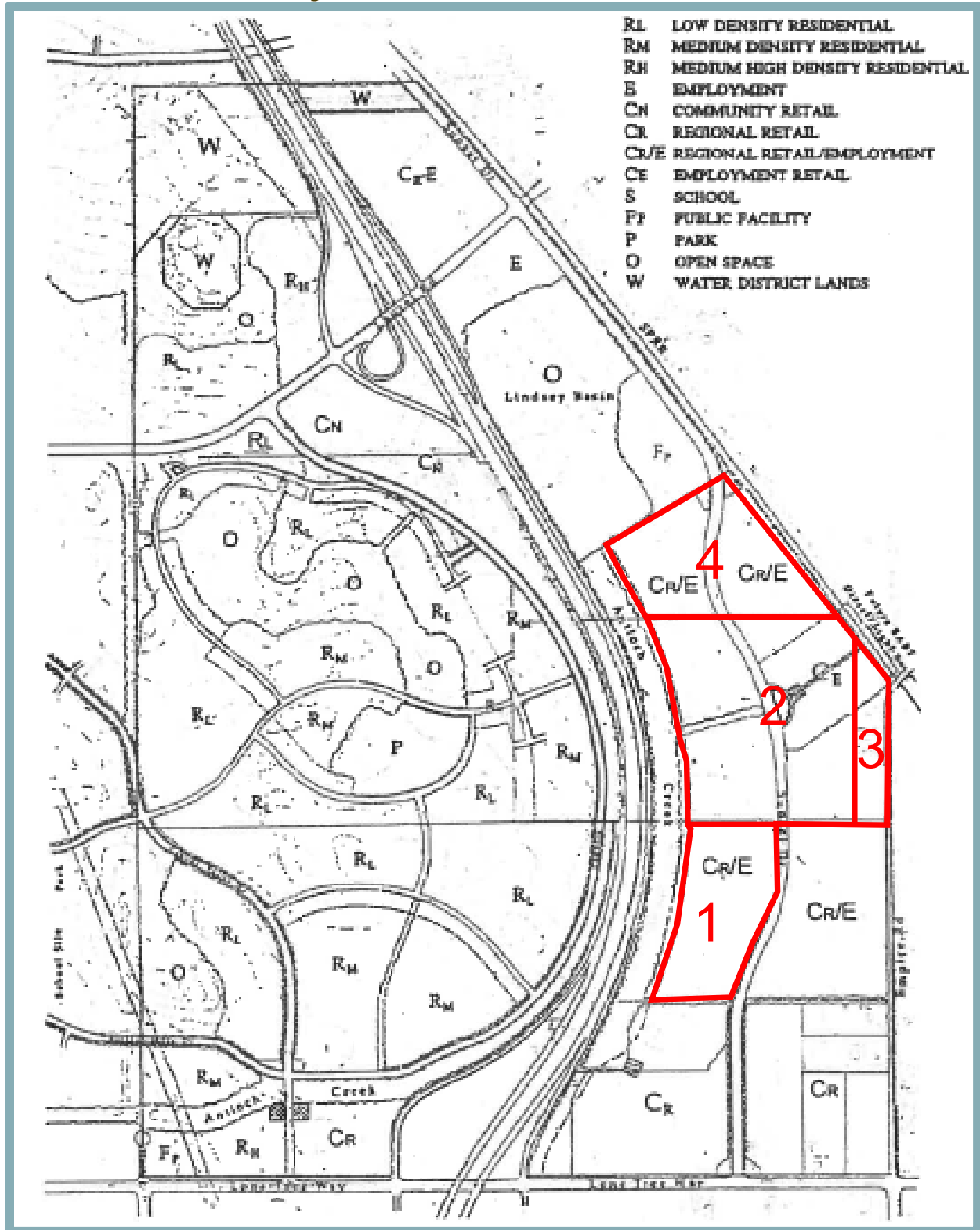
¹ It should be noted that only the portions of the sections of Article 3 and Article 9 proposed to be revised are included herein.



**Figure 3-2
Project Location**



**Figure 3-3
 Project Parcels within the ELTSP**



ARTICLE 3: LAND USE

SECTION 3.3: Land Use Districts

All proposed developments within the ELTA shall comply with the procedures set forth in Section E.1 of the Zoning Ordinance for Planned Developments. Each such development shall comply with the land use provisions, design standards, and other elements of this Specific Plan. (See also Section 3.5 for special land-use provisions relating to several of these districts.)

- CR/E. Whereas the CR site is reserved for regional retail use only, the ~~two~~ CR/E sites may be developed for regional retail or employment. In addition, the following criteria must be met:
 - A maximum of two drive-throughs will be allowed, per existing parcel, resulting in eight total for the entire area.
 - Automotive uses are not allowed including gas stations, with the exception of regional auto dealerships, which could offer ancillary repair and maintenance services.
- CE Employment Retail. The employment retail district is the place for the restaurants and service providers that the employment center requires to function. It also, however, provides a sense of identity, vitality, and urbanity to what is otherwise a low, spread-out campus of largely internalized workplaces. The design of this retail place should create a human-scaled cluster of activity at the heart of the campus. In addition, the following criteria must be met:
 - A maximum of two drive-throughs will be allowed, per existing parcel, resulting in eight total for the entire area.
 - Automotive uses are not allowed including gas stations, with the exception of regional auto dealerships, which could offer ancillary repair and maintenance services.

SECTION 3.4: Site, Height and Density Criteria

- (i) Each site with this designation shall be developed as a single project. While development of each project may be phased, it shall follow a single ~~master~~ plan for the entire site. Development on any portion of a site shall not be approved until an overall master plan is approved for the entire site as part of the required Use Permit and Design Review process. For the purposes of this provision, the term 'site' shall be defined as one or more contiguous parcels with the same designation, undivided by streets or other public lands.

SECTION 3.5: Special Provisions

Certain of the districts described in 3.3 are subject to special provisions regarding permitted uses.

- CR Regional Retail. The future construction of the Route 4 Bypass and Laurel Road, and the widening of Lone Tree Way, do create the potential for regional retail development at these two interchanges. However, premature, suboptimal development could destroy this potential, both by precluding the land assembly required for a major regional center, and by degrading the image of the location with low-quality projects.



The four parcel 3 sites designated CR or CR/E shall each be developed as a single project. While development on a CR or CR/E site may be phased, it shall follow a single plan for the entire site. Development on any portion of a CR or CR/E site shall not be approved until an overall master plan is approved for the entire site as part of the required Use Permit and Design Review process.

Given that it may be several years before ~~the Route 4 Bypass and/or~~ Sunset Drive ~~are is~~ constructed, interim uses may be located in the CR or CR/E designations where planned construction of Sunset Drive will impact the sites. Interim uses are defined as those which are short term in nature, and which do not clearly fit the land use districts as defined in section 3.3. Such interim uses would be subject to use permit approval by the Planning Commission, and all required use permit findings must be made. In addition, the following criteria must be met:

- The use must be determined to be short term in nature, with the duration of the use being tied to the estimated timing for construction of ~~the Route 4 Bypass and/or~~ Sunset Drive.
- Guarantees must be included to ensure the removal of the use at the time specified in the use permit.
- The level of capital investment must be consistent with the short-term nature of the site.

ARTICLE 9: SPECIFIC PLAN ADMINISTRATION

SECTION 9.2: Development Entitlement Process

Planned Development Process:

All developments within the Specific Plan Area are required to go through the Planned Development Review process as determined by Section 23 of the Antioch Municipal Zoning Code. Exceptions to this requirement are identified in Section 9.4 and as described in CR/E and CE section below. The Planned Development ~~This~~ process requires the following major steps:

- A. The submittal and approval of a preliminary development plan. While optional under the Zoning Ordinance, this is a requirement of the Specific Plan.
- B. The submittal and approval of Planned Development Zoning and a Final Development Plan as specified in the Antioch Municipal Code (Section 23).
- C. The submittal and approval of a use permit for each phase of development as specified in the Antioch Municipal Code (Section 27).

All of the discretionary actions required as part of the Final Development Plan process shall include a finding of consistency with the East Lone Tree Specific Plan consistent with State law.

In addition to the submittal requirement identified in the Antioch Municipal Code, for Preliminary and Final Development Plan identified in the Antioch Municipal Code, the following information shall be submitted:

- A cut and fill map showing proposed site grading with the Preliminary Development Plan.



- Conceptual architecture of residential units, including range of unit sizes with the Final Development Plan.
- Streetscape depicting typical mix of "garage forward" and "house forward" units with the Final Development Plan.
- Photo montages or other visual analysis shall be required at the discretion of the Planning Commission with the Preliminary or Final Development Plan.
- A phasing plan identifying the anticipated increments of development and the infrastructure proposed to be constructed as part of each phase.

CR/E Regional Retail/Employment and CE Employment Retail

Development of four parcels designated CR/E and CE (APNs 053-072-003, 053-072-025, 053-072-026, and 056-120-095) shall require a Use Permit and Design Review by the Planning Commission and not the Planned Development process described above. The Use Permit and Design Review process shall be as outlined in Articles 26 and 27 of the Antioch Municipal Code.

SECTION 9.6: Environmental Documentation

The project level Environmental Impact Report (EIR) and Supplemental EIR certified for this Specific Plan are ~~is~~ intended to provide adequate environmental documentation for future projects in the area. This project level EIR and Supplemental EIR are ~~is~~ at a sufficient level of detail to serve as appropriate environmental documentation for subsequent Entitlements, except as noted below. The following policies will guide the determination of need for additional environmental information or if a further environmental determination is needed.

- A. An environmental determination will be required for Specific Plan amendments, which may result in a negative declaration or additional EIR work depending on the scope of the amendment as determined by the City.
- B. If it is determined that a development proposal will have environmental impacts not originally addressed in the project level EIR or Supplemental EIR, then additional environmental study or mitigation may be required.
- C. In cases where the certified EIR and Supplemental EIR for the Specific Plan calls for additional environmental information, this information will be provided as part of the application submittal process.

The proposed project does not include any specific development proposals or new uses. However, approval of the proposed Specific Plan Amendment would allow future development of the project site with regional retail/employment uses. According to the ELTSP, Regional Retail uses are intended to serve a larger market, and are oriented primarily toward clothing, home products, electronics, and other durable goods. Employment uses include a mix of large and small employers, offices, research and development, limited industry, and limited warehousing and distribution.



As discussed above, the majority of the project site is designated as CR/E. According to Section 3.4 of the ELTSP, development allowed under the CR/E zone is required to be built at a maximum floor-area-ratio of 0.4, a maximum height of 35 feet, and would be required to include maximum front and corner, interior, and rear setbacks of 25 feet, 10 feet, and 20 feet, respectively. While a small portion of the site is designated CE, because the majority of the site is designated CR/E, for the purposes of the analysis included within this EIR, and in order to minimize future CEQA review for commercial projects proposed within the project site, buildout assumptions have been made for the four parcels that comprise the site consistent with the CR/E development standards. Buildout assumptions for each parcel are presented in Table 3-1.

Parcel	APN	Acreage	Maximum Allowable Development (sf)
Parcel 1	056-120-095	18.21	317,291
Parcel 2	053-072-026	39.2	683,021
Parcel 3	053-072-003	6.52	113,604
Parcel 4	053-072-025	23.89	416,259
Total		87.82	1,530,176

It should be noted that ultimate buildout of the project site would be verified by the City as specific development applications for the site come forward in the future.

3.6 PROJECT APPROVALS

The proposed project would require City approval of a Specific Plan Amendment to modify the approval process for commercial development within the CR/E and CE designated parcels of the ELTSP.



4. Existing Environmental Setting, Impacts, and Mitigation

4.0 Introduction to the Analysis

4.0 INTRODUCTION TO THE ANALYSIS

4.0.1 INTRODUCTION

The technical chapters of the Supplemental EIR (SEIR) analyze the potential impacts of buildout of the proposed project on Greenhouse Gas Emissions and Energy, and Transportation. Chapters 4.1 through 4.3 describe the focus of the analysis, references and other data sources for the analysis, the environmental setting related to each specific issue area, project-specific impacts and mitigation measures, and the cumulative impacts of the project for each issue area. The format of each of the technical chapters is described at the end of this chapter. It should be noted that all technical reports are either attached to this SEIR or available at the City by request. In addition, the previously certified East Lone Tree Specific Plan (ELTSP) EIR can be found on the City's website at the following:

<https://www.antiochca.gov/community-development-department/planning-division/specific-plans/>

4.0.2 DETERMINATION OF SIGNIFICANCE

Under CEQA, a significant effect is defined as a substantial or potentially substantial adverse change in the environment (Public Resources Code Section 21068). The Guidelines implementing CEQA direct that the determination be based on scientific and factual data. The specific criteria for determining the significance of a particular impact are identified within the impact discussion in each chapter and are consistent with significance criteria set forth in the CEQA Guidelines.

Significance Criteria

The CEQA Guidelines define a significant effect on the environment as “a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance.” In addition, the Guidelines state, “An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.” (CEQA Guidelines Section 15382).

As presented in Section 4.0.4 below, the level of significance of an impact prior to mitigation is included at the end of each impact discussion throughout the technical chapters of this SEIR. The following levels of significance prior to mitigation are used in this SEIR:

- 1) Less than Significant: Impacts that may be adverse, but that do not exceed the specified thresholds of significance;
- 2) Significant: Impacts that exceed the defined standards of significance and require mitigation;
- 3) Less than Cumulatively Considerable: Where cumulative impacts have been identified, but the project's incremental contribution towards the cumulative impacts would not be considered significant; and



- 4) Cumulatively Considerable: Where cumulative impacts have been identified and the project's incremental contribution towards the cumulative impacts would be considered significant.

If an impact is determined to be significant or cumulatively considerable, mitigation is included, if available, in order to reduce the specific impact to the maximum extent feasible. A statement of the level of significance of an impact after mitigation is also included in each impact discussion throughout the technical chapters of this SEIR. The following levels of significance after implementation of mitigation are used in the SEIR:

- 1) Less-than-Significant: Impacts that exceed the defined standards of significance but can be eliminated or reduced to a less-than-significant level through the implementation of feasible mitigation measures;
- 2) Less than Cumulatively Considerable: Where the project's incremental contribution towards cumulative impacts would be eliminated or reduced to a less than cumulatively considerable level through the implementation of feasible mitigation measures; and
- 3) Significant and Unavoidable Impact: An impact (project-level or cumulative) that cannot be eliminated or reduced to a less-than-significant or less than cumulatively considerable level through the implementation of feasible mitigations measures.

Each environmental area of analysis uses a distinct set of significance criteria. The significance criteria are identified at the beginning of the Impacts and Mitigation Measures section in each of the technical chapters of this SEIR. Although significance criteria are necessarily different for each resource considered, the provided significance levels ensure consistent evaluation of impacts for all resource areas evaluated.

4.0.3 ENVIRONMENTAL ISSUES ADDRESSED IN THIS SEIR

The EIR provides the analysis necessary to address the technical environmental impacts of the proposed project. The following environmental issues are addressed in separate technical chapters of this SEIR:

- Biological Resources;
- Greenhouse Gas Emissions and Energy; and
- Transportation.

See Section 5.3 of Chapter 5, Statutorily Required Sections, for additional information on the scope of the cumulative impact analysis for each environmental issue addressed in the SEIR.

4.0.4 TECHNICAL CHAPTER FORMAT

Each technical chapter addressing a specific environmental issue begins with an **introduction** describing the purpose of the section. The introduction is followed by a description of the project's **existing environmental setting** as the setting pertains to that particular issue. The setting description is followed by the **regulatory context** and the **impacts and mitigation measures** discussion, which contains the **standards of significance**, followed by the **method of analysis**. The standards of significance section includes references to the specific checklist questions consistent with Appendix G of the CEQA Guidelines. The **impacts and mitigation measures** discussion includes impact statements prefaced by a number in bold-faced type (for both project-level and cumulative analyses). An explanation of each impact and an analysis of the impact's significance follow each impact statement, followed by all mitigation measures pertinent to each



individual impact (see below). The degree of relief provided by identified mitigation measures is also evaluated. An example of the format is shown below.

Project-Specific Impacts and Mitigation Measures

The following discussion of impacts is based on the implementation of the proposed project in comparison with the standards of significance.

4.x-1 Statement of Project-Specific Impact

Discussion of impact for the proposed project in paragraph format.

Statement of **level of significance** of impact prior to mitigation is included at the end of each impact discussion. The following levels of significance are used in the SEIR: less than significant, significant, or significant and unavoidable. If an impact is determined to be significant, mitigation will be included in order to reduce the specific impact to the maximum extent feasible. Impacts that cannot be reduced to a less-than-significant level with implementation of all feasible mitigation would be considered to remain significant and unavoidable.

Mitigation Measure(s)

Statement of *level of significance* after the mitigation is included immediately preceding mitigation measures.

4.x-1(a) *Required mitigation measure(s) presented in italics and listed in consecutive order.*

4.x-1(b) *Required additional mitigation measure, if necessary.*

Cumulative Impacts and Mitigation Measures

The following discussion of cumulative impacts is based on implementation of the proposed project in combination with cumulative development within the applicable area or region.

4.x-2 Statement of Cumulative Impact

Discussion of cumulative impacts for the proposed project in paragraph format.

As discussed in detail in Chapter 5, Statutorily Required Sections, of the SEIR, the cumulative setting for the proposed project is generally considered to be development anticipated to occur upon buildout of the Antioch General Plan (i.e., Antioch City limits), as well as buildout of a number of approved or reasonably foreseeable projects within the project region.

Statement of **level of significance** of cumulative impact prior to mitigation is included at the end of each impact discussion. The following levels of significance are used in the SEIR for cumulative impacts: less than significant, less than cumulatively considerable, cumulatively considerable, or significant and unavoidable. If an impact is determined to be cumulatively considerable, mitigation will be included in order to reduce the specific impact to the maximum extent feasible. Impacts that cannot be



reduced to a less than cumulatively considerable level with the implementation of all feasible mitigation would be considered to remain significant and unavoidable.

Mitigation Measure(s)

Statement of *level of significance* after the mitigation is included immediately preceding mitigation measures.

4.x-2(a) *Required mitigation measure(s) presented in italics and listed in consecutive order.*

4.x-2(b) *Required additional mitigation measure, if necessary.*



4.1 Biological Resources

4.1 BIOLOGICAL RESOURCES

4.1.1 INTRODUCTION

The Biological Resources chapter of this Supplemental EIR (SEIR) evaluates the biological resources known to occur or potentially occur within the project site and surrounding environs. The chapter describes the proposed project's potential impacts to biological resources and identifies measures to eliminate or substantially reduce impacts to a less-than-significant level. Existing plant communities, wetlands, wildlife habitats, and potential for special-status species and communities are discussed for the project region. The information contained in the analysis is based on the City of Antioch General Plan¹ and associated EIR,² the 1995 East Lone Tree Specific Plan (ELTSP) EIR, as well as the results of a California Natural Diversity Database (CNDDB) search conducted by Raney Planning & Management (see Appendix A).³

It should be noted that the 1995 ELTSP EIR included an analysis of biological resources. However, given the passage of time since the EIR was certified, the potential exists for new species not identified in the ELTSP EIR to be present within the project site, which would represent new information that led to the preparation of the further EIR. Therefore, the analysis and mitigation measures included herein are intended to update and supersede the analysis and mitigation measures regarding biological resources of the 1995 ELTSP EIR, specifically for the four CR/E and CE designated parcels of the ELTSP area that comprise the project site.

4.1.2 EXISTING ENVIRONMENTAL SETTING

The following sections describe the regional biological setting in which the project site is located, the biological setting of the project site, and the special-status species and sensitive natural communities known to occur within the project site and surrounding environs.

Regional Setting

The project site is located within the City of Antioch, which is situated in eastern Contra Costa County on the eastern perimeter of the San Francisco Bay Area, approximately 50 miles east of San Francisco and 50 miles southwest of the Sacramento. To the north of the City, the Sacramento-San Joaquin River Delta (Delta) flows in an east-to-west direction into the Suisun Bay, whose waters then enter the San Francisco Bay. The Delta supplies two-thirds of the State's drinking water, as well as farmland irrigation water and habitat for fish and wildlife.

Although largely developed with existing urban uses, the City includes a variety of land covers, which potentially provide habitat for various plant and wildlife species. Among the largest of land covers prevalent within the City, annual grassland occurs mostly in the southern and eastern portions of the City's planning area. Similarly, agricultural lands, including hayfields, vineyards, almond orchards, and walnut orchards, are located within and in proximity to the City limits, and small areas of oak woodlands are located in the southern outskirts of the City's planning area.

¹ City of Antioch. *City of Antioch General Plan*. Updated November 24, 2003.

² City of Antioch. *Draft General Plan Update Environmental Impact Report*. July 2003.

³ California Department of Fish and Wildlife. *California Natural Diversity Database: Rarefind Results Summary*. August 2023.



Other habitats within the City's planning area include a small area of scrub habitat located outside the City limits in the southwestern portion of the planning area, and the Antioch Dunes, located along the City's northern boundary, south of the San Joaquin River. With respect to aquatic resources within the region, the City of Antioch contains numerous aquatic habitats, including wetlands; open waters such as the San Joaquin River and natural or man-made lakes, ponds, and reservoirs; and brackish marsh. However, much of the naturally occurring riparian vegetation within the City's planning area has been reduced due to encroachment.

According to the 1995 ELTSP EIR, the habitats within the ELTSP area consist primarily of orchard and agricultural habitats, non-native grassland, and residential/developed areas. It should be noted, however, that since the certification of the 1995 ELTSP EIR, a large portion of the ELTSP area has been developed, and the entirety of the orchard habitats within the ELTSP area have since been removed. Therefore, the habitats that currently exist within the ELTSP area include non-native grassland and developed areas.

Project Setting

The 87.82-acre project site, which is located in the eastern portion of the ELTSP area, is currently undeveloped, consisting primarily of non-native ruderal grassland vegetation, with the exception of a portion of APN 053-072-003, which is currently developed with a single-family residence and associated outbuildings. The project site generally sits at an elevation of 43 feet.

Surrounding existing land uses include single-family residences to the east and west, commercial uses to the south and southeast, and the Randall-Bold Water Treatment Plant and undeveloped lands to the north. In addition, the City of Oakley borders the project site to the east, the City of Brentwood borders the site to the southeast, and the East Antioch Creek borders the site to the west.

Historically, the project site was subject to substantial ground disturbance related to agricultural activities. However, based on aerial imagery of the site, agricultural activities have not occurred on-site since prior to 2004. Currently, the non-native ruderal grassland vegetation on-site is periodically disked.

The following includes a description of the habitat types on-site and within the project vicinity.

Non-Native Ruderal Grassland

Non-native ruderal annual grassland is the most common vegetation type within the City of Antioch. Non-native annual grasslands are generally grazed or abandoned agricultural fields dominated by annual grasses, mustard, and filaree. The most common species of non-native grassland in the Antioch area are wild oats, ripgut brome, yellow star thistle, filaree, and mustards. A few native species that are ruderal or strong competitors, such as fiddleneck, bluedicks, lupine, and owl's clover can persist among the non-native plants. Where the vegetation is thin due to poor or shallow soils, other native species and possibly special-status species can remain.

Urban Development

Urban developed land, including residential, commercial, and industrial development, occupies most of the City of Antioch. Urban developed areas do not provide habitat for native plants. Wildlife tolerant of the disturbance associated with urban and developed areas may use urban areas for foraging, roosting, and nesting. Many of the wildlife species found in urban areas are non-native species. Native wildlife such as Pacific treefrogs, western fence lizards, alligator lizards, mallards,



burrowing owls, barn swallows, Brewer's blackbirds, California scrub jays, myotis bats may also find suitable foraging and breeding habitat in urban areas.

East Antioch Creek

East Antioch Creek flows in a generally northwest direction, eventually emptying into the San Joaquin River 1.5 miles northwest of the City. With the exception of a one-mile reach south of State Route (SR) 4, most of the creek is an aboveground earthen channel. Several detention basins and levees have been built along the creek, and the creek has been subject to prior disturbance associated with improvements and widening in order to allow the creek to contain increased stormwater runoff from urban development within the City.

Special-Status Species

Special-status species are species that have been listed as threatened or endangered under the federal Endangered Species Act (FESA), California Endangered Species Act (CESA), or are of special concern to federal resource agencies, the State, or private conservation organizations. A species may be considered to have special status due to declining populations, vulnerability to habitat change, or restricted distributions. A general description of the criteria and laws pertaining to special-status classifications is described below. Special-status plant and wildlife species may meet one or more of the following criteria:

1. Listed as threatened or endangered, or proposed or candidates for listing by the U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS);
2. Listed as threatened or endangered and candidates for listing by the California Department of Fish and Wildlife (CDFW);
3. Identified as Fully Protected species or Species of Special Concern by CDFW;
4. Plant species considered to be rare, threatened, or endangered in California by the California Native Plant Society (CNPS) and CDFW (California Rare Plant Rank [CRPR] 1 and 2):
 - a. CRPR 1A: Plants presumed extinct.
 - b. CRPR 1B: Plants rare, threatened, or endangered in California and elsewhere.
 - c. CRPR 2A: Plants extirpated in California, but common elsewhere.
 - d. CRPR 2B: Plants rare, threatened, or endangered in California, but more common elsewhere.

A query of the CNDDDB was conducted in August 2023 for historic and recent records of special-status plant and wildlife species known to occur within the project region. Based on the results of the CNDDDB records search, a total of 48 special-status plant species and 42 special-status wildlife species have been recorded within the project region. However, most special-status species known to occur, or to once have occurred, in the project region are considered absent from the project site due to the absence of suitable habitat. For instance, several of the listed species require the presence of serpentine soils, inland dunes, or vernal pool and wetland habitat, none of which are provided on the project site. Several other special-status species identified in the CNDDDB search are considered unlikely to occur on-site considering that habitats on-site are limited (e.g., grasslands occurring at the margins of developed areas within the City). In addition, some of the special-status species are not known to occur in the project vicinity and/or have not been observed in many decades in the project region. However, the site does provide potential habitat for six special-status plant species and five special-status wildlife species.



Further details of the special-status species with potential to occur within the project site are provided below.

Special-Status Plant Species

The special-status plant species with potential to occur within the project site are discussed in further detail below.

Showy Golden Madia

Showy golden madia is an annual herb that grows approximately 10 to 90 centimeters tall. The bristly, glandular leaves reach up to 10 centimeters long and are often wider at the top of the plant than below. The plant produces flower heads lined with hairy, gland-studded phyllaries, which include golden yellow ray florets up to two centimeters long and a center filled with many disc florets. The fruit is a black achene a few millimeters long with no pappus.

Showy golden madia has occurred in scattered populations in the interior foothills of the South Coast Ranges, found between 80- and 3,700-feet in elevation. Very little information is available for showy golden madia. Only 32 occurrences of showy golden madia have been recorded in the State between 1930 to 1998, and only three occurrences were documented in the previous 10 years. The closest record for showy golden madia occurs 1.4 miles from the project site.

Brewer's Western Flax

Brewer's western flax, a member of the flax family, is an annual herb that grows five to 20 centimeters tall and blooms from May through July. Brewer's western flax is endemic to California, where the species is restricted to the Mount Diablo and adjacent foothills in the east San Francisco Bay Area and to the Vaca Mountains of the southern interior North Coast Ranges. The species occurs below 2,900 feet above sea level.

The brewer's western flax typically grows on rocky soils on serpentine, sandstone, or volcanic substrates, and is associated with grassland, oak woodland, and chaparral communities. The species typically appears in areas with low vegetative cover, such as the transition zone between grassland and chaparral or open areas in chaparral. The closest record for brewer's western flax occurs 1.1 miles from the project site.

Mount Diablo Buckwheat

Mount Diablo buckwheat is a small pink wildflower, believed to have been extinct since 1936 until the species was rediscovered in 2005. The species is only known to occur within Contra Costa County. Mount Diablo buckwheat is an annual plant growing between 5.9 inches and 2.5 feet in height. The species typically blooms from May to June and produces several dozen pinkish flowers, having a maroon line down the center of each petal. The flower stalks branch upward in a wishbone pattern, with flowers blooming at the joint and ends of the wishbone. The plant, an annual wildflower which dies after flowering, is considered critically threatened. The closest record for Mount Diablo buckwheat occurs 2.3 miles from the project site.

Diamond-Petaled California Poppy

Diamond-petaled California poppy is an annual herb that blooms from May to June and produces small yellow flowers, which are four to seven centimeters long, nearly equaling the height of the plants. Most populations of the species that have been reported have been on hillsides, but habitat can vary widely and can include scrub, annual grassland, and nearly barren clay soil habitats from



30 to 3,300 feet in elevation. The closest record for diamond-petaled California poppy occurs 3.5 miles from the project site.

Big Tarplant

Big tar plant is an herbaceous annual that grows to between one and three feet tall. Seedlings appear in early spring, but the plants do not begin to bloom until mid-summer. The blooming period, during which the plants produce many heads with white flowers, generally occurs between August and October. Two species of big tarplant are present in the project region: big tarplant and viscid big tarplant. Viscid big tarplant is the more widely distributed species, ranging throughout most of the south Coast Ranges and reaching its northern limit in Contra Costa County. The two species, which often occur in adjacent populations, can be differentiated by their branching patterns, the amount and color of the simple and glandular hairs on the stems and leaves, the chemical compounds produced by the glands, and by genetic markers. The two species can hybridize, but the hybrids are infertile.

Big tarplant is endemic to the Mount Diablo foothills and is found primarily in eastern Contra Costa, eastern Alameda, and western San Joaquin counties. Big tarplant occurs in annual grassland on clay to clay-loam soils below 1,500 feet. The closest record for big tarplant occurs 3.5 miles from the project site.

Large Flowered Fiddleneck

The large-flowered fiddleneck is a flowering plant that produces bright orange, trumpet-shaped flowers that grow on a fiddleneck-shaped stem. A mature plant can grow up to 36 inches in height and have hundreds of flowers during the species blooming period from March to May.

The plant is only found in California. Historically, the species could be found from northern Contra Costa County at the San Joaquin River Delta to Corral Hollow and adjacent areas in San Joaquin County. Currently, large-flowered fiddleneck is only found in 12 sites across Contra Costa, San Joaquin, and Alameda counties. Large-flowered fiddleneck typically grows on hilly grasslands at lower elevations in clay-rich soil. The species prefers a moderate climate with average seasonal lows in the upper 30s and highs in the lower 90s. The closest record for large flowered fiddleneck occurs 4.5 miles from the project site.

Special-Status Wildlife Species

The special-status wildlife species with potential to occur within the project site are discussed in further detail below.

American Badger

American badger is found in a variety of habitats, especially in open habitats such as oak-savannah and grasslands where the species' presence is typically identified by distinctive, large underground dens (burrows) excavated in friable (loose) soils. The nocturnal mammal is rarely observed during field surveys. When present, the species typically is expected to prey upon Botta's pocket gopher, California ground squirrel, and several species of mice common in the area. Except during breeding, badgers are typically highly solitary and have vast home ranges.

The grasslands on the project site represent suitable habitat for the American badger, and American badger individuals have been observed in the project vicinity. The closest record for American Badger occurs approximately 1.57 miles from the project site.



San Joaquin Kit Fox

Historically, the San Joaquin kit fox was widely distributed throughout grassland, scrubland, and wetland communities in the San Joaquin Valley and adjacent low foothills, but agricultural, urban, and industrial development in the valley, including oil and gas development, led to extensive and continuing loss of native habitat, which is the primary threat to kit foxes. Currently, much of the kit fox's remaining habitat is extremely fragmented, movement corridors are degraded or blocked, and only a few large areas of native grasslands remain on the San Joaquin Valley's perimeter.

Core habitat for the species is defined as annual grassland, alkali grassland, and oak savanna contiguous with grassland. Secondary foraging habitat occurs in agricultural fields and row crops adjacent to grassland areas. Because habitat fragmentation is a significant threat to kit fox, preservation of contiguous habitat is of primary importance.

The project site contains ruderal grassland within the range of the San Joaquin kit fox. In addition, the closest known CNDDDB occurrence of the species is approximately 4.4 miles from the project site.

Western Bumble Bee

The western bumble bee is found in open grassy areas, urban parks and gardens, chaparral and shrub areas, and mountain meadows. The species nests underground in abandoned rodent burrows or other cavities. Plants that the species is associated with include ceanothus, thistle, rabbitbrush, geranium, gumplant, lupine, sweetclover, monardella, blackberry, goldenrod, and clover. The annual grassland identified within the project site provides suitable foraging habitat for the species. The closest record for western bumble bee occurs approximately one mile from the project site.

Swainson's Hawk

The Swainson's hawk is generally a summer visitor to California. In the fall months, most Swainson's hawk migrate to South America before returning to the U.S. to breed in the late spring. A small population of Swainson's hawk remain residents in the State year-round. The species inhabits open to semi-open areas at low to middle elevations in valleys, dry meadows, foothills, and level uplands. Swainson's hawk nest almost exclusively in trees and will nest in almost any tree species that is at least 10 feet tall. Nests are constructed in isolated trees that are dead or alive along drainages and in wetlands, or in windbreaks in fields and around farmsteads. Swainson's hawk occasionally nest in shrubs, on telephone poles, and on the ground. In the Central Valley of California, the majority of Swainson's hawk nests and territories are associated with riparian systems, and nests are commonly found in cottonwoods and oaks. The species has also been documented nesting in eucalyptus, black walnut, black locust, almond, Osage orange, Arizona cypress, and pine.

Foraging habitats include alfalfa fields, fallow fields, beet, tomato, and other low-growing row or field crops, dry-land and irrigated pasture, and rice land, when not flooded. The Swainson's hawk generally forages in open habitats with short vegetation containing small mammals, reptiles, birds, and insects. Agricultural areas are often preferred over more natural grassland habitats, due to larger prey populations. In addition, agricultural practices (i.e., planting, maintenance, harvesting, disking) allow for access to prey and very likely increase the foraging success of Swainson's hawk when farm equipment flushes prey during harvesting. During the nesting season, Swainson's hawk usually forage within two miles of their nests.



The project site contains ruderal grassland within the range of Swainson's hawk. In addition, several occurrences of Swainson's hawk have been documented within the project vicinity, the closest of which is located approximately 1.5 miles from the site.

Western Burrowing Owl

Western burrowing owl habitat is usually found in annual and perennial grasslands, characterized by low-growing vegetation. Often, the burrowing owl uses rodent burrows, typically California ground squirrel burrows, for nesting and cover. They may also on occasion dig their own burrows or use manmade objects, such as concrete culverts or rip-rap piles, for cover. The species exhibits high site fidelity, reusing burrows year after year. Occupancy of suitable burrowing owl habitat can be verified at a site by observation of the owls during the spring and summer months or, alternatively, the species' molted feathers, cast pellets, prey remains, eggshell fragments, or excrement (whitewash) at or near a burrow. Burrowing owls typically are not observed in grasslands with tall vegetation or wooded areas because the vegetation obscures their ability to detect avian and terrestrial predators. Because burrowing owls spend the majority of their time sitting at the entrances of their burrows, grazed grasslands seem to be their preferred habitat, as the land cover allows them to view the landscape without obstructions.

The project site contains ruderal grassland that is within the range of western burrowing owl. In addition, multiple occurrences of the species have been recorded within 0.5-mile of the project site.

White-Tailed Kite

The white-tailed kite is typically found foraging in grassland, marsh, or cultivated fields where dense-topped trees or shrubs for nesting and perching occur. The species nests in a wide variety of trees of moderate height and sometimes in tall bushes, such as coyote bush. Native trees used for nesting consist of live and deciduous oaks, willows, cottonwoods, sycamores, maples, toyon, and Monterey cypress. Although the surrounding terrain may be semi-arid, kites often reside near water sources, where prey is more abundant. The particular characteristics of the nesting site do not appear to be as important as the site's proximity to a suitable food source. Kites primarily hunt small mammals, with California meadow voles accounting from between 50 to 100 percent of the species' diet.

The trees associated with East Antioch Creek located adjacent to the site's western boundary provides potential nesting habitat for white-tailed kite. In addition, the nearest CNDDDB record for this species is located 0.23-mile from the site.

Trees

The majority of the project site consists of non-native grassland vegetation and is devoid of any trees. However, several trees associated with the existing single-family house on APN 053-072-003 currently exist on-site. In addition, trees are located along East Antioch Creek, adjacent to the site's western boundary.

4.1.3 REGULATORY CONTEXT

A number of federal, State, and local policies provide the regulatory framework that guides the protection of biological resources. The following discussion summarizes those laws that are most relevant to biological resources in the vicinity of the project site.



Federal Regulations

The following are the federal environmental laws and policies relevant to biological resources.

Federal Endangered Species Act

The U.S. Congress passed the FESA in 1973 to protect species that are endangered or threatened with extinction. FESA is intended to operate in conjunction with the National Environmental Policy Act (NEPA) to help protect the ecosystems upon which endangered and threatened species depend. Under the FESA, the Secretary of the Interior and the Secretary of Commerce have joint authority to list a species as threatened or endangered (16 U.S. Code [USC] Section 1533[c]). Two federal agencies oversee the FESA: the USFWS has jurisdiction over plants, wildlife, and resident fish, while the NMFS has jurisdiction over anadromous fish and marine fish and mammals. Section 7 of the FESA mandates that federal agencies consult with the USFWS and NMFS to ensure that federal agency actions do not jeopardize the continued existence of a listed species or destroy or adversely modify critical habitat for listed species.

FESA prohibits the “take” of endangered or threatened wildlife species. “Take” is defined to include harassing, harming, pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collecting wildlife species or any attempt to engage in such conduct (FESA Section 3 [3], [19]). Harm is further defined to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing behavioral patterns (50 Code of Federal Regulations [CFR] Section 17.3). Harass is defined as actions that create the likelihood of injury to listed species to such an extent as to significantly disrupt normal behavior patterns (50 CFR Section 17.3). Actions that result in take can result in civil or criminal penalties. Section 10 requires the issuance of an “incidental take” permit before any public or private action may be taken that could take an endangered or threatened species. The permit requires preparation and implementation of a habitat conservation plan (HCP) that would offset the take of individuals that may occur, incidental to implementation of a proposed project, by providing for the protection of the affected species.

Pursuant to the requirements of the FESA, a federal agency reviewing a project within the jurisdiction of the agency must determine whether any federally listed threatened or endangered species may be present in the project area and whether the proposed project would have a potentially significant impact on such species. In addition, the agency is required to determine whether the proposed action is likely to jeopardize the continued existence of any species proposed to be listed under FESA or result in the destruction or adverse modification of critical habitat proposed to be designated for such species (16 USC Section 1536[3], [4]).

Migratory Bird Treaty Act

Raptors (birds of prey), migratory birds, and other avian species are protected by a number of State and federal laws. The federal Migratory Bird Treaty Act (MBTA) prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of Interior. Section 3503.5 of the California Fish and Game Code (CFGC) states, “It is unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by the code or any regulation adopted pursuant thereto.”

Clean Water Act

The U.S. Army Corps of Engineers (USACE) regulates discharge of dredged or fill material into waters of the U.S. under Section 404 of the Clean Water Act (CWA). “Discharge of fill material” is



defined as the addition of fill material into Waters of the U.S., including but not limited to the following: placement of fill that is necessary for the construction of any structure, or impoundment requiring rock, sand, dirt, or other material for the construction; site-development fills for recreational, industrial, commercial, residential, and other uses; causeways or road fills; and fill for intake and outfall pipes and sub-aqueous utility lines (33 CFR Section 328.2[f]). In addition, Section 401 of the CWA (Title 33 of USC, Section 1341) requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the U.S. to obtain a certification that the discharge will comply with the applicable effluent limitations and water quality standards.

Waters of the U.S. include a range of wet environments such as lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands (if they retain continuous flow to other surface waters), sloughs, and wet meadows. Wetlands are defined as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” (33 CFR Section 328.3[c]).

Furthermore, jurisdictional waters of the U.S. can be defined by exhibiting a defined bed and bank and ordinary high-water mark (OHWM). The OHWM is defined by the USACE as “that line on shore established by the fluctuations of water and indicated by physical character of the soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas” (33 CFR Section 328.3[c][4]).

State Regulations

The following are the State environmental laws and policies relevant to biological resources.

California Department of Fish and Wildlife

CDFW administers a number of laws and programs designed to protect fish and wildlife resources under the CFGC, such as CESA (CFGC Section 2050, et seq.), Fully Protected Species (CFGC Section 3511) and the Lake or Streambed Alteration Agreement (LSAA) Program (CFGC Sections 1600 to 1616). Such regulations are summarized in the following sections.

California Endangered Species Act

The State of California enacted CESA in 1984. CESA is similar to the FESA but pertains to State-listed endangered and threatened species. CESA requires State agencies to consult with CDFW when preparing CEQA documents to ensure that the State lead agency actions do not jeopardize the existence of listed species. CESA directs agencies to consult with CDFW on projects or actions that could affect listed species, directs CDFW to determine whether jeopardy would occur, and allows CDFW to identify “reasonable and prudent alternatives” to the project consistent with conserving the species. Agencies can approve a project that affects a listed species if they determine that “overriding considerations” exist; however, the agencies are prohibited from approving projects that would result in the extinction of a listed species.

For projects that may result in take of State-listed species, CESA directs agencies to consult with CDFW on projects or actions that could affect listed species, directs CDFW to determine whether jeopardy would occur and allows CDFW to identify “reasonable and prudent alternatives” to the project consistent with conserving the species. CESA allows CDFW to authorize exceptions to the State’s prohibition against take of a listed species if the “take” of a listed species is incidental



to carrying out an otherwise lawful project that has been approved under CEQA (CFGC Section 2081).

California Fish and Game Codes

A number of species have been designated “fully protected” species under Sections 5515, 5050, 3511, and 4700 of the CFGC, but are not listed as endangered (Section 2062) or threatened (Section 2067) species under CESA. Except for take related to scientific research, all take of fully protected species is prohibited. The CFGC defines take as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill” (Section 86).

Birds of prey are protected in California under provisions of the CFGC Section 3503.5, which states, “it is unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered “taking” by CDFW.

Lake or Streambed Alteration Program

The CDFW is responsible for conserving, protecting, and managing California’s fish, wildlife, and native plant resources. To meet this responsibility, CFGC Section 1602 requires notification to CDFW of any proposed activity that may substantially modify a river, stream, or lake. Notification is required by any person, business, State or local government agency, or public utility that proposes an activity that would:

- Substantially divert or obstruct the natural flow of any river, stream or lake;
- Substantially change or use any material from the bed, channel, or bank of any river, stream, or lake; or
- Deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.

For the purposes of Section 1602, rivers, streams, and lakes must flow at least intermittently through a bed or channel. If notification is required and CDFW believes the proposed activity is likely to result in adverse harm to the natural environment, the CDFW will require that the parties enter into a LSAA.

CDFW Species of Special Concern

In addition to formal listings under FESA and CESA, plant and wildlife species receive additional consideration during the CEQA process. Species that may be considered for review are included on a list of “Species of Special Concern” developed by CDFW. Species whose numbers, reproductive success, or habitat may be threatened are tracked by CDFW in California.

Native Plant Protection Act

The Native Plant Protection Act (NPPA) was enacted in 1977 and allows the Fish and Game Commission to designate plants as rare or endangered. Currently 64 species, subspecies, and varieties of plants are protected as rare under the NPPA. The NPPA prohibits take of endangered or rare native plants, but includes some exceptions for agricultural and nursery operations, emergencies, and after properly notifying CDFW for vegetation removal from canals, roads, and other sites, changes in land use, and in certain other situations.



Regional Water Quality Control Board

Any action requiring a CWA Section 404 permit, or a Rivers and Harbors Act Section 10 permit, must also obtain a CWA Section 401 Water Quality Certification. The State of California Water Quality Certification (WQC) Program was formally initiated by the State Water Resources Control Board (SWRCB) in 1990 under the requirements stipulated by Section 401 of the federal CWA. Although the CWA is a federal law, Section 401 of the CWA recognizes that states have the primary authority and responsibility for setting water quality standards. In California, under Section 401, the State and Regional Water Quality Control Boards (RWQCBs) are the authorities that certify that issuance of a federal license or permit does not violate California's water quality standards (i.e., that they do not violate the Porter-Cologne Water Quality Control Act [Porter-Cologne Act, Water Code Section 13000 et seq.] and the Water Code). The WQC Program currently issues the WQC for discharges requiring USACE permits for fill and dredge discharges within waters of the U.S., and also implements the State's wetland protection and hydromodification regulation program under the Porter-Cologne Water Quality Control Act.

On April 2, 2019, the SWRCB adopted a State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State (Procedures), for inclusion in the forthcoming Water Quality Control Plan for Inland Surface Waters, Enclosed Bays, and Estuaries of California Plan. The Procedures consist of four major elements: (1) a wetland definition; (2) a framework for determining if a feature that meets the wetland definition is a water of the State; (3) wetland delineation procedures; and (4) procedures for the submittal, review, and approval of applications for WQCs and Waste Discharge Requirements (WDR) for dredge or fill activities. The State Office of Administrative Law (OAL) approved the Procedures on August 28, 2019, and the Procedures became effective May 28, 2020.

Under the Procedures and the State Water Code (Water Code Section 13050[e]), "waters of the State" are defined as "any surface water or groundwater, including saline waters, within the boundaries of the state." Unless excluded by the Procedures, any activity that could result in discharge of dredged or fill material to waters of the State, which includes waters of the U.S. and non-federal waters of the State, requires filing of an application under the Procedures.

The Porter-Cologne Act is California's statutory authority for the protection of water quality in conjunction with the federal CWA. The Porter-Cologne Act requires the SWRCB and RWQCBs under the CWA to adopt and periodically update water quality control plans, or basin plans. Basin plans are plans in which beneficial uses, water quality objectives, and implementation programs are established for each of the nine regions in California. The Porter-Cologne Act also requires dischargers of pollutants or dredged or fill material to notify the RWQCBs of such activities by filing Reports of Waste Discharge and authorizes the SWRCB and RWQCBs to issue and enforce waste discharge requirements, National Pollution Discharge Elimination System (NPDES) permits, Section 401 water quality certifications, or other approvals.

Local Regulations

The following are the local environmental laws and policies relevant to biological resources.

City of Antioch General Plan

The following goals and policies from the City of Antioch General Plan related to biological resources are applicable to the proposed project.



Objective 10.3.1 Maintain, preserve, and acquire open space and its associated natural resources by providing parks for active and passive recreation, trails, and by preserving natural, scenic, and other open space resources.

Policy 10.3.2.e Require proposed development projects containing significant natural resources (e.g. sensitive habitats, habitat linkages, steep slopes, cultural resources, wildland fire hazards, etc.) to prepare Resource Management Plans (RMP) to define appropriate responses to General Plan policies calling for their protection or preservation. The purpose of the RMP is to look beyond the legal status of species at the time the plan is prepared, and provide a long-term plan for conservation and management of the natural communities found onsite. RMP shall accomplish the following.

- Determine the significance of the resources that are found on-site and their relationship to resources in the surrounding area, including habitat linkages and wildlife movement corridors;
- Define areas that are to be maintained in long-term open space based on the significance of on-site resources and their relationship to resources in the surrounding area; and
- Establish mechanisms to ensure the long term protection and management of lands retained in open space.

Objective 10.4.1 Preserve natural streams and habitats supporting rare and endangered species of plants and animals.

Policy 10.4.2.a Comply with the Federal policy of no net loss of wetlands through avoidance and clustered development. Where preservation in place is found not to be feasible (such as where a road crossing cannot be avoided, or where shore stabilization or creation of shoreline trails must encroach into riparian habitats), require 1) on-site replacement of wetland areas, 2) off-site replacement, or 3) restoration of degraded wetland areas at a minimum ratio of one acre of replacement/restoration for each acre of impacted onsite habitat, such that the value of impacted habitat is replaced.

Policy 10.4.2.b Preserve in place and restore existing wetlands and riparian resources along the San Joaquin River and other natural streams in the Planning Area, except where a need for structural flood protection is unavoidable.



- Policy 10.4.2.c Require appropriate setbacks adjacent to natural streams to provide adequate buffer areas ensuring the protection of biological resources, including sensitive natural habitat, special-status species habitats and water quality protection.
- Policy 10.4.2.d Through the project approval and environmental review processes, require new development projects to protect sensitive habitat areas, including, but not limited to, oak woodlands, vernal pools, and native grasslands. Ensure the preservation in place of habitat areas found to be occupied by State and federally protected species.
- If impacts to sensitive habitat areas are unavoidable, appropriate compensatory mitigation shall be required off-site within eastern Contra Costa County. Such compensatory mitigation shall be implemented through the provisions of a Resources Management Plan (RMP) as described in Policy 10.3.2.e, except where, in the discretion of the Community Development Director, an RMP is not necessary or appropriate due to certain characteristics of the site and the project. Among the factors that are relevant to determining whether an RMP is necessary or appropriate for a given project are the size of the project and the project site, the location of the project (e.g., proximity to existing urban development or open space), the number and sensitivity of biological resources and habitats on the project site, and the nature of the project (e.g., density and intensity of development).
 - Where preserved habitat areas occupy areas that would otherwise be graded as part of a development project, facilitate the transfer of allowable density to other, non-sensitive portions of the site.
- Policy 10.4.2.e Limit uses within preserve and wilderness areas to resource-dependent activities and other uses compatible with the protection of natural habitats (e.g., passive recreation and public trails).
- Policy 10.4.2.f Through the project review process, permit the removal of healthy, mature oak trees on a case-by-case basis only where it is necessary to do so.
- Policy 10.4.2.g Preserve heritage trees, require the incorporation of native vegetation, and avoid the introduction of invasive species in the landscape plans for new development.



Policy 10.5.1.c In designing buffer areas, the following criteria shall be considered and provided for (when applicable) within the buffer areas to avoid or mitigate significant impacts.

- Habitat Management: How will proposed development affect habitat values on adjacent open space and resource areas? How will development prevent the spread of introduced animals and plant pests into adjacent open space and resource areas? How will proposed development affect wildlife migration corridors between or within open space and/or resource areas?

City of Antioch Tree Ordinance

According to the City of Antioch's Zoning Ordinance, Article 12: Tree Preservation and Regulation (Section 9-5.1205), tree removal for the proposed project is evaluated as part of the "regular development application process." In deciding whether to approve the removal of a tree, or require its preservation, the City considers whether the tree being evaluated is considered a landmark, indigenous, mature, or established tree. In addition, the City would also evaluate the tree's appearance, species type, and aesthetic compatibility with the proposed project.

The City's Design Requirements under the Subdivision Ordinance (Section 9-4.617), requires the removal of all trees that conflict with grading, utilities, or improvements in the public right-of-way. Therefore, trees within any right-of-way that would conflict with roadway improvements proposed as part of the project must be removed. The trees in which the City authorizes removal, must be replaced. The City's Tree Preservation and Regulation Ordinance (Section 9-5.1205) requires two 24-inch box trees for each established tree, two 48-inch box trees for each mature tree, and the City Council has discretion in determining the appropriate ratio of box tree replacement for any landmark or indigenous trees. The City of Antioch's Tree Ordinance defines six categories of trees:

- An established tree is any tree that is at least ten inches in diameter, at diameter at breast height (DBH). DBH is measured 4.5 feet above natural or finished grade.
- An indigenous tree is a naturally growing tree of the following species: Blue Oak (*Quercus douglasii*), Valley Oak (*Quercus lobata*), Coast Live Oak (*Quercus agrifolia*), Canyon Live Oak (*Quercus chrysolepis*), Interior Live Oak (*Quercus wislizenii*), California Buckeye (*Aesculus californica*), and California Bay (*Umbellularia californica*).
- A landmark tree is any tree that is at least 48 inches in DBH and/or is over 40 feet in height.
- A mature tree is any tree which is at least 26 inches in DBH.
- A street tree is any tree planted within a public right-of-way and/or a tree planting easement.
- A protected tree is any tree required to be preserved as a condition of an approval from a regular development application.

4.1.4 IMPACTS AND MITIGATION MEASURES

The following section describes the standards of significance and methodology used to analyze and determine the proposed project's potential impacts related to biological resources. In addition,



a discussion of the project's impacts, as well as mitigation measures where necessary, is also presented.

Standards of Significance

Consistent with Appendix G of the CEQA Guidelines, the City's General Plan, and professional judgment, a significant impact would occur if the proposed project would result in the following:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS;
- Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; and
- Conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or State HCP.

Method of Analysis

The information presented in this chapter is primarily based on a query of the CDFW's CNDDDB RareFind 5 application conducted by Raney Planning & Management in August 2023. A list of special-status plant and wildlife species with potential to occur within the project site was developed through the CNDDDB query, which included a search of historic and recent records of special-status plant and animal species within the nine-quadrangle region surrounding the project site. All known record locations for special-status species were examined, and the results were compared to the project site location and the existing on-site conditions to determine the potential for such species to occur within the project site. The results of the CNDDDB query are included in Appendix A to this SEIR.

Additional information within this chapter was sourced from the adopted City of Antioch General Plan and associated General Plan EIR, as well as the 1995 ELTSP EIR. Determinations of significance are made in this chapter based on the potential of the proposed project to adversely affect biological resources within the project site. As noted above, the 1995 ELTSP EIR included an analysis of biological resources. However, given the passage of time since the EIR was certified, the potential exists for new species not identified in the ELTSP EIR to be present within the project site, which would represent new information that led to the preparation of the further EIR. Therefore, the analysis and mitigation measures included herein are intended to update and supersede the analysis and mitigation measures regarding biological resources of the 1995 ELTSP EIR, specifically for the four CR/E and CE designated parcels of the ELTSP area that comprise the project site.



Project-Specific Impacts and Mitigation Measures

The following discussion of impacts related to biological resources is based on implementation of the proposed project in comparison to existing conditions and the standards of significance presented above.

4.1-1 Have a substantial adverse effect, either directly or through habitat modifications, on special-status plant species. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.

As discussed above, the site provides potential habitat for six special-status plant species, including the following: showy golden madia; brewer's western flax; Mount Diablo buckwheat; diamond-petaled California poppy; big tarplant; and large flowered fiddleneck.

The proposed project does not include any specific development proposals or new uses as compared to what was anticipated in the ELTSP EIR. However, the City is proposing to modify the approval process for commercial development within the CR/E and CE designated parcels of the ELTSP area through a Specific Plan Amendment to streamline future development approvals and minimize the need for further CEQA review for development proposals on the CR/E and CE designated parcels. Approval of the proposed Specific Plan Amendment would allow future development of the CR/E and CE designated parcels within the ELTSP area without requiring further CEQA analysis.

Therefore, while the proposed project would not directly result in impacts to special-status plant species, given that the site includes habitat that is suitable for the aforementioned species, future development facilitated by the proposed project could adversely affect special-status plant species should any such species occur on-site at the time of future construction. Therefore, a **significant** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

4.1-1 *Prior to the initiation of any future ground-disturbing activities on the project site, the project applicant shall retain a qualified biologist to conduct a planning-level special-status plant survey during the appropriate season to identify the species. Project construction shall not be initiated until the special-status plant survey is completed and mitigation is implemented, if necessary and required prior to starting construction.*

A special-status plant survey report that includes the methods used, survey participants, and associated findings shall be prepared and submitted to the City no more than 30 days following the completion of the final site visit conducted as part of the survey. A record of any special-status plant species identified within the project site during the preconstruction surveys shall be submitted to the CNDDB. If new



special-status plant populations are not found on the site during the appropriately timed surveys, additional mitigation is not required. If construction is not started within two years after the special-status plant survey is completed, the City may require additional special-status plant surveys.

If special-status plants are observed on the site during the survey, the populations shall be avoided to the maximum degree possible during project development, and a Mitigation and Monitoring Plan shall be prepared detailing the measures to be implemented to avoid the plant population. Measures shall include, but not be limited to, establishment of appropriate buffers during construction, fencing of the population prior to and during construction, and regular monitoring of the preserved population by a biologist during and after construction activities. The Mitigation and Monitoring Plan shall be implemented prior to the initiation of project grading. If the plant populations cannot be avoided, the applicant shall hire a qualified biologist to prepare a seed collection and replanting plan in coordination with the City of Antioch to reduce impacts to the identified special-status plant populations, subject to review and approval by the City of Antioch Community Development Department.

4.1-2 Have a substantial adverse effect, either directly or through habitat modifications, on special-status wildlife species. Based on the analysis below and with implementation of mitigation, the impact is less than significant.

The proposed project does not include any specific development proposals or new uses as compared to what was anticipated in the ELTSP EIR. However, the City is proposing to modify the approval process for commercial development within the CR/E and CE designated parcels of the ELTSP area through a Specific Plan Amendment to streamline future development approvals the CR/E and CE designated parcels and minimize the need for further CEQA review. Approval of the proposed Specific Plan Amendment would allow future development of the CR/E and CE designated parcels within the ELTSP area without requiring further CEQA analysis.

Therefore, while the proposed project would not directly result in impacts to special-status wildlife species, given that the site includes habitat that is suitable for certain special-status wildlife species, future development facilitated by the proposed project could adversely affect special-status wildlife species should any such species occur on-site at the time of future construction.

The following discussion includes an analysis of potential impacts to special-status species that could occur with future development of the project site.

American Badger

American badger is found in a variety of habitats, especially in open habitats such as oak-savannah and grasslands where the species' presence is typically identified by distinctive, large underground dens (burrows) excavated in friable (loose) soils. As



discussed above, suitable habitat for the American badger occurs on-site, and according to the results of the CNDDDB search, American badger individuals have been observed in the project vicinity. Therefore, while the proposed project would not directly result in impacts to American badger, should badgers occur on-site at the time of construction, the proposed project could result in the mortality of individuals of the species, which would constitute a significant impact under CEQA.

San Joaquin Kit Fox

The project site's non-native ruderal grassland could potentially accommodate San Joaquin kit fox, whose core habitat is defined as annual grassland, alkali grassland, and oak savanna contiguous with grassland, with secondary foraging habitat occurring in agricultural fields and row crops adjacent to grassland areas. Therefore, should the species occupy the site prior to construction associated with future development facilitated by the proposed project, a significant impact could occur.

Western Bumble Bee

The western bumble bee nests underground, or in or under organic material on the ground, and the essential habitat characteristic for the bees is the presence of abundant flower resources of reasonably high species diversity, such that foraging opportunities occur throughout the entire season of activity.

The project site currently consists of non-native ruderal grassland, with the exception of a single-family residence and associated outbuildings located on a small portion of the site, and is primarily surrounded by existing development. Abundant flower resources of reasonably high species diversity do not exist within the project site. Thus, the potential for the western bumble bee to nest within the project site is low, and the proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on western bumble bee.

Swainson's Hawk

As previously discussed, the Swainson's hawk generally forages in open habitats comprised of short vegetation. Thus, the project site's ruderal grassland provides suitable foraging habitat for the species. In addition, several documented sightings of the hawk have occurred within a 10-mile radius of the project site, with the closest observation being within 1.5 miles of the site. Therefore, the Swainson's hawk is known to nest and forage within the area, and has the potential to occur on-site. Should the species be nesting in the trees on-site or within the project vicinity, future development facilitated by the proposed project could lead to the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment, resulting in a significant impact to the Swainson's hawk.

Western Burrowing Owl

The project site contains ruderal grassland that is within the range of western burrowing owl. As previously discussed, burrowing owl habitat is usually found in annual and perennial grasslands, characterized by low-growing vegetation. Thus, the site provides suitable habitat to accommodate the species. In addition, several documented sightings of the owl have occurred within a 10-mile radius of the project site, with the closest observation being within 0.5-mile of the site. Therefore, the



western burrowing owl is known to be present within the project site vicinity, and has the potential to occur on-site.

Should site preparation or grading activities associated with future development of the site occur during nesting season for the species (February 1 through August 31), nests and nestlings that may be present would likely be destroyed. Overwintering burrowing owls may also be buried in their roost burrows outside of the nesting season (September 1 through January 31). Any actions related to site development that result in the mortality of burrowing owls would constitute a violation of the federal MBTA and provisions of the CFGC and would constitute a significant impact under CEQA.

White-tailed Kite and Other Nesting Birds and Raptors

The vegetation communities within the project site provide suitable nesting habitat to accommodate white-tailed kite and other nesting birds and raptors protected under the MBTA and CGFC. For example, the on-site trees associated with the single-family house on-site provide potential nesting habitat for white-tailed kite, which nest in a wide variety of trees of moderate height and sometimes in tall bushes. In addition, the on-site grassland provides potential foraging habitat for the species, which is typically found foraging in grassland, marsh, or cultivated fields where dense-topped trees or shrubs for nesting and perching occur. Similarly, the foregoing areas could also be used for nesting and foraging by other nesting bird and raptor species protected under the MBTA and CFGC.

Should white-tailed kite and other birds and raptors be nesting in or adjacent to areas proposed for disturbance as part of future development associated with the proposed project, the proposed project could lead to the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment, resulting in a significant impact.

Conclusion

Based on the above, the proposed project could have a substantial adverse effect, either directly or through habitat modifications, on American badger, San Joaquin kit fox, Swainson's hawk, western burrowing owl, white tailed kite, and other nesting songbirds and raptor species protected under the MBTA and CFGC. Thus, a **significant** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

American Badger

- 4.1-2(a) *The project applicant shall retain a qualified biologist to conduct a preconstruction survey to determine the presence or absence of badgers no more than seven days prior to the initiation of any future ground-disturbing activities on the project site. If badgers are not identified, further mitigation is not required. If an active badger den is identified during preconstruction surveys within or immediately adjacent to an area subject to construction, a qualified biologist shall establish a construction-free buffer of up to 300 feet around the badger den. Once the biologist has determined that the badger has vacated the burrow,*



the burrow can be collapsed or excavated, and ground disturbance can proceed. Should the burrow be determined to be a natal or reproductive den, and because badgers are known to use multiple burrows in a breeding burrow complex, a biological monitor shall be present on-site during construction activities in the vicinity of the burrows to ensure that the buffer is adequate to avoid direct impact to individuals or natal/reproductive den abandonment. The monitor shall be required to be present until it is determined that the badger young are of an independent age and construction activities would not harm individual badgers. A written summary of the survey results shall be submitted to the City of Antioch Community Development Department.

San Joaquin Kit Fox

4.1-2(b)

A qualified biologist shall conduct preconstruction surveys no more than 14 days prior to site grading to determine the presence or absence of kit fox. If kit fox is not identified during the surveys, further mitigation is not required. If an active kit fox den is identified during preconstruction surveys within or immediately adjacent to an area subject to construction, a qualified biologist shall establish a construction free buffer of up to 300 feet around the San Joaquin kit fox den. Once the biologist has determined that the San Joaquin kit fox has vacated the den, the den can be collapsed or excavated, and ground disturbance can proceed. Should the den be determined to be a natal or reproductive den, a biological monitor shall be present on-site during construction activities in the vicinity of the dens to ensure that the buffer is adequate to avoid direct impact to individuals or natal/reproductive den abandonment. The monitor shall be required to be present until it is determined that the young are of an independent age and construction activities would not harm individual San Joaquin kit fox. A written summary of the survey results shall be submitted to the City of Antioch Community Development Department.

Swainson's Hawk

4.1-2(c)

Prior to the initiation of any future ground-disturbing activities on the project site that occur during the nesting season (March 15th to September 15th) within a half-mile of a potential nest tree, a qualified biologist shall conduct preconstruction surveys within the construction zones and adjacent lands to identify any nesting pairs of Swainson's hawks within 14 days prior to the onset of ground disturbance. Preconstruction surveys are not required for construction activities located farther than a half-mile from a potential nest tree. Surveys shall follow the protocol in the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (Swainson's Hawk Technical Advisory Committee 2000), including the survey period lengths identified therein. A written summary of the survey results shall be submitted to the City of Antioch Community Development Department.



If active nests are not found during preconstruction surveys, further mitigation is not necessary. If any active nests are discovered in or near proposed construction zones, the qualified biologist shall establish a suitable construction-free buffer around the active nest site. The buffer shall be identified on the ground with flagging or fencing and shall be maintained until the qualified biologist has determined that the young have fledged.

Western Burrowing Owl

4.1-2(d) *Prior to the initiation of any future ground-disturbing activities on the project site, a preconstruction survey for burrowing owls shall be conducted. The CDFG's Staff Report on Burrowing Owl Mitigation (CDFG 2012) states that take avoidance (preconstruction) surveys shall be conducted within 14 days prior to ground disturbance. As burrowing owls may recolonize a site after only a few days, time lapses between project activities trigger subsequent take avoidance surveys, including, but not limited to, a final survey conducted within 24 hours prior to ground disturbance to ensure absence of the species. Surveys shall ensure 100 percent visual coverage. The results of the survey shall be submitted to the City of Antioch Community Development Department.*

If burrowing owls or fresh sign of burrowing owls are not observed during preconstruction surveys, further mitigation is not required and construction may proceed. If burrowing owls or their recent sign are detected on the site, occupied burrows shall be identified by the monitoring biologist and a construction-free buffer (up to 250 feet) shall be established and maintained until a qualified biologist has determined the burrowing owl has abandoned the burrow.

White-tailed Kite and Other Nesting Birds and Raptors

4.1-2(e) *Prior to the initiation of any future ground-disturbing activities or tree removal on-site during the breeding season (typically between February 1st and August 31st), the project applicant shall retain a qualified biologist to conduct preconstruction migratory bird and raptor nesting surveys within 14 days prior to the onset of ground disturbance. The nesting migratory bird surveys shall cover the project site and the raptor nesting surveys shall encompass the site and lands within 250 feet of the site, where accessible. A written summary of the survey results shall be submitted to the City of Antioch Community Development Department. If nesting migratory birds or raptors are not identified during the surveys, further mitigation is not required.*

If nesting migratory birds or raptors are identified during the surveys, an appropriate construction-free buffer shall be established. The actual size of the buffer, which would be determined by the qualified biologist, will depend on the species, topography, and type of activity that would occur in the vicinity of the nest. The project buffer shall be monitored periodically by the qualified biologist to ensure compliance.



Construction or earth-moving activity shall not occur within the established buffer until determined by a qualified biologist that the young have fledged.

4.1-3 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS, or State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Based on the analysis below, the impact is *less than significant*.

Sensitive natural communities are communities that are of limited distribution, distinguished by significant biological diversity, or home to special-status species. Examples of sensitive natural communities in the vicinity of the project area include various types of aquatic and riparian habitat, such as East Antioch Creek. Riparian habitats are lands that occur along watercourses and water bodies, with typical examples including streambanks and floodplains. Riparian habitats are distinctly different from surrounding lands, due to a riparian habitat's unique soil and vegetation characteristics, which are strongly influenced by the presence of water. Similarly, jurisdictional waters are rivers, creeks, drainages, lakes, ponds, reservoirs, and wetlands that are subject to the authority of the USACE, CDFW, and/or the RWQCB.

The project site is currently undeveloped, consisting primarily of non-native ruderal grassland vegetation, with the exception of a portion of APN 053-072-003, which is currently developed with a single-family residence and associated outbuildings. Therefore, sensitive natural communities are absent from the project site. The nearest sensitive natural community is the East Antioch Creek, located outside of the project site's western boundary. The project site is separated from East Antioch Creek by a minimum distance of 125 feet. In addition, the area between East Antioch Creek and the project site contains two access roads, as well as a chain-link fence. Therefore, the proposed project is not expected to adversely affect any sensitive natural communities associated with the East Antioch Creek or the creeks adjacent banks.

Based on the above, the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community, or on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)

None required.

4.1-4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or



impede the use of native wildlife nursery sites. Based on the analysis below, the impact is *less than significant*.

Wildlife corridors link areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization creates isolated "islands" of wildlife habitat. Fragmentation also occurs when a portion of one or more habitats is converted into another habitat, such as when woodland or scrub habitat is altered or converted into grasslands after a disturbance, such as fire, mudslide, or grading activities. Wildlife corridors mitigate the effects of fragmentation by (1) allowing animals to move between remaining habitats, thereby permitting depleted populations to be replenished and promoting genetic exchange; (2) providing escape routes from fire, predators, and human disturbances, thereby reducing the risk of catastrophic events (such as fire or disease) on population or local species extinction; and (3) serving as travel routes for individual animals as they move within their home ranges in search of food, water, mates, and other needs.

The project area does not fall within an Essential Habitat Connectivity area mapped by the CDFW. In addition, the project site is located within an urbanized area of the City and is isolated from regional open spaces. Therefore, the site does not have regional wildlife corridor value to terrestrial mammals, and has minimal habitat that could be used by some migrating avian species.

As discussed above, East Antioch Creek runs outside of the western boundary of the project site. East Antioch Creek may serve as a local movement corridor for mammals, amphibians, and reptiles to move unobtrusively through the general geographic area. Animals moving along East Antioch Creek may potentially leave the creek and enter the project site to move across the landscape, though such movement is unlikely due to the developed nature of the project area. Animals expected to migrate along the Creek and possibly enter the upland areas of the project site are common species such as raccoons, skunks, and rodents. However, such mammals would be able to navigate around the project site even after the site is developed. In addition, the project site is separated from East Antioch Creek by a minimum distance of 125 feet, and the area between East Antioch Creek and the project site contains two access roads, as well as a chain-link fence. Therefore, the proposed project is not expected to adversely affect any sensitive natural communities that might be located within East Antioch Creek or the creeks adjacent banks. As such, the wildlife corridor values of the creek channel would remain intact.

Based on the above, the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, a ***less-than-significant*** impact would occur.

Mitigation Measure(s)

None required.

4.1-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or



ordinance. Based on the analysis below and with implementation of mitigation, the impact is *less than significant*.

According to the City's Tree Preservation and Regulation Ordinance (Section 9-5.1205), tree removal is evaluated as part of the "regular development application process." In deciding whether to approve the removal of a tree, or require its preservation, the City considers whether the tree being evaluated is considered a landmark, indigenous, mature, or established tree. In addition, the City would evaluate the tree's appearance, species type, and aesthetic compatibility with the proposed project. As discussed above, the City of Antioch's Tree Preservation and Regulation Ordinance defines six categories of trees.

The City's Tree Preservation and Regulation Ordinance requires two 24-inch box trees to replace the removal of each established tree, two 48-inch box trees for removal of each mature tree, and the City Council has discretion in determining the appropriate ratio of box tree replacement for the removal of any landmark or indigenous trees.

A tree inventory has not yet been conducted by a qualified arborist for the project site. The proposed project does not include any specific development proposals or new uses as compared to what was anticipated in the ELTSP EIR. However, approval of the proposed Specific Plan Amendment would allow future development of the project site with uses allowed within the CR/E and CE zones, without requiring further CEQA analysis.

Therefore, while the proposed project would not directly result in the removal of any trees, if future development facilitated by the proposed project is anticipated to result in the removal of any on-site trees that are determined to meet the tree criteria established in Section 9-5.1205 of the City's Municipal Code, a permit for removal may be required. Should the project applicant fail to comply with the requirements noted above, the proposed project could conflict with local policies or ordinances protecting biological resources, including Section 9-5.1205 of the City's Municipal Code, and a ***significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

4.1-5 *Prior to any tree removal, an arborist report shall be prepared by a certified arborist and submitted to the City of Antioch Community Development Department for review and approval. In conjunction with submittal of the arborist report, a site plan showing all trees proposed for removal shall be submitted. All trees that are legally removed as part of the proposed project shall be replaced according to the following schedule, to the satisfaction of the City of Antioch Community Development Department:*

1. *Each established tree: two 24-inch box trees.*
2. *Each mature tree: two 48-inch box trees.*



The locations and sizes of the replacement trees shall be clearly shown on the final landscape plans, which shall be submitted to the City of Antioch Community Development Department for review and approval prior to building permit issuance for any future development within the project site.

4.1-6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Based on the analysis below, the impact is *less than significant*.

In July 2007, the East Contra Costa County (ECCC) Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) was adopted by Contra Costa County, other member cities, the USFWS, and the CDFW. The City of Antioch, however, declined to participate in the HCP/NCCP. While the City is currently considering drafting a new HCP/NCCP, the document has not yet been finalized or adopted. Therefore, the project site is not located in an area with an approved HCP/NCCP, or local, regional, or State habitat conservation plan.

Based on the above, the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, and a ***less-than-significant*** impact would occur.

Mitigation Measure(s)

None required.

Cumulative Impacts and Mitigation Measures

As defined in Section 15355 of the CEQA Guidelines, “cumulative impacts” refers to two or more individual effects which, when considered together, are considerable, compound, or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.

The geographic scope for the cumulative biological resources analysis generally includes buildout of the City of Antioch General Plan planning area in accordance with adopted land uses. For further details related to the cumulative setting of the proposed project, refer to Chapter 6, Statutorily Required Sections, of this SEIR.

It should also be noted that cumulative impacts associated with buildout of the ELTSP were previously analyzed as part of the ELTSP EIR. In addition, buildout of the ELTSP was previously anticipated by the City, and generally analyzed within the City of Antioch General Plan EIR.



4.1-7 Cumulative loss of habitat for special-status species. Based on the analysis below, the project's incremental contribution to the significant cumulative impact is *less than cumulatively considerable*.

According to the City's General Plan EIR, General Plan buildout would result in development within and adjacent to large areas of undeveloped land that currently contain sensitive biological resources. Implementation of General Plan policies would reduce potential impacts of the proposed project on biological resources to less than significant levels. In addition, the City's General Plan EIR noted that plans for cumulative development within Contra Costa County are anticipated to preserve sensitive biological resources, where possible, pursuant to the General Plan policies adopted by Contra Costa County and cities within the County. Impacts to sensitive resources and species would also be mitigated according to agreements between project applicants and federal and State regulatory agencies. However, the General Plan EIR noted that buildout of the General Plan would cumulatively result in the loss of biological resources and wildlife habitat, and that most mitigation programs do not fully replicate the complex ecological relationships that exist in the natural habitat areas that are anticipated for development. Therefore, even though local impacts would be mitigated to a less than significant level, the City's General Plan EIR concluded that buildout of the General Plan would result in a substantial regional cumulative impact on biological resources.

As discussed above, the majority of the project site includes ruderal herbaceous land cover, which has been previously used as agricultural land and is periodically disked. While the proposed project does not include any specific development proposals or new uses as compared to what was anticipated in the ELTSP EIR, future development of the project site with uses allowed within the CR/E and CE zones would result in the conversion of the project site to urban uses.

However, ruderal herbaceous land is not considered sensitive wildlife habitat. In addition, this chapter sets forth mitigation measures to ensure all potential project-specific impacts that would occur to biological resources are reduced to a less-than-significant level. For instance, Mitigation Measures 4.1-1, and 4.1-2(a) through 4.1-2(e), above would reduce any potential impacts to special-status plant and wildlife species to a less-than-significant level. Furthermore, Mitigation Measure 4.1-5 would ensure that future tree removal would not conflict with the City's Tree Preservation and Regulation Ordinance (Section 9-5.1205 of the City of Antioch Municipal Code). Overall, the mitigation measures set forth herein address all potential project-specific impacts to biological resources associated with the proposed project. As such, the proposed project would not result in substantial adverse effects to biological resources protected by CEQA.

Further, CEQA Guidelines Section 15064(h)(5), states, "[...] the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable." Therefore, even where cumulative impacts are significant, any level of incremental contribution is not necessarily deemed cumulatively considerable.



In addition, the courts have explicitly rejected the notion that a finding of significance is required simply because a proposed project would result in a net loss of habitat. “[M]itigation need not account for every square foot of impacted habitat to be adequate. What matters is that the unmitigated impact is no longer significant,” (*Save Panoche Valley v. San Benito County* [2013] 217 Cal.App.4th 503, 528, quoting *Banning Ranch Conservancy v. City of Newport Beach* [2012] 211 Cal.App.4th 1209, 1233).

The above discussion provides substantial evidence that, while the combined effects on biological resources resulting from approved/planned development throughout the City of Antioch could be considered significant, the proposed project’s incremental contribution to the significant cumulative effect would be reduced with implementation of the mitigation measures required in this EIR. Additionally, the majority of the habitat that would be developed as a result of the proposed project is not considered sensitive wildlife habitat, and the aforementioned mitigation measures would ensure that all project-specific impacts to sensitive biological resources are reduced to a less-than-significant level. Furthermore, similar to the proposed project, future development projects throughout the project region would be required to implement project-specific mitigation to ensure any potential impacts to biological resources are reduced to a less-than-significant level, where possible.

Based on the above, the proposed project’s incremental contribution to the cumulative impact would be ***less than cumulatively considerable***.

Mitigation Measure(s)

None required.



4.2 Greenhouse Gas Emissions and Energy

4.2 GREENHOUSE GAS EMISSIONS AND ENERGY

4.2.1 INTRODUCTION

The Greenhouse Gas Emissions and Energy chapter of this Supplemental EIR (SEIR) describes the potential impacts of the proposed project related to greenhouse gas (GHG) emissions, climate change, and energy. The chapter includes a discussion of the existing GHG and energy setting, the existing regulatory setting, potential GHG and energy impacts resulting from implementation of the project, and mitigation measures warranted to reduce or eliminate any identified significant impacts. The chapter is primarily based on information and guidance within the Bay Area Air Quality Management District's (BAAQMD's) CEQA Air Quality Guidelines (Air Quality Guidelines),¹ as well as the City of Antioch General Plan² and associated EIR,³ the City's Community Climate Action Plan (CCAP),⁴ and the City's Climate Action and Resilience Plan (CARP).⁵ In addition, the results of the air quality modeling prepared by Raney Planning & Management for this analysis are included as Appendix B.

4.2.2 EXISTING ENVIRONMENTAL SETTING

The following information provides an overview of the existing environmental setting in relation to GHG emissions and energy consumption within the project area.

Background on GHG Emissions

GHGs are gases that absorb and emit radiation within the thermal infrared range, trapping heat in the earth's atmosphere. Some GHGs occur naturally and are emitted into the atmosphere through both natural processes and human activities. Other GHGs are created and emitted solely through human activities. The principal GHGs that enter the atmosphere due to human activities are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated carbons. Other common GHGs include water vapor, ozone, and aerosols. Since the beginning of the Industrial Revolution, global atmospheric concentrations of GHGs have increased due to human activities such as the burning of fossil fuels, clearing of forests and other activities. The increase in atmospheric concentrations of GHG due to human activities has resulted in more heat being held within the atmosphere, which is the accepted explanation for global climate change.⁶

The primary GHG emitted by human activities is CO₂, with the next largest components being CH₄ and N₂O. A wide variety of human activities result in the emission of CO₂. Some of the largest sources of CO₂ include the burning of fossil fuels for transportation and electricity, industrial processes including fertilizer production, agricultural processing, and cement production. The primary sources of CH₄ emissions include domestic livestock sources, decomposition of wastes

¹ Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. April 2023.

² City of Antioch. *City of Antioch General Plan*. Updated November 24, 2003.

³ City of Antioch. *Draft General Plan Update Environmental Impact Report*. July 2003.

⁴ City of Antioch. *Community Climate Action Plan*. May 24, 2011.

⁵ City of Antioch. *Climate Action and Resilience Plan*. May 12, 2020.

⁶ U.S. Environmental Protection Agency. *Climate Change Indicators: Atmospheric Concentrations of Greenhouse Gases*. Available at: <https://www.epa.gov/climate-indicators/climate-change-indicators-atmospheric-concentrations-greenhouse-gases>. Accessed April 2023.



in landfills, releases from natural gas systems, coal mine seepage, and manure management. The main human activities producing N₂O are agricultural soil management, fuel combustion in motor vehicles, nitric acid production, manure management, and stationary fuel combustion. Emissions of GHG by economic sector indicate that energy-related activities account for the majority of U.S. emissions. Transportation is the largest single-source of GHG emissions, and energy generation is the second largest source, followed by industrial activities. The agricultural, commercial, and residential sectors account for the remainder of GHG emission sources.⁷

Emissions of GHG are partially offset by uptake of carbon and sequestration in trees, agricultural soils, landfilled yard trimmings and food scraps, and absorption of CO₂ by the Earth’s oceans. Additional emission reduction measures for GHG could include, but are not limited to, compliance with local, State, or federal plans or strategies for GHG reductions, on-site and off-site mitigation, and project design features. Attainment concentration standards for GHGs have not been established by the federal or State government.

Global Warming Potential

Global warming potential (GWP) is one type of simplified index (based upon radiative properties) that can be used to estimate the potential future impacts of emissions of various gases. According to the United States Environmental Protection Agency (USEPA), the GWP of a gas, or aerosol, to trap heat in the atmosphere is the “cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas.” The reference gas for comparison is CO₂. GWP is based on a number of factors, including the heat-absorbing ability of each gas relative to that of CO₂, as well as the decay rate of each gas relative to that of CO₂. The GWP of each gas is determined by comparing the radiative forcing associated with emissions of that gas versus the radiative forcing associated with emissions of the same mass of CO₂, for which the GWP is set at one. Methane gas, for example, is estimated by the USEPA to have a comparative global warming potential 25 times greater than that of CO₂, as shown in Table 4.2-1.

Gas	Atmospheric Lifetime (years)	GWP (100 year time horizon)
Carbon Dioxide (CO ₂)	50-200 ¹	1
Methane (CH ₄)	12	25
Nitrous Oxide (N ₂ O)	114	298
Hydrofluorocarbon (HFC)-23	270	14,800
HFC-134a	14	1,430
HFC-152a	1.4	124
PFC: Tetrafluoromethane (CF ₄)	50,000	7,390
PFC: Hexafluoroethane (C ₂ F ₆)	10,000	12,200
Sulfur Hexafluoride (SF ₆)	3,200	22,800

¹ For a given amount of CO₂ emitted, some fraction of the atmospheric increase in concentration is quickly absorbed by the oceans and terrestrial vegetation, some fraction of the atmospheric increase will only slowly decrease over a number of years, and a small portion of the increase will remain for many centuries or more.

Source: U.S. Environmental Protection Agency. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2019 [Table 1-2]. April 14, 2021.

⁷ U.S. Environmental Protection Agency. Sources of Greenhouse Gas Emissions. Available at: <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>. Accessed April 2023.



As shown in the table, at the extreme end of the scale, sulfur hexafluoride is estimated to have a comparative GWP 22,800 times that of CO₂. The atmospheric lifetimes of such GHGs are estimated by the USEPA to vary from 50 to 200 years for CO₂, to 50,000 years for CF₄. Longer atmospheric lifetimes allow GHG to buildup in the atmosphere; therefore, longer lifetimes correlate with the GWP of a gas. The common indicator for GHG is expressed in terms of metric tons of CO₂ equivalents (MTCO₂e), which is calculated based on the GWP for each pollutant.

Effects of Global Climate Change

Globally, climate change has the potential to affect numerous environmental resources through uncertain impacts related to future air temperatures and precipitation patterns. The Intergovernmental Panel on Climate Change's (IPCC) Climate Change 2021: The Physical Science Basis report indicated that warming of the climate system is unequivocal, and since the 1950s, many of the observed changes are unprecedented over decades to millennia.⁸ Signs that global climate change has occurred include:

- Warming of the atmosphere and ocean;
- Diminished amounts of snow and ice;
- Rising sea levels; and
- Ocean acidification.

Although climate change is driven by global atmospheric conditions, climate change impacts are felt locally. A scientific consensus confirms that climate change is already affecting California. The Office of Environmental Health Hazard Assessment (OEHHA) identified various indicators of climate change in California, which are scientifically based measurements that track trends in various aspects of climate change. Many indicators reveal discernable evidence that climate change is occurring in California and is having significant, measurable impacts in the State. Changes in the State's climate have been observed, including:

- An increase in annual average air temperature with record warmth occurring in recent years;
- More frequent extreme heat events;
- More extreme drought;
- A decline in winter chill; and
- An increase in variability of statewide precipitation.

Warming temperatures and changing precipitation patterns have altered California's physical systems—the ocean, lakes, rivers, and snowpack—upon which the State depends. Winter snowpack and spring snowmelt runoff from the Sierra Nevada and southern Cascade Mountains provide approximately one-third of the State's annual water supply. Impacts of climate on physical systems have been observed, such as high variability of snow-water content (i.e., amount of water stored in snowpack), decrease in snowmelt runoff, glacier change (loss in area), rise in sea levels, increase in average lake water temperature and coastal ocean temperature, and a decrease in dissolved oxygen in coastal waters. Impacts of climate change on biological systems, including humans, wildlife, and vegetation, have also been observed, including climate change impacts on terrestrial, marine, and freshwater ecosystems.

⁸ Intergovernmental Panel on Climate Change. *Climate Change 2021: The Physical Science Basis Summary for Policymakers*. Available at: https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_SPM.pdf. Accessed April 2023.



In the City of Antioch, specifically, the number of extreme heat days (defined as days where temperatures exceed 100.8 F) could reach an average of 36 days per year, as compared to the four days per year that occur now. While California could not see the average annual precipitation changing significantly in the next 50 to 75 years, precipitation could likely be delivered in more intense storms and within a shorter wet season. For example, the 30-year average length of dry spell in the City is 117 days. By the end of the century, the average dry spell could be up to 132 days.⁹

Existing Project-Area GHGs

The project site is located in the eastern portion of the nine-county San Francisco Bay Area Air Basin (SFBAAB), and is within the jurisdictional boundaries of the BAAQMD. The SFBAAB consists of coastal mountain ranges, inland valleys, and bays.

According to the City of Antioch CARP, the primary source of GHG emissions in the City is from transportation, which makes up approximately 60.4 percent of all GHG emissions in the City, followed by residential energy usage at 25.9 percent, commercial energy usage at 7.6 percent, and solid waste at 6.1 percent. Overall, the City of Antioch emitted approximately 375,000 MTCO_{2e} in 2017 (the most recent year that such data is available), with a per capita emissions rate of 3.36 MTCO_{2e}.¹⁰ While portions of the Specific Plan area are currently developed, the four remaining developable, CR/E and CE designated parcels that comprise the project site are currently vacant, and, therefore, do not contribute to the City's annual GHG emissions.

Energy

California is one of the highest energy demanding states within the nation. In the year 2020, the entire State consumed approximately 279,510 gigawatt-hours (GWh) of electricity. Activities such as heating and cooling structures, lighting, the movement of goods, agricultural production, and other facets of daily life consume a variety of energy sources. However, despite California's high rate of energy use, the State has one of the lowest per capita energy consumption levels in the U.S.

Energy within the State is provided primarily to consumers through a mix of sources including natural gas, hydroelectric, non-hydroelectric renewable sources, nuclear, coal, and petroleum. In 2021, California was the nation's top producer of electricity from solar, geothermal, and biomass energy. The state was fourth in the nation in conventional hydroelectric power generation, down from second in 2019, in part because of drought and increased water demand. Renewable resources, including hydropower and small-scale (less than 1-megawatt [MW]), customer-sited solar photovoltaic (PV) systems, supplied more than half of California's in-state electricity generation, and natural gas-fired power plants provided two-fifths.

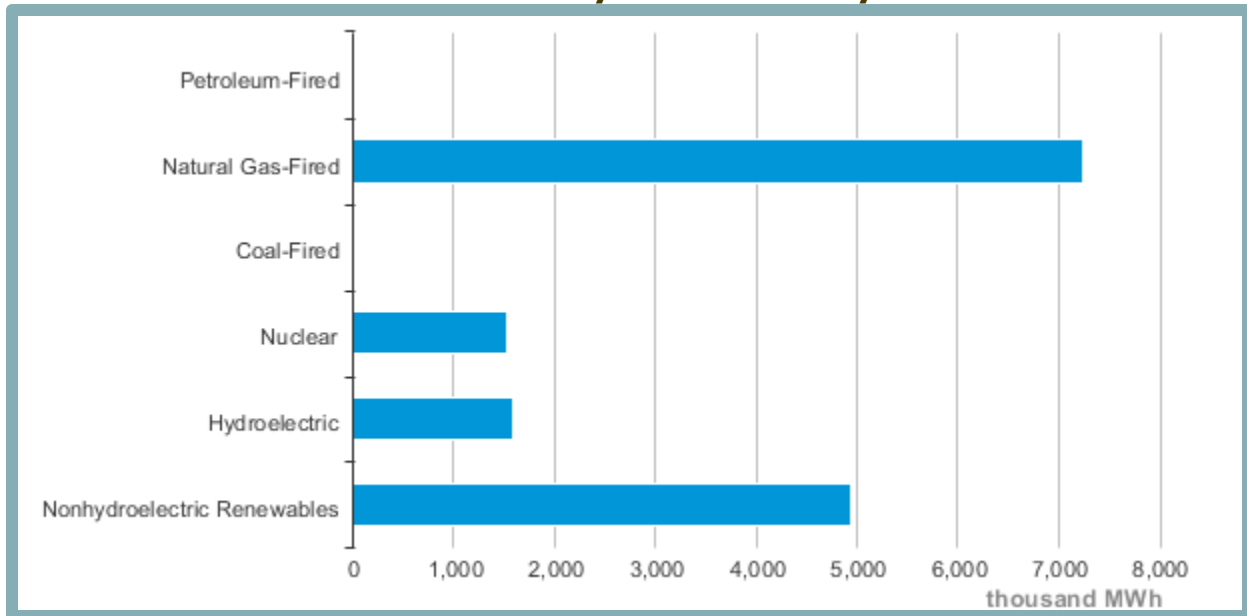
Figure 4.2-1 presents the sources that are used to produce electricity in the State. As presented therein, electricity is mostly generated from natural gas combustion, followed by non-hydroelectric renewables (such as wind and solar) and hydroelectric.

⁹ Cal-Adapt. *Local Climate Change Snapshot for Antioch, California*. Available at: <https://cal-adapt.org/tools/local-climate-change-snapshot>. Accessed April 2023.

¹⁰ City of Antioch. *Climate Action and Resilience Plan*. May 12, 2020.



**Figure 4.2-1
California Electricity Generation by Source**



Source: U.S. Energy Information Administration. *California: State Profile and Energy Estimates*. Accessible at: <https://www.eia.gov/state/index.php?sid=CA>. Accessed May 2023.

Figure 4.2-2 presents energy consumption within California for the most recent year for which data is available (2020). As shown in the figure, transportation-related activity consumes the largest single share of energy within the State. The second largest consumer is the industrial sector.

Of the total electricity supplied to the State in 2021, Contra Costa County consumed approximately 8,287 GWh, which constitutes approximately 2.96 percent of the total energy consumed within the State.¹¹

The project site is currently vacant. As a result, energy is not consumed within the project site.

Public Safety Power Shutoffs

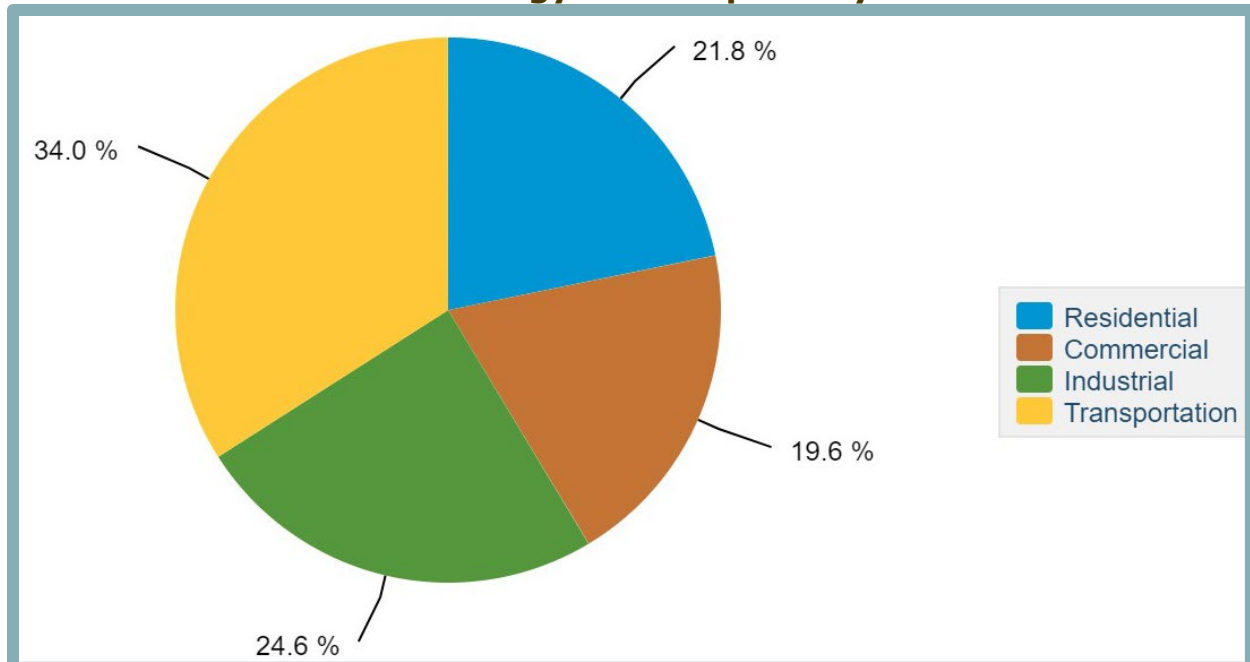
In an effort to prevent fires, PG&E initiated public safety power shutoffs (PSPS) in 2019, which may continue in subsequent years until fire risks associated with power lines are decreased. PSPS events involve PG&E turning off electrical service during times when the weather is predicted to have a heightened fire risk from gusty winds and dry conditions. Dependent on the fire risks, the power outage events may occur in specific areas or for all PG&E customers across the County. Based on the project site's location, the site is not located within an area that is more likely to be affected by a PSPS event.¹²

¹¹ California Energy Commission. *Electricity Consumption by County*. Available at: <http://ecdms.energy.ca.gov/electbycounty.aspx>. Accessed May 2023.

¹² Pacific Gas & Electric Co. *Interactive PSPS Planning Map*. Available at: https://vizmap.ss.pge.com/?_ga=2.94997403.624386528.1664230975-1068345172.1664230975. Accessed May 2023.



**Figure 4.2-2
California Energy Consumption by Sector**



Source: U.S. Energy Information Administration. California: State Profile and Energy Estimates. Accessible at: <https://www.eia.gov/state/index.php?sid=CA>. Accessed May 2023.

4.2.3 REGULATORY CONTEXT

GHG emissions and energy consumption are monitored and regulated through the efforts of various international, federal, State, and local government agencies. Agencies work jointly and individually to reduce GHG emissions and energy usage through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for monitoring or reducing GHG emissions and energy consumption are discussed below.

Federal Regulations Related to GHG Emissions

The following are the federal regulations relevant to Energy and GHG emissions.

Federal Vehicle Standards

In 2010, President Obama issued a memorandum directing the Department of Transportation, Department of Energy, USEPA, and National Highway Traffic Safety Administration (NHTSA) to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the USEPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017 through 2025 light-duty vehicles. The proposed standards were projected to achieve emission rates as low as 163 grams of CO₂ per mile by model year 2025 on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon if the foregoing emissions level was achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017 through 2021 (77 FR 62624–63200), and NHTSA intended to set standards for model years 2022 through 2025 in future rulemaking.



In August 2016, the USEPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program would have applied to vehicles with model years 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types of sizes of buses and work trucks. The final standards were expected to lower CO₂ emissions by approximately 1.1 billion MT, and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program.

In August 2018, the USEPA and NHTSA proposed to amend certain fuel economy and GHG standards for passenger cars and light trucks and establish new, less-stringent standards for model years 2021 through 2026. Compared to maintaining the post-2020 standards that were previously in place, the 2018 proposal would increase U.S. fuel consumption by approximately 0.5 million barrels per day, and would impact the global climate by 3/1000th of one-degree Celsius by 2100. California and other states stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures, and committed to cooperating with other countries to implement global climate change initiatives.

On September 27, 2019, the USEPA and NHTSA published the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program (84 FR 51,310), which became effective November 26, 2019. The Part One Rule revokes California's authority to set its own GHG emissions standards and set zero-emission-vehicle mandates in California. On March 31, 2020, the USEPA and NHTSA issued the Part Two Rule, which sets CO₂ emissions standards and corporate average fuel economy standards for passenger vehicles and light-duty trucks for model years 2021 through 2026. On January 20, 2021, an Executive Order (EO) was issued on Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, which includes review of the Part One Rule by April 2021 and review of the Part Two Rule by July 2021. In response to the Part One Rule, in December 2021, the U.S. Department of Transportation withdrew its portions of the "SAFE I" rule. As a result, states are now allowed to issue their own GHG emissions standards and zero-emissions vehicle mandates.¹³ In addition, the Part Two Rule was adopted to revise the existing national GHG emission standards for passenger cars and light trucks through model year 2026. These standards are the strongest vehicle emissions standards ever established for the light-duty vehicle sector and will result in avoiding more than three billion tons of GHG emissions through 2050.¹⁴

Federal Regulations Related to Energy

The following are the federal regulations relevant to energy.

Energy Policy and Conservation Act

The Energy Policy and Conservation Act was originally enacted in 1975 with the intention of ensuring that all vehicles sold in the U.S. meet established fuel economy standards. Following congressional establishment of the original set of fuel economy standards the U.S. Department of Transportation was tasked with establishing additional on-road vehicle standards and making revisions to standards as necessary. Compliance with established standards is based on

¹³ National Highway Traffic Safety Administration. *In Removing Major Roadblock to State Action on Emissions Standards, U.S. Department of Transportation Advances Biden-Harris Administration's Climate and Jobs Goals.* Available at: <https://www.nhtsa.gov/press-releases/cape-preemption-final-rule>. Accessed April 2023.

¹⁴ U.S. Environmental Protection Agency. *Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026.* Available at: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions>. Accessed April 2023.



manufacturer fleet average fuel economy, which originally applied to both passenger cars and light trucks but did not apply to heavy-duty vehicles exceeding 8,500 pounds in gross vehicle weight. The fuel economy program implemented under the Energy Policy and Conservation Act is known as the Corporate Average Fuel Economy (CAFE) Standards. Updates to the CAFE standards since original implementation have increased fuel economy requirements and begun regulation of medium- and heavy-duty vehicles.

Energy Policy Act of 2005

The Energy Policy Act of 2005 addressed energy production in the U.S. from various sources. In particular, the Energy Policy Act of 2005 included tax credits, loans, and grants for the implementation of energy systems that would reduce GHG emissions related to energy production.

State Regulations Related to GHG Emissions

The statewide GHG emissions regulatory framework is summarized below. The following text describes EOs, legislation, regulations, and other plans and policies that would directly or indirectly reduce GHG emissions and/or address climate change issues. The following discussion does not include an exhaustive list of applicable regulations; rather, only the most prominent and applicable California legislation related to GHG emissions and climate change is included below.

State Climate Change Targets

California has taken a number of actions to address climate change, including EOs, legislation, and California Air Resources Board (CARB) plans and requirements, which are summarized below.

Executive Order S-3-05

EO S-3-05 (June 2005) established California's GHG emissions reduction targets and laid out responsibilities among the State agencies for implementing the EO and for reporting on progress toward the targets. The EO established the following targets:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

EO S-3-05 also directed the California Environmental Protection Agency (CalEPA) to report biannually on progress made toward meeting the GHG targets and the impacts to California due to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. The Climate Action Team was formed, which subsequently issues yearly GHG reduction report cards to track the progress of emission reduction strategies. Each report card documents the effectiveness of measures to reduce GHG in California, presents GHG emissions from State agencies' operations, and shows reductions that have occurred in the two years prior to publication.

Assembly Bill 32

In furtherance of the goals established in EO S-3-05, the Legislature enacted Assembly Bill (AB) 32 (Núñez and Pavley). The bill is referred to as the California Global Warming Solutions Act of 2006 (September 27, 2006). AB 32 provided initial direction on creating a comprehensive, multi-year program to limit California's GHG emissions at 1990 levels by 2020 and initiate the



transformations required to achieve the State's long-range climate objectives. AB 32 also required that the CARB prepare a "scoping plan" for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020. The CARB's Scoping Plan is described in further detail below.

Executive Order B-30-15

EO B-30-15 (April 2015) identified an interim GHG reduction target in support of targets previously identified under EO S-3-05 and AB 32. EO B-30-15 set an interim target goal of reducing GHG emissions to 40 percent below 1990 levels by 2030 to keep California on its trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80 percent below 1990 levels by 2050 as set forth in EO S-3-05. To facilitate achieving this goal, EO B-30-15 called for an update to the CARB's Climate Change Scoping Plan: A Framework for Change (Scoping Plan) to express the 2030 target in terms of million metric tons (MMT) CO_{2e}. The CARB's Scoping Plan is discussed in further detail below. The EO also called for State agencies to continue to develop and implement GHG emission reduction programs in support of the reduction targets.

Senate Bill 32 and Assembly Bill 197

Senate Bill (SB) 32 and AB 197 (enacted in 2016) are companion bills. SB 32 codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40 percent below 1990 levels by 2030. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the Senate and three members of the Assembly, to provide ongoing oversight over implementation of the State's climate policies. AB 197 also added two members of the Legislature to the Board as non-voting members; requires CARB to make available and update (at least annually via the CARB's website) emissions data for GHGs, criteria air pollutants, and toxic air contaminants (TACs) from reporting facilities; and requires CARB to identify specific information for GHG emissions reduction measures when updating the Scoping Plan.

CARB's Climate Change Scoping Plan

One specific requirement of AB 32 is for CARB to prepare a scoping plan for achieving the maximum technologically feasible and cost-effective GHG emission reductions by 2020 (Health and Safety Code Section 38561[a]), and to update the Scoping Plan at least once every five years. In 2008, CARB approved the first Scoping Plan. The Scoping Plan included a mix of recommended strategies that combined direct regulations, market-based approaches, voluntary measures, policies, and other emission reduction programs calculated to meet the 2020 statewide GHG emission limit and initiate the transformations needed to achieve the State's long-range climate objectives. The key elements of the Scoping Plan include the following:

1. Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
2. Achieving a statewide renewable energy mix of 33 percent;
3. Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions;
4. Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets;
5. Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard (LCFS) (17 CCR, Section 95480 et seq.); and



6. Creating targeted fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

The Scoping Plan also identified local governments as essential partners in achieving California's goals to reduce GHG emissions because they have broad influence and, in some cases, exclusive authority over activities that contribute to significant direct and indirect GHG emissions through their planning and permitting processes, local ordinances, outreach and education efforts, and municipal operations. Specifically, the Scoping Plan encouraged local governments to adopt a reduction goal for municipal operations and for community emissions to reduce GHGs by approximately 15 percent from 2008 levels by 2020. Many local governments developed community-scale local GHG reduction plans based on this Scoping Plan recommendation.

In 2014, CARB approved the first update to the Scoping Plan. The First Update to the Climate Change Scoping Plan: Building on the Framework (First Update) defined the State's GHG emission reduction priorities for the next five years and laid the groundwork to start the transition to the post-2020 goals set forth in EO S-3-05 and EO B-16-2012. The First Update concluded that California is on track to meet the 2020 target but recommended a 2030 mid-term GHG reduction target be established to ensure a continuation of action to reduce emissions. The First Update recommended a mix of technologies in key economic sectors to reduce emissions through 2050, including energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies. As part of the First Update, CARB recalculated the State's 1990 emissions level using more recent GWPs identified by the IPCC, from 427 MMT CO₂e to 431 MMT CO₂e.

In 2015, as directed by EO B-30-15, CARB began working on an update to the Scoping Plan to incorporate the 2030 target of 40 percent below 1990 levels by 2030 to keep California on a trajectory toward meeting or exceeding the long-term goal of reducing GHG emissions to 80 percent below 1990 levels by 2050, as set forth in EO S-3-05. In summer 2016, the Legislature affirmed the importance of addressing climate change through passage of SB 32 (Pavley, Chapter 249, Statutes of 2016).

In December 2017, the Scoping Plan was once again updated. The 2017 Scoping Plan built upon the successful framework established in the initial Scoping Plan and First Update, while identifying new, technologically feasible and cost-effective strategies that would serve as the framework to achieve the 2030 GHG target as established by SB 32 and define the State's climate change priorities to 2030 and beyond. For local governments, the 2017 Scoping Plan replaced the initial Scoping Plan's 15 percent reduction goal with a recommendation to aim for a community-wide goal of no more than six MTCO₂e per capita by 2030, and no more than two MTCO₂e per capita by 2050, which are consistent with the State's long-term goals. The 2017 Scoping Plan recognized the benefits of local government GHG planning (e.g., through Climate Action Plans [CAPs]) and provided more information regarding tools to support those efforts. The 2017 Scoping Plan also recognized the CEQA streamlining provisions for project-level review where a legally adequate CAP exists.

When discussing project-level GHG emissions reduction actions and thresholds in the context of CEQA, the 2017 Scoping Plan stated that "achieving no net additional increase in GHG emissions, resulting in no contribution to GHG impacts, is an appropriate overall objective for new development" for project-level CEQA analysis, but also recognized that such a standard may not



be appropriate or feasible for every development project. The 2017 Scoping Plan further provided that “the inability of a project to mitigate its GHG emissions to net zero does not imply the project results in a substantial contribution to the cumulatively significant environmental impact of climate change under CEQA.”

The most recent update to the Scoping Plan, the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update) was adopted by the CARB in December 2022.¹⁵ The 2022 Scoping Plan Update builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. The 2022 Scoping Plan Update, the most comprehensive and far-reaching Scoping Plan developed to date, identifies a technologically feasible and cost-effective path to achieve carbon neutrality by 2045 while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan. The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the Scoping Plan also includes discussion for the first time of the Natural and Working Lands (NWL) sectors as both sources of emissions and carbon sinks.

The 2022 Scoping Plan Update lays out a path to achieve targets for carbon neutrality and reduce GHG emissions by 85 percent below 1990 levels by 2045, as directed by AB 1279. The actions and outcomes in the plan will achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

CARB’s Regulations for the Mandatory Reporting of GHG Emissions

CARB’s Regulation for the Mandatory Reporting of GHG Emissions (17 CCR 95100–95157) incorporated by reference certain requirements that the USEPA promulgated in its Final Rule on Mandatory Reporting of GHGs (40 Code of Federal Regulations [CFR] Part 98). In general, entities subject to the Mandatory Reporting Regulation that emit more than 10,000 MTCO₂e per year are required to report annual GHGs through the California Electronic GHG Reporting Tool. Certain sectors, such as refineries and cement plants, are required to report regardless of emission levels. Entities that emit more than the 25,000 MTCO₂e per year threshold are required to have their GHG emission report verified by a CARB-accredited third party.

Senate Bill 1383

SB 1383 establishes specific targets for the reduction of short-lived climate pollutants (SLCPs) (40 percent below 2013 levels by 2030 for CH₄ and hydrofluorocarbons (HFCs), and 50 percent below 2013 levels by 2030 for anthropogenic black carbon), and provides direction for reductions from dairy and livestock operations and landfills. Accordingly, CARB adopted its SLCP Reduction Strategy in March 2017. The SLCP Reduction Strategy establishes a framework for the statewide reduction of emissions of black carbon, CH₄, and fluorinated gases.

¹⁵ California Air Resources Board. *2022 Scoping Plan for Achieving Carbon Neutrality*. November 16, 2022. Available at: <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents>. Accessed December 2022.



Executive Order B-55-18/Assembly Bill 1279

EO B-55-18 (September 2018) establishes a statewide policy for California to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net-negative emissions thereafter. The goal is an addition to the existing statewide targets of reducing the State's GHG emissions. CARB intends to work with relevant State agencies to ensure that future scoping plan updates identify and recommend measures to achieve the carbon neutrality goal. On September 16, 2022, AB 1279, also known as the California Climate Crisis Act, codified the carbon neutrality goal established by EO B-55-18.

Mobile Sources

The following regulations relate to the control of GHG emissions from mobile sources. Mobile sources include both on-road vehicles and off-road equipment.

Assembly Bill 1493

AB 1493 (Pavley) (July 2002) was enacted in response to the transportation sector accounting for more than half of California's CO₂ emissions. AB 1493 required CARB to set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by the State board to be vehicles that are primarily used for non-commercial personal transportation in the State. The bill required that CARB set GHG emission standards for motor vehicles manufactured in 2009 and all subsequent model years. CARB adopted the standards in September 2004. When fully phased in, the near-term (2009–2012) standards would result in a reduction of approximately 22 percent of GHG emissions compared to the emissions from the 2002 fleet, and the mid-term (2013–2016) standards would result in a reduction of approximately 30 percent.

Senate Bill 375

SB 375 (Steinberg) (September 2008) addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 requires CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, and to update those targets every eight years. SB 375 requires the State's 18 regional metropolitan planning organizations to prepare a sustainable communities strategy as part of their Regional Transportation Plans that will achieve the GHG reduction targets set by CARB. If a metropolitan planning organization is unable to devise a sustainable communities strategy to achieve the GHG reduction target, the metropolitan planning organization must prepare an alternative planning strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

Pursuant to California Government Code Section 65080(b)(2)(K), a sustainable communities strategy does not (1) regulate the use of land, (2) supersede the land use authority of cities and counties, or (3) require that a city's or county's land use policies and regulations, including those in a general plan, be consistent with the sustainable community strategy. Nonetheless, SB 375 makes regional and local planning agencies responsible for developing those strategies as part of the federally required metropolitan transportation planning process and the State-mandated housing element process.

Advanced Clean Cars Program and Zero-Emissions Vehicle Program

The Advanced Clean Cars program (January 2012) is an emissions-control program for model years 2015 through 2025. The program combines the control of smog- and soot-causing



pollutants and GHG emissions into a single coordinated package. The package includes elements to reduce smog-forming pollution, reduce GHG emissions, promote clean cars, and provide the fuels for clean cars. To improve air quality, CARB has implemented new emission standards to reduce smog-forming emissions beginning with 2015 model year vehicles. By 2025, implementation of the rule is anticipated to reduce emissions of smog-forming pollution from cars by 75 percent compared to the average new car sold in 2015. To reduce GHG emissions, CARB, in conjunction with the USEPA and NHTSA, adopted GHG standards for model year 2017 to 2025 vehicles; the standards were estimated to reduce GHG emissions by 34 percent by 2025. The zero-emissions vehicle program acts as the focused technology of the Advanced Clean Cars program by requiring manufacturers to produce increasing numbers of zero-emissions vehicles and plug-in hybrid electric vehicles in the 2018 to 2025 model years.

Executive Order B-16-12

EO B-16-12 (March 2012) required that State entities under the governor's direction and control support and facilitate the rapid commercialization of zero-emissions vehicles. The order directed CARB, California Energy Commission (CEC), California Public Utilities Commission (CPUC), and other relevant agencies to work with the Plug-In Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 established a target reduction of GHG emissions from the transportation sector equaling 80 percent less than 1990 levels by 2050. EO B-16-12 did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare.

Assembly Bill 1236

AB 1236 (October 2015) (Chiu) required a city, county, or city and county to approve an application for the installation of electric-vehicle charging stations, as defined, through the issuance of specified permits unless the city or county makes specified written findings based on substantial evidence in the record that the proposed installation would have a specific, adverse impact upon the public health or safety, and a feasible method to satisfactorily mitigate or avoid the specific, adverse impact does not exist. The bill provided for appeal of that decision to the planning commission, as specified. AB 1236 required electric-vehicle charging stations to meet specified standards. The bill required a city, county, or city and county with a population of 200,000 or more residents to adopt an ordinance, by September 30, 2016, that created an expedited and streamlined permitting process for electric-vehicle charging stations. The bill also required a city, county, or city and county with a population of less than 200,000 residents to adopt the ordinance by September 30, 2017.

Water

The following regulations relate to the conservation of water, which reduces GHG emissions related to electricity demands from the treatment and transportation of water.

Executive Order B-29-15

In response to a drought in California, EO B-29-15 (April 2015) set a goal of achieving a statewide reduction in potable urban water usage of 25 percent relative to water use in 2013. The term of the EO extended through February 28, 2016, although many of the directives subsequently became permanent water-efficiency standards and requirements. The EO includes specific directives that set strict limits on water usage in the State. In response to EO B-29-15, the California Department of Water Resources modified and adopted a revised version of the Model Water Efficient Landscape Ordinance (MWELO) that, among other changes, significantly



increases the requirements for landscape water use efficiency, and broadens the applicability of the ordinance to include new development projects with smaller landscape areas.

Solid Waste

The following regulations relate to the generation of solid waste and means to reduce GHG emissions from solid waste produced within the State.

Assembly Bill 939 and Assembly Bill 341

In 1989, AB 939, known as the Integrated Waste Management Act (California Public Resources Code [PRC] Sections 40000 et seq.), was passed because of the observed increase in waste stream and the decrease in landfill capacity.

AB 341 (Chapter 476, Statutes of 2011 [Chesbro]) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that the policy goal of the State is that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by 2020, and annually thereafter. In addition, AB 341 required the California Department of Resources Recycling and Recovery to develop strategies to achieve the State's policy goal.

Other State Actions

The following State regulations are broadly related to GHG emissions.

Senate Bill 97

SB 97 (Dutton) (August 2007) directed the Governor's Office of Planning and Research (OPR) to develop guidelines under CEQA for the mitigation of GHG emissions. In 2008, the Governor's OPR issued a technical advisory as interim guidance regarding the analysis of GHG emissions in CEQA documents. The advisory indicated that the lead agency should identify and estimate a project's GHG emissions, including those associated with vehicular traffic, energy consumption, water usage, and construction activities. The advisory further recommended that the lead agency determine the significance of the impacts and impose all mitigation measures necessary to reduce GHG emissions to a level that is less than significant. The California Natural Resource Agency (CNRA) adopted the CEQA Guidelines amendments in December 2009, and the amended CEQA Guidelines became effective in March 2010.

Under the amended CEQA Guidelines, a lead agency has the discretion to determine whether to use a quantitative or qualitative analysis, or apply performance standards to determine the significance of GHG emissions resulting from a particular project (14 CCR 15064.4[a]). The CEQA Guidelines require a lead agency to consider the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]). The CEQA Guidelines also allow a lead agency to consider feasible means of mitigating the significant effects of GHG emissions, including reductions in emissions through the implementation of project features or off-site measures. The adopted amendments do not establish a GHG emission threshold, instead allowing a lead agency to develop, adopt, and apply the lead agency's own thresholds of significance or those developed by other agencies or experts. CNRA acknowledges that a lead agency may consider compliance with regulations or requirements implementing AB 32 in determining the significance of a project's GHG emissions.



With respect to GHG emissions, the CEQA Guidelines state that lead agencies should “make a good faith effort, to the extent possible on scientific and factual data, to describe, calculate or estimate” GHG emissions (14 CCR 15064.4[a]). The CEQA Guidelines note that an agency may identify emissions by either selecting a “model or methodology” to quantify the emissions or by relying on “qualitative analysis or other performance-based standards” (14 CCR 15064.4[a]). Section 15064.4(b) states that the lead agency should consider the following when assessing the significance of impacts from GHG emissions on the environment: (1) the extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting; (2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]).

Executive Order S-13-08

EO S-13-08 (November 2008) is intended to hasten California’s response to the impacts of global climate change, particularly sea-level rise. Therefore, the EO directs State agencies to take specified actions to assess and plan for such impacts. The final 2009 California Climate Adaptation Strategy report was issued in December 2009, and an update, Safeguarding California: Reducing Climate Risk, followed in July 2014. To assess the State’s vulnerability, the report summarizes key climate change impacts to the State for the following areas: agriculture, biodiversity and habitat, emergency management, energy, forestry, ocean and coastal ecosystems and resources, public health, transportation, and water. Issuance of the Safeguarding California: Implementation Action Plans followed in March 2016. In January 2018, the CNRA released the Safeguarding California Plan: 2018 Update, which communicates current and needed actions that the State government should take to build climate change resiliency.

State Regulations Related to Energy

The primary State regulatory agencies governing energy consumption are the CEC and the CPUC.

The CEC, created by the Legislature in 1974, has seven major responsibilities: forecasting future energy needs; promoting energy efficiency and conservation by setting the State’s appliance and building energy efficiency standards; supporting energy research that advances energy science and technology through research, development, and demonstration projects; developing renewable energy resources; advancing alternative and renewable transportation fuels and technologies; certifying thermal power plants 50 MW and larger; and planning for and directing State response to energy emergencies.¹⁶

The CPUC regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies. The CPUC is responsible for ensuring that customers have safe, reliable utility service and infrastructure at reasonable rates, regulating utility services, stimulating innovation, and promoting competitive markets.¹⁷

¹⁶ California Energy Commission. *About the California Energy Commission*. Available at: <http://www.energy.ca.gov/about>. Accessed December 2022.

¹⁷ California Public Utilities Commission. *California Public Utilities Commission*. Available at: <https://www.cpuc.ca.gov/about-cpuc>. Accessed December 2022.



The State has adopted various regulations aimed at reducing energy consumption, increasing energy efficiency, and mandating sourcing requirements for electricity production. The following regulations are applicable to the proposed project.

Building Energy

The following regulations relate to energy efficiency and energy use reductions in the built environment.

Title 24, Part 6

Title 24 of the CCR, which is known as the California Building Standards Code (CBSC), was established in 1978 and serves to enhance and regulate California’s building standards. While not initially promulgated to reduce GHG emissions, Part 6 of Title 24 specifically established Building Energy Efficiency Standards that are designed to ensure new and existing buildings in California achieve energy efficiency and preserve outdoor and indoor environmental quality. These energy efficiency standards are reviewed periodically, and revised, if necessary, by the Building Standards Commission and CEC (PRC Section 25402[b][1]). The regulations receive input from members of industry, as well as the public, with the goal of “reduc[ing] the wasteful, uneconomic, inefficient, or unnecessary consumption of energy” (PRC Section 25402). The regulations are scrutinized and analyzed for technological and economic feasibility (PRC Section 25402[d]) and cost effectiveness (PRC Sections 25402[b][2] and [b][3]). As a result, the standards save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment.

The 2022 Title 24 standards are the currently applicable building energy efficiency standards and became effective on January 1, 2023. Compliance with the 2022 Title 24 Building Energy Efficiency Standards will reduce energy use and associated GHG emissions compared to structures built in compliance with the previous 2019 Title 24 standards.

Title 24, Part 11

In addition to the CEC’s efforts, in 2008, the California Building Standards Commission adopted the nation’s first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CALGreen, and establishes minimum mandatory standards and voluntary standards pertaining to the planning and design of sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interior air quality. The CALGreen standards took effect in January 2011 and instituted mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential and State-owned buildings and schools and hospitals. The original CALGreen standards have been updated several times. The CALGreen 2022 standards, which are the current standards, improved upon the 2019 CALGreen standards, and went into effect on January 1, 2023. The 2022 CALGreen Code focuses on four key areas in newly constructed homes and businesses:¹⁸

- Encouraging electric heat pump technology for space and water heating, which consumes less energy and produces fewer emissions than gas-powered units.

¹⁸ California Energy Commission. *Energy Commission Adopts Updated Building Standards to Improve Efficiency, Reduce Emissions From Homes and Businesses*. Available at: <https://www.energy.ca.gov/news/2021-08/energy-commission-adopts-updated-building-standards-improve-efficiency-reduce-0>. Accessed December 2022.



- Establishing electric-ready requirements for single-family homes to position owners to use cleaner electric heating, cooking and electric vehicle (EV) charging options whenever they choose to adopt those technologies.
- Expanding solar PV system and battery storage standards to make clean energy available onsite and complement the state’s progress toward a 100 percent clean electricity grid.
- Strengthening ventilation standards to improve indoor air quality.

The CALGreen standards also include voluntary efficiency measures that are provided at two tiers and implemented at the discretion of local agencies and applicants. According to Section A4.602 of Appendix A4 of the CALGreen Code, CALGreen’s Tier 1 standards call for a 15 percent improvement in energy requirements, stricter water conservation, 65 percent diversion of construction and demolition waste, 10 percent recycled content in building materials, 20 percent permeable paving, 20 percent cement reduction, and cool/solar-reflective roofs. CALGreen’s more rigorous Tier 2 standards call for a 30 percent improvement in energy requirements, stricter water conservation, 80 percent diversion of construction and demolition waste, 15 percent recycled content in building materials, 30 percent permeable paving, 25 percent cement reduction, and cool/solar-reflective roofs.

Title 20

Title 20 of the CCR requires manufacturers of appliances to meet State and federal standards for energy and water efficiency. The CEC certifies an appliance based on a manufacturer’s demonstration that the appliance meets the standards. New appliances regulated under Title 20 include refrigerators, refrigerator-freezers, and freezers; room air conditioners and room air-conditioning heat pumps; central air conditioners; spot air conditioners; vented gas space heaters; gas pool heaters; plumbing fittings and plumbing fixtures; fluorescent lamp ballasts; lamps; emergency lighting; traffic signal modules; dishwashers; clothes washers and dryers; cooking products; electric motors; low-voltage dry-type distribution transformers; power supplies; televisions and consumer audio and video equipment; and battery charger systems. Title 20 presents protocols for testing each type of appliance covered under the regulations, and appliances must meet the standards for energy performance, energy design, water performance, and water design. Title 20 contains three types of standards for appliances: federal and State standards for federally regulated appliances, State standards for federally regulated appliances, and State standards for non-federally regulated appliances.

Senate Bill 1

SB 1 (Murray) (August 2006) established a \$3 billion rebate program to support the goal of the State to install rooftop solar energy systems with a generation capacity of 3,000 MW through 2016. SB 1 added sections to the PRC, including Chapter 8.8 (California Solar Initiative), that require building projects applying for ratepayer-funded incentives for PV systems to meet minimum energy efficiency levels and performance requirements. Section 25780 established that it is a goal of the State to establish a self-sufficient solar industry. The goals included establishing solar energy systems as a viable mainstream option for homes and businesses within 10 years of adoption, and placing solar energy systems on 50 percent of new homes within 13 years of adoption. SB 1, also termed “Go Solar California,” was previously titled “Million Solar Roofs.”

Assembly Bill 1109

Enacted in 2007, AB 1109 required the CEC to adopt minimum energy efficiency standards for general-purpose lighting to reduce electricity consumption by 50 percent for indoor residential lighting and by 25 percent for indoor commercial lighting.



Climate Change Scoping Plan

Expanding and strengthening existing energy efficiency programs as well as building and appliance standards is the key element of the Scoping Plan, as introduced above, related to building energy.

Transportation/Fuel Energy

The following regulations relate to fuel efficiency and energy use reductions in the transportation and motorized vehicle sector.

Assembly Bill 1493

In 2002 California adopted AB 1493, also known as the Pavley I standards, which required new passenger vehicles with model years 2009 to 2016 to meet more stringent fuel efficiency standards. Additional laws have extended these rules to cover vehicles from future model years.

Executive Order S-1-07

EO S-1-07, otherwise known as the LCFS, was adopted in 2009 and requires transportation fuels such as gasoline and diesel sold within the state to be less carbon intensive.

Executive Order B-16-12

EO B-16-12 (March 2012) required that State entities under the governor's direction and control support and facilitate the rapid commercialization of zero-emissions vehicles. The order directed CARB, CEC, CPUC, and other relevant agencies to work with the Plug-In Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve goals by 2015, 2020, and 2025. On a statewide basis, EO B-16-12 established a target reduction of GHG emissions from the transportation sector equaling 80 percent less than 1990 levels by 2050. EO B-16-12 did not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare.

Assembly Bill 1346

AB 1346 (October 2021) prohibits non-electric small off-road engines. Small off-road engines, which are used primarily in lawn and garden equipment, emit high levels of air pollutants and, in 2020, California daily criteria pollutant emissions from small off-road engines were higher than emissions from light-duty passenger cars. Thus, by January 1, 2024, regulations shall prohibit engine exhaust and evaporative emissions from new small off-road engines.

Senate Bill 500

SB 500 (September 2021) requires that, beginning January 1, 2030, to the extent allowed by federal law, any autonomous vehicle that is model year 2031 or later, has a gross vehicle weight rating of less than 8,501 pounds, and is equipped with Level 3, 4, or 5 automation (as defined by the International Society of Automotive Engineers) to be a zero-emission vehicle to be operated on California public roads.

Climate Change Scoping Plan

The key elements of the Scoping Plan, as introduced above, related to transportation energy include the following:

1. Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets; and



2. Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the LCFS (17 CCR Section 95480, et seq.).

Renewable Energy and Energy Procurement

The following regulation relates to the source of electricity provided to consumers within the State, as well as standards related to the generation of electricity within the State.

Renewable Portfolio Standard (RPS), Senate Bill 350, and Senate Bill 100

Established in 2002 under SB 1078, accelerated in 2006 under SB 107, and expanded in 2011 under SB 2, California's RPS is one of the most ambitious renewable energy standards in the country. The RPS program requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020.

Since the inception of the RPS program, the program has been extended and enhanced multiple times. In 2015, SB 350 extended the State's RPS program by requiring that publicly owned utilities procure 50 percent of their electricity from renewable energy sources by 2030. The requirements of SB 350 were expanded and intensified in 2018 through the adoption of SB 100, which mandated that all electricity generated within the State by publicly owned utilities be generated through carbon-free sources by 2045. In addition, SB 100 increased the previous renewable energy requirement for the year 2030 by 10 percent; thus, requiring that 60 percent of electricity generated by publicly owned utilities originate from renewable sources by the year 2030.

Local Regulations

The following are the regulatory agencies and regulations pertinent to the proposed project on a local level.

Plan Bay Area 2050

Plan Bay Area 2050 (The Plan) is a long-range transportation and land use/housing strategy through 2050 for the San Francisco Bay Area, designed to reduce GHG emissions from the mobile sector.¹⁹ The Plan was approved by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) on October 21, 2021. The Plan also meets all State and federal requirements for a Regional Transportation Plan and Sustainable Communities Strategy.

Plan Bay Area 2050 provides an outline for growth in four focus areas: Priority Development Areas (PDA); Transit-Rich Areas; Priority Production Areas; and High-Resource Areas. The project site is not located within a PDA. According to the Plan Bay Area 2050 Forecasting and Modeling Appendix, housing in Contra Costa County is projected to increase by 169,000 households, or 44 percent, and jobs are projected to increase by 130,000, or 32 percent.²⁰

Local jurisdictions seeking to implement development projects consistent with The Plan are eligible for funding for PDA planning and transportation projects. In addition, jurisdictions have

¹⁹ Association of Bay Area Governments and Metropolitan Transportation Commission. *Plan Bay Area 2050: Final*. October 2021.

²⁰ Association of Bay Area Governments and Metropolitan Transportation Commission. *Forecasting and Modeling Report, Appendix 1: Growth Pattern*. October 2021.



the option to streamline the development process for projects consistent with The Plan and meet the other criteria included in SB 375.

Bay Area Air Quality Management District

The BAAQMD is the public agency entrusted with regulating air pollution in the nine counties that surround San Francisco Bay: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwestern Solano, and southern Sonoma counties.

The BAAQMD has prepared Air Quality Guidelines, which are intended to be used for assistance with CEQA review. The BAAQMD Air Quality Guidelines include thresholds of significance and project screening levels for GHGs, as well as methods to assess and mitigate project-level and plan-level impacts. The most recent BAAQMD CEQA Air Quality Guidelines were released in April 2023.

Rules and Regulations

All projects under the jurisdiction of the BAAQMD are required to comply with all applicable BAAQMD rules and regulations. Applicable BAAQMD's regulations and rules include, but are not limited to, the following:

- Regulation 14: Mobile Source Emissions Reduction Measures
 - Rule 1: Bay Area Commuter Benefits Program

City of Antioch General Plan

The following goals and policies related to GHG emissions and energy from the City of Antioch General Plan are applicable to the proposed project.

Policy 10.6.2.b Require developers of large residential and non-residential projects to participate in programs and to take measures to improve traffic flow and/or reduce vehicle trips resulting in decreased vehicular emissions. Examples of such efforts may include, but are not limited to the following:

- Development of mixed-use projects, facilitating pedestrian and bicycle transportation and permitting consolidation of vehicular trips.
- Installation of transit improvements and amenities, including dedicated bus turnouts and sufficient rights-of-way for transit movement, bus shelters, and pedestrian easy access to transit.
- Provision of bicycle and pedestrian facilities, including bicycle lanes and pedestrian walkways connecting residential areas with neighborhood commercial centers, recreational facilities, schools, and other public areas.
- Contributions for off-site mitigation for transit use.
- Provision of charging stations for electric vehicles within large employment-generating and retail developments.



- Objective 10.8.1 Reduce reliance on nonrenewable energy sources in existing and new commercial, industrial, and public structures.
- Policy 10.8.2.a Continue to implement Title 24 of the State Building Code, and provide incentives to encourage architects and builders to exceed the energy efficiency standards of Title 24 through increased use of passive, solar design, and day-lighting.
- Policy 10.8.2.b Promote the use of site design, landscaping, and solar orientation to decrease the need for summer cooling and winter heating.
- Policy 10.8.2.c Where feasible, incorporate recycled materials in new construction.
- Policy 10.8.2.d Encourage the installation of energy-efficient lighting, reduced thermostat settings, and elimination of unnecessary lighting in public facilities.
- Policy 10.8.2.e Facilitate the installation of environmentally acceptable forms of distributed generation,²¹ where such systems can be safely and economically provided.
- Policy 10.8.2.h Promote coordination of new public facilities with transit services and non-motorized transportation facilities, including bicycles, and design structures to enhance transit, bicycle, and pedestrian use.
- Policy 10.8.2.i The City shall review all development plans prior to approval to guarantee that energy conservation and efficiency standards of Title 24 are met and are incorporated into the design of the future proposed project.

City of Antioch Climate Action Planning

In 2007, the City of Antioch joined the International Council for Local Environmental Initiatives (ICLEI). As a member of the ICLEI, the City drafted and adopted two Climate Action Plans, one for municipal operations and the other for community-wide operations. Both Climate Action Plans provided GHG emissions inventories, with the Municipal Climate Action Plan considering emissions related to the provision of water, wastewater, and solid waste services, as well as assessing emissions related to the City’s vehicle fleet, street lights within the City, City facilities, and employee commutes. Concurrently, the CCAP inventoried emissions related to residential energy consumption, industrial energy use, commercial energy use, solid waste, transportation and other mobile sources, solid waste generation, water consumption, and wastewater production. In compliance with AB 32, emissions reduction targets were established for both

²¹ “Distributed generation” encompasses various small-scale types of electrical generation, such as microturbans, fuel cells, photovoltaics, co-generation (reuse of waste heat) and other sources of electrical power that can be effectively located within office parks, industrial facilities, and other large buildings.



community and municipal emissions, and two different approaches were implemented to meet the identified targets. The Municipal Climate Action Plan established measures and policies related to each emission source category, which would reduce existing and future emission from the identified sources. Simultaneously, the CCAP included GHG reduction strategies related to land use and transportation, green building and energy, and education and behavior change.

Although the CCAP does not include quantitative thresholds to assess a project's compliance with the CCAP, projects that are in compliance with AB 32 would be considered compliant with the CCAP. For instance, project's showing emissions reductions as required by AB 32, or projects incorporating reduction strategies from the CCAP are understood to be in compliance with the CCAP's GHG emissions reductions goals.

In May of 2020, the City adopted a CARP. The CARP is a five-year plan that includes action items intended to build community resilience, sustainability, and equity. Implementation of the proposed actions outlined in the CARP would reduce the community's reliance on carbon-based energy sources, and the CARP aligns with the statewide goals established by AB 32 and SB 32. Neither the CCAP nor CARP meet the criteria for a qualified CAP under State CEQA Guidelines Section 15183.5(b).

4.2.4 IMPACTS AND MITIGATION MEASURES

This section describes the standards of significance and methodology used to analyze and determine the proposed project's potential impacts related to GHG emissions and energy. A discussion of the project's impacts, as well as mitigation measures where necessary, is also presented.

Standards of Significance

Based on the recommendations of BAAQMD, City of Antioch standards, and consistent with Appendix G of the CEQA Guidelines, the proposed project would result in a significant impact related to GHG emissions or energy if the project would result in any of the following:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment;
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs;
- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources; or
- Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Pursuant to CEQA Guidelines Section 15064.4(b)(2), the lead agency is charged with determining a threshold of significance that is applicable to the project. For the analysis within this EIR, the City has elected to use the BAAQMD's thresholds of significance, where applicable, as discussed below.

GHG Emissions

As noted previously, in April 2023 the BAAQMD adopted updated CEQA Air Quality Guidelines. The updated guidelines include qualitative GHG thresholds, which consist of two distinct categories of criteria that must be met: Buildings and Transportation.



The BAAQMD's Buildings criteria require that a project must meet the following minimum project design elements:

- a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
- b. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under Sections 21100(b)(3) and 15126.2(b) of the State CEQA Guidelines.

The BAAQMD's Transportation criteria require that a project must meet the following:

- a. Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted SB 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:
 - i. Residential projects: 15 percent below the existing VMT per capita;
 - ii. Office projects: 15 percent below the existing VMT per employee; or
 - iii. Retail projects: no net increase in existing VMT.
- b. Achieve compliance with off-street EV requirements in the most recently adopted version of CALGreen Tier 2.

Alternatively, a project is not required to implement the foregoing design elements if the project shows consistency with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b). In the case of the proposed project, as discussed above, the City of Antioch has adopted the CCAP and the CARP. However, neither the CCAP nor CARP meet the criteria for a qualified CAP under State CEQA Guidelines Section 15183.5(b). Thus, the option to evaluate consistency with a local GHG reduction strategy is not applicable.

Energy

Quantitative thresholds for the analysis of potential impacts related to energy consumption have not been adopted by any local, regional, or statewide entities. Consequently, potential impacts of the project related to energy are determined based on whether the project would result in wasteful, inefficient, or unnecessary use of energy. In addition, the potential for the project to conflict with or obstruct a State or local plan for renewable energy generation or energy efficiency is considered. The analysis of energy consumption includes consideration of energy demand during project construction and operations.

Method of Analysis

A comparison of project-related emissions to the thresholds discussed above shall determine the significance of the potential impacts related to GHG emissions and energy consumption resulting from the proposed project. Where potentially significant impacts related to GHG emissions and energy are identified, mitigation measures are described that would reduce or eliminate the impact.

For informational purposes, short-term construction emissions and long-term operational emissions associated with future development of the project site were estimated using the California Emissions Estimator Model (CalEEMod) version 2020.4.0, which is a statewide model designed to provide a uniform platform for government agencies, land use planners, and



environmental professionals to quantify air quality emissions from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. However, where project-specific data was available, such data was input into the model.

The project site is currently designated CR/E and CE; however, the proposed project does not include any specific development proposals or new uses as compared to what was anticipated in the East Lone Tree Specific Plan (ELTSP). Rather, the City is proposing to modify the approval process for commercial development within the CR/E and CE designated parcels of the ELTSP Area through a Specific Plan Amendment to streamline future commercial development approvals and minimize the need for further CEQA review. Approval of the proposed Specific Plan Amendment would allow future development of the project site with regional retail/employment uses without requiring further CEQA analysis.

Because the proposed project does not include any specific development proposals, in order to provide a conservative analysis, the modeling assumed buildout of the project site with 100 percent regional retail uses, which would result in greater emissions than if the site was developed with employment uses. In addition, the modeling assumed that the entire 1,530,176 sf of allowable development would be constructed over an approximately eight-year period beginning in June 2024, and that 13,443 sf of building materials, representative of the existing buildings located on Parcel 3 would be demolished, and removed from the site during construction activities.

Results of the modeling are expressed in MTCO₂e/yr. All CalEEMod modeling results are included in Appendix B to this SEIR. It is noted that the estimated GHG emissions are presented for disclosure purposes only, as the BAAQMD no longer relies on quantitative thresholds of significance for GHG emissions.

Project-Specific Impacts and Mitigation Measures

Global climate change is, by nature, a cumulative impact. Emissions of GHG contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change (e.g., sea level rise, impacts to water supply and water quality, public health impacts, impacts to ecosystems, impacts to agriculture, and other environmental impacts). While GHG emissions from a project in combination with other past, present, and future projects contribute to the world-wide phenomenon of global climate change and the associated environmental impacts, a single project could not generate enough GHG emissions to contribute noticeably to a change in the global average temperature. Because the effects of GHG emissions are cumulative by nature, separate discussions for project-level and cumulative-level impacts for the proposed project are not necessary for this section of the SEIR.

However, potential impacts related to energy may occur on both a project-level and a cumulative basis. Accordingly, both a project-level and a cumulative analysis of potential energy-related impacts are presented below.

4.2-1 Result in the inefficient or wasteful use of energy, or conflict with a State or local plan for renewable energy or energy efficiency. Based on the analysis below, the impact is *less than significant*.



As discussed above, the proposed project does not include any specific development proposals or new uses as compared to what was anticipated in the ELTSP. However, the City is proposing to modify the approval process for commercial development within the CR/E and CE designated parcels of the ELTSP Area through a Specific Plan Amendment to streamline future commercial development approvals and minimize the need for further CEQA review. Approval of the proposed Specific Plan Amendment would allow future development of the project site with regional retail/employment uses without requiring further CEQA analysis.

While the proposed project would not directly result in increased energy use relative to baseline conditions, because Appendix G of the CEQA Guidelines did not previously include a specific section on energy, the ELTSP EIR did not include a specific analysis of the ELTSP's potential energy-related impacts. Therefore, the following discussion addresses the potential effects of future development facilitated by the proposed project related to energy demand during construction and operations.

Construction Energy Use

Construction of any future development facilitated by the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid.

Typically, at construction sites, electricity from the existing grid is used to power portable and temporary lights or office trailers. Because grid electricity would be used primarily for steady sources such as lighting, not sudden, intermittent sources such as welding or other hand-held tools, the increase in electricity usage at the site during construction would not be expected to cause any substantial peaks in demand. Construction of the proposed project, which would result in temporary increases in electricity demand, would not cause a permanent or substantial increase in demand that would exceed PG&E's demand projections or exceed the ability of PG&E's existing infrastructure to handle such an increase. Therefore, project construction would not result in any significant impacts on local or regional electricity supplies, the need for additional capacity, or on peak or base period electricity demands. In addition, standards or regulations specific to construction-related electricity usage do not currently exist.

Construction of the maximum allowable amount of regional retail/employment uses across the entire project site has been assumed for analysis purposes to occur over approximately eight years. As a result, the increased energy demand associated with construction would take place for a minimal amount of time compared to the operational lifetime of the future development projects that could occur with buildout of the proposed project. It should also be noted that while the analysis included herein has conservatively assumed that the entire 1,530,176 sf of allowable development would be constructed concurrently, in reality, the likelihood that all four parcels that comprise the project site would be constructed at the same time is low, and the



potential exists for portions of the project site to remain undeveloped, as specific development proposals have not yet been submitted.

All construction equipment and operation thereof would be regulated pursuant to the CARB In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing a five-minute limit on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. Furthermore, as a means of reducing emissions, construction vehicles are required to become cleaner through the use of renewable energy resources. Engine tiers are used to describe the emissions intensity and efficiency of an engine. Construction equipment with Tier 0 or Tier 1 engines are the least efficient, and Tier 4 is the most efficient. In November 2021, the CARB began developing standards for Tier 5 engines. As of 2015, vehicles with Tier 0 and Tier 1 engines are prohibited from being added to equipment fleets. Fleets with a total horsepower over 2,501, excluding non-profit training centers, may not add any Tier 2 engines and, starting January 1, 2023, all engines must be Tier 3 or higher.²² The In-Use Off-Road Diesel Vehicle Regulation would, therefore, help to improve fuel efficiency for equipment used in construction of the future development associated with the proposed project.

The CARB enforces off-road equipment regulations through their reporting system, Diesel Off-road Online Reporting System (DOORS). Each construction fleet is required to update their DOORS account within 30 days of buying or selling a vehicle, and DOORS automatically calculates the fleet average index for each fleet. The fleet average index is an indicator of a fleet's overall emission rate, and is based on each vehicle's engine horsepower and model year, and whether it is equipped with a Verified Diesel Emission Control Strategy (VDECS). If a fleet cannot, or does not want to, meet the fleet average target in a given year, the fleet may instead choose to comply with the Best Available Control Technology (BACT) requirements. A fleet may meet the BACT requirements each year by turning over or installing VDECS on a certain percentage of its total fleet horsepower. 'Turnover' means retiring a vehicle, designating a vehicle as permanent low-use (a vehicle used less than 200 hours per year), repowering a vehicle with a higher tier engine, or rebuilding the engine to a more stringent emission standard. By each compliance date (annually on January 1st), the fleet must either show that its fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the BACT requirements.²³ Future development would be required to comply with such regulations, which would ensure that construction equipment meets all State efficiency requirements.

Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to further reduce demand on oil and limit emissions associated with construction. Over time, as technology progresses and more stringent emissions standards are put

²² California Air Resources Board. *In-Use Off Road Diesel-Fueled Fleets Regulation Overview, Revised October 2016*. 2016.

²³ California Air Resources Board. *Frequently Asked Questions, Regulation for In-Use Off-Road Diesel-Fueled Fleets (Off-Road Regulation)*. August 2014.



in place, construction equipment engines become increasingly efficient. Future construction would also be required to comply with all applicable BAAQMD rules and regulations, which are indirectly related to energy efficiency, which would help to further reduce energy use associated with future development of the project site.

Based on the above, the temporary increase in energy use occurring during construction of future development facilitated by the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the future development would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

Building Energy Demand

Energy use associated with operation of any future development facilitated by the proposed project would be typical of regional retail/employment uses, requiring electricity for interior and exterior building lighting, heating, ventilation, and air conditioning (HVAC) systems, electronic equipment, machinery, refrigeration, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, future development of the project site would result in transportation energy use associated with vehicle trips generated by visitors and employees travelling to and from the site.

Any future development facilitated by the proposed project would be required to comply with all applicable standards and regulations regarding energy conservation and fuel efficiency, including the CBSC and CARB standards, which would ensure that the future uses would be designed to be energy efficient to the maximum extent practicable. Adherence to the most recent CALGreen Code and the Building Energy Efficiency Standards would ensure that any proposed development on-site would consume energy efficiently through the incorporation of such features as efficient water heating systems, high performance attics and walls, and high efficacy lighting. In addition, State regulations promote the generation of renewable energy and encourage energy efficiency through requirements placed on utility providers and strict development standards. For instance, the RPS requires utilities, including PG&E, to procure an increasing proportion of electricity from renewable sources. Ultimately the RPS requirements mandate that all electricity produced within the State be renewably sourced by the year 2045.

Based on the air quality modeling prepared for the proposed project, buildout of the project site with the maximum allowable regional retail/employment uses is anticipated to result in increased electricity consumption of approximately 15.9 GWh annually during operations. It is noted that, compared to the electricity consumption for all of Contra Costa County, the proposed project's contribution would represent a 0.19 percent increase in electricity demand. Although the future development facilitated by the proposed project would increase electricity demand in the project area, the increased demand is not anticipated to conflict with the PG&E's ability to meet the RPS requirements, or exceed the PG&E's capacity such that energy demands would not be met.



Increased energy use does not necessarily mean that a project would have an impact related to energy resources. Based on Appendix F of the CEQA Guidelines, a proposed project would result in an impact related to energy resources if a project would result in the inefficient use or waste of energy. As stated above, all future development facilitated by the proposed project would be required to comply with the efficiency standards set forth in the CBSC, and, therefore, the proposed project would not conflict or obstruct with any State or local plans related to renewable energy. Furthermore, regulations pertaining to energy usage, including, but not limited to, Building Energy Efficiency Standards and State and federal vehicle standards, are continuously becoming more stringent. Therefore, future development facilitated by the proposed project would be assumed to use energy more efficiently as energy standards are updated.

With regard to landscaping and maintenance equipment, AB 1346 would require that all small off-road engines are all-electric by the time that any future development on-site is operational. Given that approximately 85 percent of the electricity from PG&E is generated from clean energy sources,²⁴ the use of electric maintenance equipment would be considered more energy efficient than diesel- or gas-powered maintenance equipment.

Transportation Energy Demand

The average fuel economy for the U.S. passenger vehicle fleet was 25.3 miles per gallon (mpg) in 2020, the most recent year such data is available.²⁵ An average of 25.3 mpg and an annual VMT of approximately 98,104,963²⁶ for the project would result in the consumption of approximately 92,325 barrels of gasoline a year. California is estimated to consume approximately 662 million barrels of petroleum per year.²⁷ Based on the annual consumption within the State, vehicle trips generated by the future development on the project site would result in a 0.01 percent increase in the State's current consumption of gasoline.

The calculation above is likely an overestimate, as the estimate does not account for the increasing ownership of electric vehicles. California leads the nation in registered alternatively-fueled and hybrid vehicles. In fact, under SB 500, the State has required that, starting in the year 2030, all cars sold shall be zero-emission/electric vehicles. In addition, State-specific regulations encourage fuel efficiency and reduction of dependence on oil. Improvements in vehicle efficiency and fuel economy standards help to reduce consumption of gasoline and reduce the State's dependence on petroleum products. The 2022 CBSC also requires new developments to include the necessary electrical infrastructure for EV charging stations. Based on the above, the

²⁴ Pacific Gas and Electric Company. 2020 Power Mix. Available at: https://www.pge.com/pge_global/common/pdfs/your-account/your-bill/understand-your-bill/bill-inserts/2021/1021-PowerContent.pdf. Accessed May 2023.

²⁵ U.S. Energy Information Administration. *Total Energy, Table 1.8 Motor Vehicle Mileage, Fuel Consumption, and Fuel Economy*. Accessible at: <https://www.eia.gov/totalenergy/data/browser/?tbl=T01.08#/?f=A&start=200001>. Accessed May 2023.

²⁶ The annual VMT estimate presented herein is based on the total annual VMT assumed in the GHG modeling conducted for the proposed project using CalEEMod.

²⁷ U.S. Energy Information Administration. *California: State Profile and Energy Estimates*. Accessible at: https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_use_pa.html&sid=US&sid=CA. Accessed May 2023.



actual consumption of gasoline associated with future development facilitated by the proposed project is anticipated to be even lower than the 0.01 percent statewide contribution noted above.

Any future development facilitated by the proposed project would be required to comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, buildout of the project site with regional retail/employment uses would likely involve the provision of sidewalks and bicycle infrastructure. The aforementioned improvements would provide pedestrian and bicycle connectivity within the project site, thereby helping to discourage driving and reduce vehicle trips and associated transportation energy demand.

Conclusion

Based on the above, the proposed project would not be considered to result in a wasteful, inefficient, or unnecessary use of energy, and the proposed project is not anticipated to conflict with a State or local plan for renewable energy or energy efficiency. Thus, impacts would be considered ***less than significant***.

Mitigation Measure(s)

None required.

Cumulative Impacts and Mitigation Measures

As defined in Section 15355 of the CEQA Guidelines, “cumulative impacts” refers to two or more individual effects which, when considered together, are considerable, compound, or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.

As discussed previously, climate change occurs on a global scale, and emissions of GHGs, even from a single project, contribute to the global impact. However, due to the existing regulations within the State, for the purposes of this analysis, the geographic context for the analysis of GHG emissions presented in this SEIR is California.

Finally, a project’s impacts related to energy use may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects. The following discussion of energy impacts is based on the implementation of the proposed project in combination with buildout of the adopted City of Antioch General Plan. Additional detail regarding the cumulative project setting can be found in Chapter 5, Statutorily Required Sections, of this SEIR.

4.2-2 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Based on the analysis below and with implementation of mitigation, the project’s incremental contribution to this significant cumulative impact is *less than cumulatively considerable*.



An individual project’s GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHGs are inherently considered cumulative impacts.

Implementation of the proposed project could cumulatively contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development facilitated by the proposed project would be primarily associated with increases of CO₂ and, to a lesser extent, other GHG pollutants, such as CH₄ and N₂O. Sources of GHG emissions include area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste.

Based on the modeling conducted for the proposed project, construction of the maximum allowable amount of regional retail/employment uses across the entire project site was estimated to generate annual maximum unmitigated GHG emissions of 1,402.05 MTCO₂e/yr. The total unmitigated annual operational GHG emissions for the first year of full operations on the project site (assumed to be 2032) were estimated as presented in Table 4.2-2.

Table 4.2-2	
Unmitigated Project Operational GHG Emissions	
Source	Annual GHG Emissions (MTCO₂e/yr)
Area	0.03
Energy	1,677.75
Mobile	27,951.06
Waste	808.01
Water	234.31
Total Annual Operational GHG Emissions	30,671.15
<i>Source: CalEEMod, May 2023 (see Appendix B).</i>	

As noted previously, the applicable BAAQMD thresholds of significance for GHG emissions are qualitative, and the foregoing information is provided for disclosure purposes only. Potential impacts related to GHG emissions resulting from implementation of the proposed project are considered in comparison with BAAQMD’s adopted thresholds of significance below.

It should also be noted that while GHG emissions were not specifically addressed within the previously certified ELTSP EIR, the proposed specific plan amendment would not increase buildout within the ELTSP area such that additional GHG emissions would result beyond what would occur under buildout conditions assumed within the previously certified ELTSP EIR.

BAAQMD Thresholds of Significance

According to the BAAQMD thresholds of significance, a project must either include specific project design elements related to buildings and transportation or be consistent with a local GHG reduction strategy that meets the criteria under State



CEQA Guidelines Section 15183.5(b). The City of Antioch has not prepared a qualified CAP under State CEQA Guidelines Section 15183.5(b). Thus, this discussion evaluates project consistency with the BAAQMD's Buildings and Transportation criteria.

With regard to Buildings criterion a., while approval of the proposed Specific Plan Amendment would allow future development of the project site with regional retail/employment uses, given that specific development proposals do not currently exist for the potential future development of the project site, the prohibition of natural gas appliances and plumbing on-site cannot be ensured at this time. Therefore, without mitigation, the proposed project could conflict with Buildings criterion a.

Consistency with Buildings criterion b. was evaluated in Impact 4.2-1, above. As noted therein, the temporary increase in energy use occurring during construction of any future development facilitated by the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. During operations, future development facilitated by the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, including the Building Energy Efficiency Standards and the CALGreen Code, which would ensure that building energy use associated would not be wasteful, inefficient, or unnecessary. As a result, the proposed project would comply with Buildings criterion b.

Consistency with Transportation criterion a. is evaluated in Chapter 4.2, Transportation, of this EIR. As presented therein, future development facilitated by the proposed project is anticipated to generate VMT per service population that meets the regional 15 percent below existing VMT per capita threshold. Therefore, the proposed project would comply with Transportation criterion a.

With regard to Transportation criterion b., because specific development proposals do not currently exist for the potential future development of the project site, compliance with the most recently adopted CALGreen Tier 2 off-street EV requirements cannot be ensured at this time. Therefore, without mitigation, the proposed project could conflict with Transportation criterion b.

Conclusion

Based on the above, the proposed project could conflict with the BAAQMD's applicable thresholds of significance for GHG emissions. Accordingly, the proposed project would be considered to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Thus, a **cumulatively considerable** impact related to GHG emissions could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less than cumulatively considerable* level.



4.2-2 *The following requirements shall be noted on all future project improvement plans, subject to review and approval by the City of Antioch Community Development Department:*

- *Consistent with the BAAQMD's Buildings standard a., natural gas shall be prohibited in any structures proposed within the project site.*
- *Consistent with the BAAQMD's Transportation criterion b., future development on the project site shall be constructed to include electric vehicle (EV) parking spaces consistent with the most recently adopted CALGreen Code Tier 2 off-street EV requirements.*

4.2-3 Result in a cumulatively considerable inefficient or wasteful use of energy or conflict with a State or local plan for renewable energy or energy efficiency. Based on the analysis below, the impact is *less than significant*.

Impact 4.2-1 discusses the consumption of energy on a project level, within the context of existing State plans and regulations. As discussed previously, the future development facilitated by the proposed project would involve consumption of diesel, gasoline, natural gas, and electricity throughout construction and operations. However, any proposed structures are required to be built in compliance with existing statewide mandatory energy efficiency standards, such as those contained in the California Building Energy Efficiency Standards and the CALGreen Code. Compliance with the energy efficiency standards would reduce the amount of electricity consumed by the future on-site development. State regulations would also help to reduce the amount of energy consumed by on-road vehicles over time. For instance, State and federal emissions standards and fuel economy standards result in increased fuel efficiency for on-road vehicles. Overall, as concluded above, the proposed project would result in a less than significant impact related to the inefficient or wasteful use of energy or conflicting with a State or local plan for renewable energy or energy efficiency.

Similar to future development facilitated by the proposed project, all other future development within the City of Antioch would be required to comply with applicable State and local regulations related to energy efficiency. Increased efficiency would be ensured in the future as cumulative development occurs due to compliance with the State's robust energy efficiency requirements. For example, pursuant to 2022 CBSC, new non-residential buildings associated with cumulative development would be required to be solar ready. Furthermore, energy efficiency regulations have been getting progressively more stringent over time. Thus, as cumulative development occurs under the increasingly stringent regulations, the energy use associated with such cumulative development is anticipated to be increasingly energy efficient over time as well.

Based on the above, implementation of the project in combination with other cumulative development in the project region would not result in the wasteful or inefficient use of energy. Because the project would not conflict with a local plan to



increase energy efficiency and reduce energy consumption, a **less than significant** cumulative impact would occur.

Mitigation Measure(s)

None required.



4.3 Transportation

4.3 TRANSPORTATION

4.3.1 INTRODUCTION

The Transportation chapter of the Supplemental EIR (SEIR) addresses the transportation conditions, including consideration of the proposed project's impacts related to transit facilities and services, bicycle facilities, pedestrian facilities, vehicle miles travelled (VMT), and traffic safety issues. The information contained within this chapter is primarily based on the Transportation Impact Analysis (TIA) prepared for the proposed project by Fehr & Peers (see Appendix C),¹ as well as the City of Antioch General Plan² and associated EIR.³ All technical calculations are included as an appendix to the TIA.

4.3.2 EXISTING ENVIRONMENTAL SETTING

The section below describes the physical and operational characteristics of the existing transportation system within the project area, including the surrounding roadway network, transit, bicycle, and pedestrian facilities.

Existing Roadways

The following sections provide a summary of the existing roadways within the project area.

State Highways

The following State Highways are located within the project area:

State Route 4

State Route (SR) 4 is an east-west freeway that extends from the City of Hercules in the west to the City of Stockton and beyond in the east. In the project area, SR 4 has an east/west orientation from west of SR 160 and a northwest/southeast orientation between SR 160 and Walnut Boulevard in eastern Contra Costa County. The facility is a six-lane freeway from SR 160 to Laurel Road and a four-lane freeway from Laurel Road to Balfour Road. At Balfour Road, SR 4 transitions to a two-lane highway. Access to the project site is provided by ramp terminals at Laurel Road and Lone Tree Way. SR 4 is a designated route of regional significance by the Contra Costa Transportation Authority (CCTA). The posted speed limit near the project site is 65 miles per hour (mph). The annual average daily traffic on SR 4 north of Lone Tree Way was 142,400 in 2019. It should be noted that daily traffic conditions from 2019 were used herein, as such conditions are representative of pre-COVID conditions.

State Route 160

SR 160 is a north-south freeway that extends from SR 4 north over the San Joaquin River by way of the Antioch Bridge. SR 160 connects the project area to Rio Vista and Sacramento. The facility is a two-lane highway from SR 4 to the Antioch Bridge and transitions to a one-lane highway at the Antioch Bridge. Access to the project site is provided by SR 4. SR 160 between SR 4 and the

¹ Fehr & Peers. *Transportation Impact Analysis*. June 2023.

² City of Antioch. *City of Antioch General Plan*. Updated November 24, 2003.

³ City of Antioch. *Draft General Plan Update Environmental Impact Report*. July 2003.



Antioch Bridge is a designated route of regional significance by the CCTA. The posted speed limit near the project site is 65 mph. The annual average daily traffic on SR 160 north of Wilbur Avenue was 55,000 in 2019. As discussed above, daily traffic conditions from 2019 were used herein, as such conditions are representative of pre-COVID conditions.

Arterials and Collectors

Arterials are major streets carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials typically have controlled intersections and generally provide direct access to properties. Primary arterials within the project area provide access to Pittsburg to the west, Oakley, and Brentwood to the east, and rural Contra Costa County to the south. Collectors are streets for traffic moving between arterial and local streets, generally providing direct access to properties. Key roadways providing access to the project area include the following:

Lone Tree Way

Lone Tree Way is an east-west three-lane arterial that extends from SR 4 in north Antioch to the City of Brentwood. Lone Tree Way has a north-south orientation between SR 4 and Dallas Ranch Road and transitions to an east-west orientation east of Dallas Ranch Road. Lone Tree Way connects the project site to SR-4. Class II and Class III bicycle facilities exist along Lone Tree Way near the project site. Lone Tree Way is a designated route of regional significance by the CCTA. The posted speed limit near the project site is 45 mph.

Empire Avenue

Empire Avenue is a north-south two-lane arterial that extends from Shady Willow Lane in the City of Brentwood to Main Street in the City of Oakley. Empire Avenue connects the project site to SR through Lone Tree Way. Class II bicycle facilities exist along Empire Avenue near the project site. Empire Avenue is a designated route of regional significance by the CCTA. The posted speed limit near the project site is 35 mph.

Laurel Road

Laurel Road is a northeast-southwest three-lane arterial that extends from Hillcrest Avenue in the City of Antioch to Main Street in the City of Oakley. Laurel Road connects the project site to SR 4. The roadway is a designated route of regional significance by the CCTA. The posted speed limit near the project site is 45 mph.

Slatten Ranch Road

Slatten Ranch Road is a north-south two-lane local roadway that extends from Lone Tree Way to the project site. Buildout of the East Lone Tree Specific Plan (ELTSP) would include the extension of the roadway from its current terminus north to connect with Laurel Road. Existing restaurants and retail stores are located at the Slatten Ranch Road/Lone Tree Way intersection. The roadway would also provide a future connection from the project site to SR 4 by way of Lone Tree Way and Laurel Road as the proposed roadway extension is constructed. Class II bicycle facilities exist along Slatten Ranch Road. The posted speed limit near the project site is 35 mph.

Wicklow Way

Wicklow Way is an east-west two-lane local roadway that extends from Slatten Ranch Road to Empire Ave. Wicklow Way connects the project site to Empire Avenue by way of Slatten Ranch Road. Class II bicycle facilities exist along Wicklow Way. The posted speed limit on Wicklow Way is 25 mph.



Existing Transit Services and Facilities

Bay Area Rapid Transit (BART) provides fixed rail transit to Eastern Contra Costa County and regional connections to most of the Bay Area. BART runs from the North Bay Area in Richmond to the South Bay Area in Fremont. In the east-west direction BART runs from Antioch to the San Francisco Airport and Milbrae with several connections in Oakland. Currently, the terminus station is located in Antioch at the Hillcrest Avenue interchange, approximately five miles from the project site. BART service at the Antioch station runs from 4:47 AM to 12:00 AM on weekdays with a frequency of every 15 minutes. On Saturdays, trains run from 5:44 AM to 12:00 AM with a frequency of every 30 minutes. On Sundays, trains run from 7:17 AM to 12:00 AM with a frequency of every 30 minutes.

The Eastern Contra Costa Transit Authority (Tri Delta Transit) provides transit service in eastern Contra Costa County, serving the communities of Brentwood, Antioch, Oakley, Concord, Discovery Bay, Bay Point, and Pittsburg. The closest bus stop is 0.3-miles from the project site at the Lone Tree Way and Slatten Ranch Road/Shady Willow Lane intersection. The bus stop serves Route 384 and Route 385, connecting to the Antioch BART Station and Brentwood Park & Ride, and Route 395 connecting to the Antioch BART Station. The bus routes within the project area are described in Table 4.3-1 and presented in Figure 4.3-1.

Transit Route	Origin	Destination	Service Hours	Headways
Route 384	Brentwood Park & Ride	Antioch BART Station	7:00 AM to 5:00 PM	60 Minutes
Route 384	Antioch BART Station	Brentwood Park & Ride	7:00 AM to 7:00 PM	60 Minutes
Route 385	Brentwood Park & Ride	Antioch BART Station	6:15 AM to 5:30 PM	45 to 90 Minutes
Route 385	Antioch BART Station	Brentwood Park & Ride	6:30 AM to 8:30 AM	30 to 90 Minutes
			8:30 AM to 7:30 PM	60 Minutes
Route 395 Loop	Streets of Brentwood	Antioch BART Station	9:35 AM to 8:30 PM	60 Minutes

Source: Fehr & Peers, 2023.

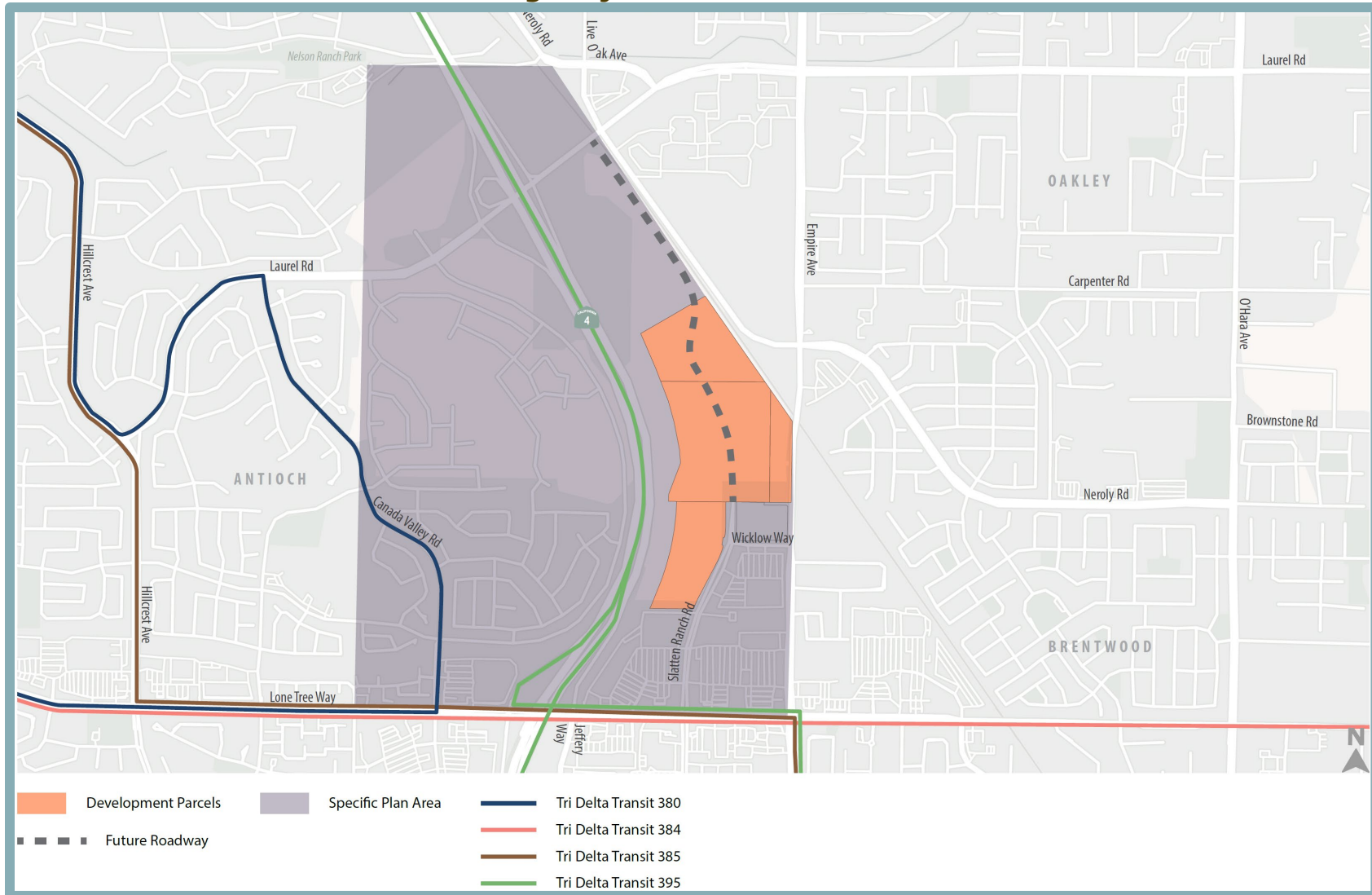
Amtrak also offers regional passenger rail service from Antioch to the San Francisco Bay Area, Sacramento, and Bakersfield by way of the San Joaquin line. The City of Antioch is serviced by the Antioch-Pittsburg Amtrak Station at the I Street and West 1st Street intersection. Tri-Delta Transit provides connections from the project site through Route 387 from the Antioch BART station. The San Joaquin line serves Antioch between 8:50 AM and 9:10 PM daily. Northbound and southbound services operate with a frequency of every two to four hours.

Existing Bicycle Facilities

Bicycle paths, bike lanes, bike routes, and separated bikeways are typical examples of bicycle transportation facilities, which are defined by the California Department of Transportation (Caltrans) as follows:



**Figure 4.3-1
Existing Project-Area Transit Routes**



Source: Fehr & Peers, 2023.



- Class I Bikeways (Shared-Use Paths) provide a separate right-of-way and are designated for the exclusive use of bicycles and pedestrians, with vehicle and pedestrian cross-flow minimized. In general, bike paths serve corridors where on-street facilities are not feasible or where sufficient right-of-way exists to allow them to be constructed.
- Class II Bikeways (Bicycle Lanes) are dedicated lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are typically five feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted.
- Class III Bikeways (Bicycle Routes) are designated by signs or pavement markings for shared use with pedestrians or motor vehicles but have no separated bike right-of-way or lane striping. Bike routes serve either to: a) provide a connection to other bicycle facilities where dedicated facilities are infeasible, or b) designate preferred routes through high-demand corridors.
- Class IV Bikeways (cycle tracks or “separated” bikeways) provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic by physical barriers, including, but not limited to, grade separation, flexible posts, inflexible vertical barriers such as raised curbs, or parked cars.

Existing bicycle facilities are provided within the project area and provide connections to key destinations such as the Antioch BART station, retail stores, and restaurants. Existing and proposed bicycle facilities within the project area include the following:

- Hillcrest Avenue (Antioch BART to south of Lone Tree Way): Class II Bike Lane
- Laurel Road (Hillcrest Avenue to O’Hara Avenue): Class II Bike Lane
- Canada Valley Road (Laurel Road to south of Lone Tree Way): Class II Bike Lane
- Lone Tree Way (Hillcrest Avenue to O’Hara Avenue):
 - Westbound: Class III Bike Route
 - Eastbound: Class II Bike Lane
- Empire Avenue (Laurel Road to Lone Tree Way): Class II Bike Lane
- O’Hara Avenue (Laurel Road to south of Lone Tree Way): Class II Bike Lane
- Parallel to SR-4 Northbound (North of Lone Tree Way): Proposed Class I Bike Path

Existing and proposed bicycle facilities in the project area are illustrated on Figure 4.3-2.

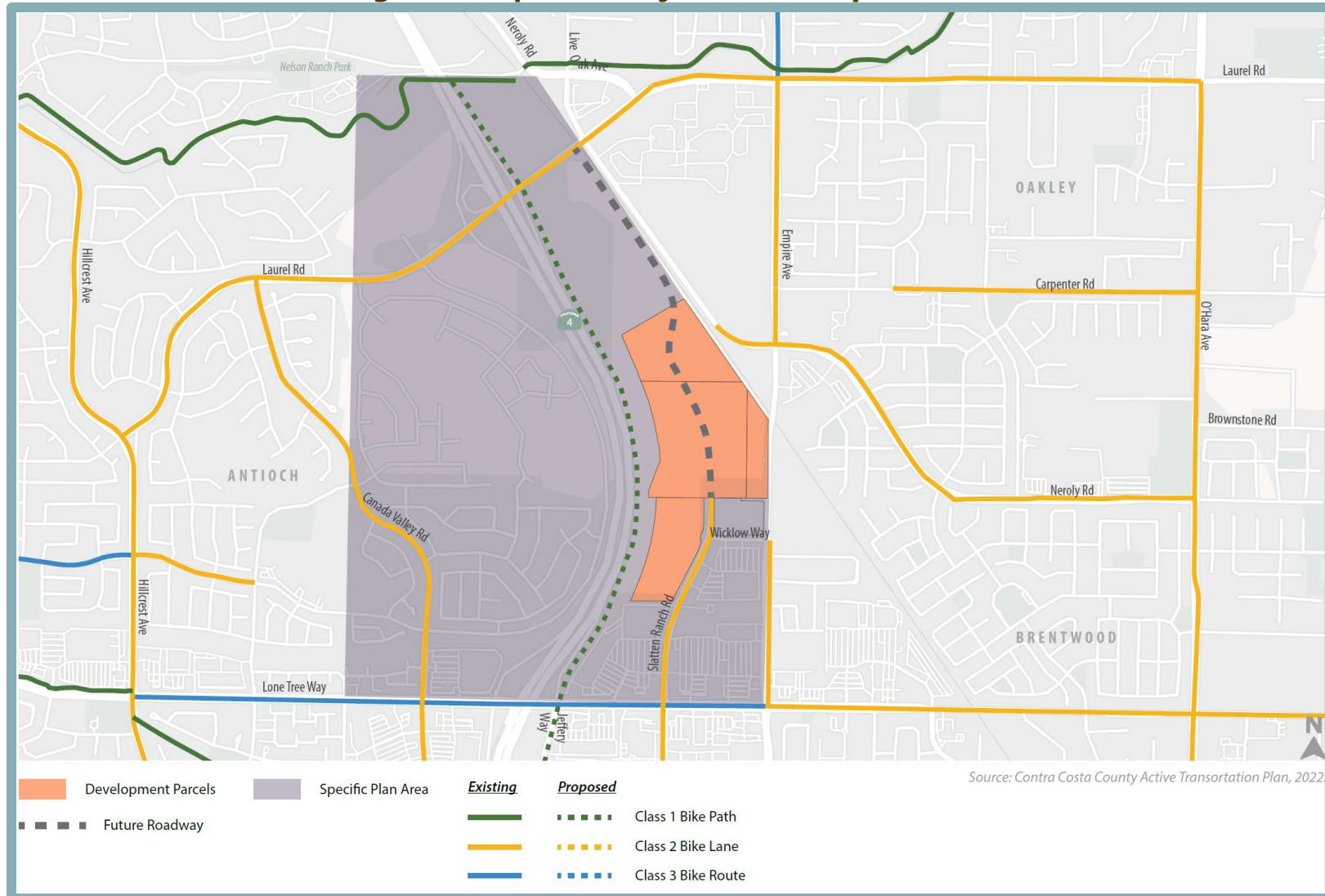
Existing Pedestrian Facilities

Pedestrian facilities are available throughout most areas of Antioch, including sidewalks, wheelchair ramps, and crosswalks. In 2018, the CCTA adopted a Countywide Bicycle and Pedestrian Plan, which incorporated Antioch’s local pedestrian-focused programs and defined the areas surrounding BART and Amtrak stations in northern Antioch as Pedestrian Priority Areas, which receive priority for funding for pedestrian improvement projects.

The pedestrian environment was evaluated along the connecting roadways that directly serve the project site and adjacent roadways that connect to transit stops and/or nearby destinations in the greater project area. Pedestrian connectivity in the project area is provided by a network of sidewalks and crosswalks that serve Lone Tree Way, Empire Avenue, and Laurel Road. In general, the local pedestrian network is complete. However, gaps in the pedestrian network exist along the following segments and intersections:



**Figure 4.3-2
 Existing and Proposed Project-Area Bicycle Facilities**



Source: Fehr & Peers, 2023.



- Lone Tree Way/SR 4 Southbound Ramps: North-south crosswalk not provided
- Empire Avenue (Wicklow Way to Neroly Road): Sidewalk not provided on both sides of the roadway

Vehicle Miles Travelled

Pursuant to CEQA Guidelines Section 15064.3, VMT is the primary metric used to identify transportation impacts under CEQA. VMT is a metric that accounts for the number of vehicle trips generated and the length or distance of those trips. VMT does not directly measure traffic operations; instead, VMT is a measure of transportation network use and efficiency, especially when expressed as a function of population (i.e., VMT per capita).

As a result of Senate Bill (SB) 743, which is discussed in further detail below, local jurisdictions may no longer rely on vehicle level of service (LOS) and similar measures related to traffic delay as the basis for determining the significance of transportation impacts under CEQA. Thus, consistent with the CEQA Guidelines, VMT is the primary metric used to identify transportation impacts to roadway systems within this chapter.

Consistent with the CCTA VMT thresholds, as discussed in further detail below, for employment-generating uses, project generated home-work VMT per worker constitutes a significant impact if VMT is higher than 85 percent of the home-work VMT per worker in the subject municipality or 85 percent of the existing Bay Area region-wide average home-work VMT per worker, whichever is less stringent.

Consistent with the CCTA VMT threshold, Table 4.3-2 presents the baseline (2023) average daily home-work VMT per employee for the Bay Area, Contra Costa County, and the project area Traffic Analysis Zone (TAZ) at 85 percent of the existing baseline conditions. As shown in the table, home-work trips in the project area TAZ and Contra Costa County are slightly lower than the Bay Area Average.

Table 4.3-2 Existing Average Daily VMT per Employee			
Land Use Type	85% of Bay Area Regionwide Average	85% of Countywide Average	Project Area TAZ
Home-Work VMT	13.1	12.8	10.5
<i>Source: Fehr & Peers, 2023.</i>			

4.3.3 REGULATORY CONTEXT

Existing transportation policies, laws, and regulations that would apply to the proposed project are summarized below and provide a context for the impact discussion related to the project's consistency with the applicable regulatory conditions. Federal plans, policies, regulations, or laws related to transportation and circulation are not directly applicable to the proposed project. Rather, the analysis presented herein focuses on State and local regulations, which govern the regulatory environment related to transportation and circulation at the project level.

State Regulations

The following are the regulations pertinent to the proposed project at the State level, organized chronologically.



Senate Bill 743

In 2013, SB 743 was passed to amend Sections 65088.1 and 65088.4 of the Government Code, amend Sections 21181, 21183, 21186, 21187, 21189.1, and 21189.3 of the Public Resources Code (PRC), to add Section 21155.4 to the PRC, to add Chapter 2.7 (commencing with Section 21099) to Division 13 of the PRC, to add and repeal Section 21168.6.6 of the PRC, and to repeal and add Section 21185 of the PRC, relating to environmental quality. In response to SB 743, the Office of Planning and Research (OPR) has updated the CEQA Guidelines to include new transportation-related evaluation metrics. In December 2018, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package along with an updated Technical Advisory related to Evaluating Transportation Impacts in CEQA. Full statewide compliance with the Guidelines became effective July 2020. As a result of SB 743, and Section 15064.3 of the CEQA Guidelines, as discussed in further detail below, local jurisdictions may no longer rely on vehicle LOS and similar measures related to delay as the basis for determining the significance of transportation impacts under CEQA, and instead a VMT metric should be evaluated.

Technical Advisory on Evaluating Transportation Impacts in CEQA

In December of 2018, the OPR published the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory), which is a guidance document to provide advice and recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. The Technical Advisory is intended to be a resource for the public to use at their discretion, and the OPR does not enforce any part of the recommendations contained therein. The Technical Advisory includes recommendations regarding methodology, screening thresholds, and recommended thresholds per land use type.

Vehicle Miles Traveled-Focused Transportation Impact Study Guide

In May of 2020, Caltrans adopted the Vehicle Miles Traveled-Focused Transportation Impact Study Guide (TISG) to provide direction to lead agencies regarding compliance with SB 743. The TISG replaces the Caltrans' 2002 Guide for the Preparation of Traffic Impact Studies and is for use with local land use projects, not for transportation projects on the State Highway System. The objectives of the TISG are to provide:⁴

- a) Guidance in determining when a lead agency for a land use project or plan should analyze possible impacts to the State Highway System, including its users.
- b) An update to the Guide for the Preparation of Traffic Impact Studies (Caltrans, 2002) that is consistent with SB 743 and the CEQA Guidelines adopted on December 28, 2018.
- c) Guidance for Caltrans land use review that supports state land use goals, state planning priorities, and greenhouse gas (GHG) emission reduction goals.
- d) Statewide consistency in identifying land use projects' possible transportation impacts, to the State Highway System, and to identify potential non-capacity increasing mitigation measures.
- e) Recommendations for early coordination during the planning phase of a land use project to reduce the time, cost, and/or frequency of preparing a Transportation Impact Study or other indicated analysis.

⁴ Caltrans. *Vehicle Miles Traveled-Focused Transportation Impact Study Guide*. May 20, 2020.



Caltrans has jurisdiction over State highways. Therefore, Caltrans controls all construction, modification, and maintenance of State highways, and any improvements to such roadways require Caltrans approval.

Local Regulations

The following are the regulatory agencies and regulations pertinent to the proposed project on a local level.

Contra Costa Transportation Authority

The CCTA is a public agency formed by the Contra Costa voters to manage the County's transportation sales tax program and perform countywide transportation planning. The 2017 Countywide Comprehensive Transportation Plan, adopted September 20, 2017, is the CCTA's most recent, broadest policy and planning document.⁵ The Plan identifies the criteria for analyzing transportation impacts and sets forth plans for future roadway improvements in the County. In addition, the Plan relies on collaboration with and between partners, both on the countywide and regional levels. Each of the County's five Regional Transportation Planning Committees created an Action Plan, which identifies a complete list of actions to be completed as a result of the Action Plan.

As part of the Action Plan process, each Regional Transportation Planning Committee identified projects and programs in the form of actions to be included in the Action Plan for the Routes of Regional Significance. Each Action Plan states the vision, goals, and policies; designates Routes of Regional Significance; sets objectives for such routes; and presents specific actions to achieve established objectives. The actions are listed on both a route-by-route and a regional scale, and aim to support the transportation objectives as specified by each Regional Transportation Planning Committee. The latest East County Action Plan for Routes of Regional Significance was adopted September 2017.⁶

VMT Thresholds

On July 15, 2020, the CCTA adopted criteria, standards, and thresholds for the assessment of VMT in the *Approval of the Vehicle Miles Traveled Analysis Methodology for Land Use Projects in the Growth Management Program*. The methods and thresholds adopted by CCTA follow the guidance and recommendations of OPR pertaining to the implementation of SB 743. Current CCTA guidance related to VMT is as follows:

- Residential Projects should use the home-based VMT per capita metric to evaluate project generated VMT. The project generated home-based VMT per resident constitutes a significant impact if it is higher than 85 percent of the home-based VMT per resident in the subject municipality or unincorporated Authority subregion (for areas outside of municipalities) or 85 percent of the existing county-wide average home-based VMT per resident, whichever is less stringent.
- Employment-Generating Projects should use the home-work VMT per worker metric for their project generated VMT estimates. The project generated home-work VMT per worker constitutes a significant impact if it is higher than 85 percent of the home-work VMT per

⁵ Contra Costa County Transportation Authority. *2017 Countywide Comprehensive Transportation Plan*. Adopted September 20, 2017.

⁶ Contra Costa County Transportation Authority. *East County Action Plan for Routes of Regional Significance*. September 2017.



worker in the subject municipality or unincorporated Authority subregion (for areas outside of municipalities) or 85 percent of the existing Bay Area region-wide average home-work VMT per worker, whichever is less stringent.

- Other Uses and Projects need to be analyzed using a methodology developed by the lead agency specifically for the project, taking into account the specific methodologies and thresholds identified in *Approval of the Vehicle Miles Traveled Analysis Methodology for Land Use Projects in the Growth Management Program*.
- Mixed-Use Projects may be analyzed using a combination of techniques.

In addition, CCTA guidance provides the following criteria to screen projects out of conducting a project-level VMT analysis:

- CEQA Exemption – Any project that is exempt from CEQA is not required to conduct a VMT analysis.
- Small Projects – Small projects can be presumed to cause a less-than-significant VMT impact. Small projects are defined as having 10,000 square feet (sf) or less of non-residential space or 20 residential units or less, or otherwise generating less than 836 VMT per day.
- Local-Serving Uses – Projects that consist of Local-Serving Uses can generally be presumed to have a less-than-significant impact absent substantial evidence to the contrary, because local serving projects would primarily draw users and customers from a relatively small geographic area that will lead to short-distance trips and trips that are linked to other destinations.
- Projects Located in Transit Priority Areas (TPAs) – Projects located within a TPA can be presumed to have a less-than-significant impact absent substantial evidence to the contrary.
- Projects Located in Low VMT Areas – residential and employment-generating projects located within a low VMT-generating area can be presumed to have a less-than-significant impact absent substantial evidence to the contrary. A Low VMT area is defined as follows:
 - For housing projects: Cities, towns and unincorporated portions within Contra Costa that have existing home-based VMT per capita that is 85 percent or less of the existing county-wide average.
 - For employment-generating projects: Cities, towns, and unincorporated portions within Contra Costa that have existing home-work VMT per worker that is 85 percent or less of the existing regional average.

City of Antioch General Plan

The following objectives and policies from the City of Antioch General Plan are applicable to the proposed project:

- | | |
|-----------------|---|
| Objective 7.3.1 | Provide adequate roadway capacity to meet the roadway performance standards set forth in the Growth Management Element. |
| Policy 7.3.2.c | Require the design of new developments to focus through traffic onto arterial streets. |
| Policy 7.3.2.g | Require traffic impact studies for all new developments that propose to increase the approved density or |



intensity of development or are projected to generate 50 peak hour trips or more at any intersection of Circulation Element roadways. The purpose of these studies is to demonstrate that:

- The existing roadway system, along with roads to be improved by the proposed project, can meet the performance standards set forth in Sections 3.4.1 and 3.4.2 of the Growth Management Element; and
- Required findings of consistency with the provisions of the Growth Management Element can be made.

Policy 7.3.2.l Locate driveways on corner parcels as far away from the intersection as is possible.

Policy 7.3.2.m Avoid locating driveways within passenger waiting areas of bus stops or within bus bays. Locate driveways so that drivers will be able to see around bus stop improvements.

Policy 7.3.2.v Private streets, where permitted, shall provide for adequate circulation and emergency vehicle access. Private streets that will accommodate more than 50 vehicles per hour in the peak hour or that are designed for on-street parking shall be designed to public street standards. The design of other private streets shall be subject to the review and approval of the City Engineer. Private streets shall be improved to public street standards prior to acceptance of dedications to the City.

Policy 7.3.2.x Require new development to construct all on-site roadways, including Circulation Element routes, and provide a fair share contribution for needed off-site improvements needed to maintain the roadway performance standards set forth in the Growth Management Element. Contributions for off-site improvements may be in the form of fees and/or physical improvements, as determined by the City Engineer. Costs associated with mitigating off-site traffic impacts should be allocated on the basis of trip generation, and should have provisions for lower rates for income-restricted lower income housing projects needed to meet the quantified objectives of the General Plan Housing Element.

Objective 7.4.1 Maintenance of a safe, convenient, and continuous network of pedestrian sidewalks, pathways, and bicycle facilities serving both experienced and



casual bicyclists to facilitate bicycling and walking as alternatives to the automobile.

Policy 7.4.2.c Provide street lighting that is attractive, functional, and appropriate to the character and scale of the neighborhood or area, and that contributes to vehicular, pedestrian, and bicycle safety.

Policy 7.4.2.d Maintain roadway designs that maintain mobility and accessibility for bicyclists and pedestrians.

Policy 7.4.2.f Provide, as appropriate, bicycle lanes (Class II) or parallel bicycle/pedestrian paths (Class I) along all arterial streets and high volume collector streets, as well as along major access routes to schools and parks.

Policy 7.4.2.j Permit the sharing or parallel development of pedestrian walkways with bicycle paths, where this can be safely accomplished, in order to maximize the use of public rights-of-way.

Policy 7.4.2.l Require the construction of attractive walkways in new residential, commercial, office, and industrial developments, including provision of shading for pedestrian paths.

Policy 7.4.2.m Maximize visibility and access for pedestrians, and encourage the removal of barriers for safe and convenient movement of pedestrians.

Policy 7.4.2.n Ensure that the site design of new developments provides for pedestrian access to existing and future transit routes and transit centers.

Policy 7.4.2.o Pave walks and pedestrian pathways with a hard, all-weather surface that is easy to walk on. Walks and curbs should accommodate pedestrians with disabilities. Walks within open space areas should have specially paved surfaces that blend with the surrounding environment.

Policy 7.4.2.p In general, design walks to provide a direct route for short to medium distance pedestrian trips, and to facilitate the movement of large numbers of pedestrians. Meandering sidewalks are appropriate in areas where the natural topography or low-density land uses lend themselves to informal landscapes.



Objective 7.5.1 Maintenance of rail and bus transit, providing both local and regional service that is available throughout the week, and operates on par with automobile travel during peak commute hours.

Policy 7.5.2.i Include Tri-Delta Transit in the review of new development projects, and require new development to provide transit improvements in proportion to traffic demands created by the project. Transit improvements may include direct and paved access to transit stops, provision of bus turnout areas and bus shelters, and roadway geometric designs to accommodate bus traffic.

Objective 3.4.3 Maintain acceptable traffic levels of service on City roadways through implementation of Transportation Systems Management, Growth Management, and the City's Capital Improvement Program, and ensure that individual development projects provide appropriate mitigation for their impacts.

Policy 3.4.4.a Place ultimate responsibility for mitigating the impacts of future growth and development, including construction of new and widened roadways with individual development projects. The City's Capital Improvements Program will be used primarily to address the impacts of existing development, and to facilitate adopted economic development programs.

Policy 3.4.4.c Ensure that development projects pay applicable regional traffic mitigation fees and provide appropriate participation in relation to improvements for routes of regional significance (see also Circulation Element Policy 5.3.1f).

4.3.4 IMPACTS AND MITIGATION MEASURES

The standards of significance to be used in identifying transportation impacts are presented below. In addition, the methods used to analyze the impacts of the project on the roadway, bicycle, pedestrian, and transit systems are provided in the following section. A discussion of the project's impacts, as well as mitigation measures where necessary, is also presented.

Standards of Significance

Consistent with Appendix G of the CEQA Guidelines, the proposed project would be considered to result in a significant adverse impact on the environment in relation to transportation if the project would result in any of the following:

- Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);
- Substantially increase hazards to vehicle safety due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access.



The specific threshold related to VMT, based on guidance from the City of Antioch and the CCTA, is presented below.

Vehicle Miles Traveled Standard of Significance

According to Section 15064.3(b)(3) of the CEQA Guidelines, a lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT, including whether to express the change in absolute terms, per capita, per household, or in any other measure. Thus, a lead agency may analyze a project's VMT qualitatively based on the availability of transit, proximity to destinations, etc. Additionally, OPR recommends that for most instances, a per service population threshold should be adopted and that a 15 percent reduction below that of existing development would be a reasonable threshold.

As lead agency, the City of Antioch does not currently have established VMT significance thresholds for environmental review purposes. However, the CCTA provides recommended criteria, standards, and thresholds for the assessment of VMT in the CCTA Growth Management Program Implementation Guide.⁷ As noted therein, the recommended Target VMT Reduction of 85 percent of baseline levels, is largely based on the OPR's Technical Advisory. Therefore, the methods and thresholds adopted by CCTA follow the guidance and recommendations of OPR pertaining to the implementation of SB 743. As the City of Antioch has not yet formally adopted VMT criteria, standards, or thresholds at the time, this EIR follows the current OPR and CCTA guidance related to VMT.

As discussed above, for employment-generating uses, project generated home-work VMT per worker constitutes a significant impact if it is higher than 85 percent of the home-work VMT per worker in the subject municipality or unincorporated Authority subregion (for areas outside of municipalities) or 85 percent of the existing Bay Area region-wide average home-work VMT per worker, whichever is less stringent. As such, for analysis purposes herein, the applicable threshold of significance is 85 percent of the existing average home-work VMT per resident for the Bay Area region, which is equal to 13.3 VMT per resident.

Transit, Bicycle, and Pedestrian Facility Standards of Significance

According to the TIA prepared for the proposed project, the proposed project would create a significant impact related to transit service if the project interferes with existing transit facilities or precludes the construction of planned transit facilities.

Additionally, the proposed project would create a significant impact related to the bicycle or pedestrian system if any of the following criteria are met:

1. The proposed project would disrupt existing bicycle or pedestrian facilities;
2. The proposed project would interfere with planned bicycle or pedestrian facilities; or
3. The proposed project would create inconsistencies with adopted bicycle or pedestrian system plans, guidelines, policies, or standards.

Method of Analysis

The information contained within this chapter is primarily based on the TIA prepared for the proposed project by Fehr & Peers, as well as the City of Antioch General Plan and associated

⁷ Contra Costa Transportation Authority. *Implementation Guide*. February 17, 2021.



EIR. The analysis methodology provided in the TIA prepared for the proposed project by Fehr & Peers is discussed below.

It should be noted that the proposed project does not include any specific development proposals or new uses as compared to what was anticipated in the ELTSP. Rather, the City is proposing to modify the approval process for commercial development within the CR/E and CE designated parcels of the ELTSP Area through a Specific Plan Amendment to streamline future commercial development approvals and minimize the need for further CEQA review. Approval of the proposed Specific Plan Amendment would allow future development of the project site with regional retail/employment uses without requiring further CEQA analysis. Therefore, while the proposed project does not include any specific development proposals, given the project site is currently designated CR/E and CE, the proposed Specific Plan Amendment would allow for the development of up to 1,530,176 sf of retail and/or employment uses on the project site.

In order to analyze VMT associated with existing development in the project area, as well as future development associated with the proposed project, Fehr & Peers used the CCTA travel demand model to estimate average daily VMT. Pursuant to CCTA guidance, home-work VMT was used to evaluate VMT generated by future on-site development. The CCTA Model was used to assess the proposed project's effects on VMT. The CCTA Model assigns all predicted trips within, across, or to or from the nine-county San Francisco Bay Area region onto the roadway network and the transit system by mode (single-driver and carpool vehicle, biking, walking, or transit) and transit carrier (bus, rail) for a particular scenario. A select zone analysis was conducted using the CCTA model, whereby all the trips generated by future development associated with the proposed project were tracked through the transportation system. In addition, because the proposed zoning would allow either office or retail uses on the site, the CCTA model was run for a 100 percent office use development scenario, as well as a 100 percent retail use development scenario.

Because the proposed project is a Specific Plan Amendment, which focuses on the long-range development of parcels within the City, the VMT analysis evaluated the potential transportation outcomes within the cumulative scenario, which in the case of the proposed project, is identical to project conditions. Specifically, VMT calculations were prepared for the following scenarios:

- **Baseline No Project:** VMT was calculated using the year 2023 CCTA Model.
- **Cumulative No Project:** VMT was calculated using the year 2040 CCTA Model
- **Cumulative Plus Project:** VMT was calculated using the year 2040 CCTA Model with the proposed project added into TAZ 30691.⁸

Land use files for baseline (2023) conditions were verified with current conditions in the project area. In addition, both the 100 percent office use and the 100 percent retail use development scenarios were modeled to reflect cumulative (2040) conditions with buildout of the proposed project, in conjunction with the General Plans of the surrounding communities, and other approved and planned developments. The recently approved City of Antioch Housing Element was included in the cumulative no project forecasts, along with the unbuilt elements of the ELTSP, as shown in Table 4.3-3.

⁸ The CCTA Model area is divided into geographic sub-areas called traffic analysis zones (TAZs). TAZs are used in the CCTA Model to connect the land uses to the roadway network. Each TAZ includes land use information for that geographic sub-area within the model. The project site is located in TAZ 30691.



Impacts under cumulative plus project conditions were identified based on the proposed project’s effect on total VMT per service population. The normalized total VMT on all roadways within the study area was compared between cumulative no project and cumulative plus project conditions. In addition to the proposed project’s effect on total VMT per service population, the total home-based work VMT per employee was also calculated and compared to the countywide and regionwide averages. Analyzing total home-based work VMT per employee provides information relative to the VMT efficiency of locating retail and employment uses in the ELTSP area.

Table 4.3-3 Cumulative No Project Forecasted Projects			
Project	Size	Units	Project Type
Antioch Housing Element Update	4,575	Multi-Family Dwelling Units	Residential
Antioch Housing Element Update	136	Single-Family Dwelling Units	Residential
East Lone Tree Specific Plan (Development Parcels Approved Uses)	3,656	Total Employees	Specific Plan
<i>Sources: City of Antioch 2023-2031 Housing Element Update, March 2023; East Lone Tree Specific Plan, July 2005.</i>			

Project-Specific Impacts and Mitigation Measures

The proposed project impacts on the transportation system are evaluated in this section based on the thresholds of significance and methodology described above. Each impact is followed by recommended mitigation to reduce the identified impacts, if needed.

4.3-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system during construction activities. Based on the analysis below and with implementation of mitigation, the impact is less than significant.

Construction activities associated with future development of the project site would include the use of construction vehicles, including vehicles removing or delivering building materials, bulldozers, and other heavy machinery, as well as construction worker activity. The project would include the export of approximately 13,443 sf of demolished building materials associated with the existing structures currently located on Parcel 3 and, thus, would require the use of haul trucks for material movement. However, haul truck traffic would be temporary, and would be limited to normal working hours, as specified by the City’s General Plan and Municipal Code. In addition, all construction traffic generated by the proposed project would be required to follow designated truck routes, and project construction would likely stage any large vehicles (i.e., earth- moving equipment, cranes, etc.) on the specific development site prior to beginning site work and remove such vehicles at project completion. However, given that the proposed project does not include any specific development proposals, detailed information relating to the construction schedule during site development or a construction management plan is not available. Once the construction schedule for future development is finalized, the schedule would require City review in conjunction



with the schedule of construction of neighboring projects. In the absence of such review, construction traffic associated with future development of the project site could result in short-term adverse effects to the local roadway system, and a **significant** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

4.3-1 *Prior to the issuance of any grading and/or building permits for any CR/E or CE designated site within the ELTSP area, the project applicant that is proposing to develop a CR/E or CE designated site shall submit a construction management plan for the applicable site, subject to review and approval by the City Engineer. The requirements within the construction management plan shall include, but are not necessarily limited to, the following elements:*

- *Project staging plan to maximize on-site storage of materials and equipment;*
- *A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak hours; lane closure proceedings; signs, cones, and other warning devices for drivers; and designation of construction access routes;*
- *Permitted construction hours;*
- *Location of construction staging;*
- *Identification of parking areas for construction employees, site visitors, and inspectors, including on-site locations; and*
- *Provisions for street sweeping to remove construction related debris on public streets.*

4.3-2 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Based on the analysis below, the impact is *less than significant*.

The following discussions evaluate whether the proposed project would result in impacts to existing or planned transit, bicycle, or pedestrian facilities and services within the project vicinity.

Transit Facilities

As discussed above, three Tri Delta Transit routes, Routes 384, 385, and 395, operate in the vicinity of the project site. In addition, BART provides fixed rail transit to Eastern Contra Costa County, with the terminus station located in Antioch at the Hillcrest Avenue interchange, approximately five miles from the project site. Amtrak also offers regional passenger rail service from Antioch to the San Francisco Bay Area, Sacramento, and Bakersfield by way of the San Joaquin line. According to the TIA prepared for the proposed project, the project does not include features that would



interfere with existing transit facilities or preclude the construction of planned transit facilities. Therefore, a less-than-significant impact related to transit facilities would occur.

Bicycle Facilities

As discussed above and presented in Figure 4.3-2, several existing and proposed bicycle facilities are located within the project area. Given that the proposed project does not include any specific development proposals, designated bicycle facilities (lanes, routes, or paths) are not currently proposed as part of the project. Nonetheless, according to the TIA prepared for the proposed project, the proposed project does not include any features that would disrupt existing bicycle facilities, or interfere with planned bicycle facilities, and the proposed project is consistent with adopted bicycle system plans, guidelines, policies, or standards. Therefore, a less-than-significant impact related to bicycle facilities would occur.

Pedestrian Facilities

Pedestrian connectivity in the project area is provided by a network of sidewalks and crosswalks that serve Lone Tree Way, Empire Avenue, and Laurel Road. In general, the local pedestrian network is complete, with the exception of two gaps that occur at the Lone Tree Way/SR 4 Southbound Ramp intersection and a segment of Empire Avenue from Wicklow Way to Neroly Road.

Given that the proposed project does not include any specific development proposals, designated pedestrian facilities (sidewalks, crosswalks, etc.) are not currently proposed as part of the project. Nonetheless, the proposed project does not include any features that would disrupt existing pedestrian facilities, or interfere with planned pedestrian facilities, and the proposed project is consistent with adopted pedestrian system plans, guidelines, policies, or standards. Therefore, a less-than-significant impact related to pedestrian facilities would occur.

Conclusion

Based on the above, the proposed project would not conflict with an applicable plan, ordinance, or policy addressing the circulation system, including transit, bicycle, and pedestrian facilities. Therefore, a **less-than-significant** impact would occur.

Mitigation Measure(s)

None required.

4.3-3 Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Based on the analysis below, the impact is *less than significant*.

The analysis of the two potential project development scenarios' impact on total VMT per service population within the project region is summarized in Table 4.3-4 for informational purposes. It should be noted that the total VMT takes into account how other trips are redistributed due to the presence of future development facilitated by the proposed project.



As shown in Table 4.3-4, both the maximum office space alternative and maximum retail space alternative are expected to result in a total VMT per service population of 16.1, which is equivalent to the current countywide average and significance threshold. Thus, the project is expected to result in a less-than-significant impact related to total VMT. Combinations of development on the subject parcels that included partial retail and partial office buildouts would be expected to have similar results.

Table 4.3-5 presents the home-based work VMT per employee for the two development scenarios.

Table 4.3-4 Project Area Total VMT Analysis Summary				
Scenario	Threshold (County-wide)	Project Effect on VMT (Total VMT per Service Population)		Change from Threshold
		No Project	With Project	
Development Scenario 1 (Maximum Office)	16.1	16.1	16.1	+0.0 (+0%)
Development Scenario 2 (Maximum Retail)	16.1	16.1	16.1	+0.0 (+0%)

Source: Fehr & Peers, 2023.

Table 4.3-5 Home-Work VMT Analysis Summary					
Scenario	85% of Bay Area Regionwide Average (Threshold)		Project TAZ Home-Work VMT per Employee		Change from Threshold
	85% of Countywide Average		No Project	With Project	
Baseline (2023)	13.1	12.8	10.5	-	-
Development Scenario 1 (Maximum Office)	13.3	12.9	8.3	7.9	-5.4 (-40.6%)
Development Scenario 2 (Maximum Retail)	13.3	12.9	8.3	8.3	-5.0 (-37.6%)

Source: Fehr & Peers, 2023.

As shown in Table 4.3-5, home-work VMT per employee for both the maximum office and maximum retail development scenarios are substantially below the Bay Area regionwide and Countywide averages. In addition, the TIA noted that the prevalence of residential land uses in southeast Antioch, Oakley and Brentwood, and the presence of additional employment sites within the project site would result in shorter home-



work trips for future employees traveling to and from the project TAZ. Therefore, per-capita VMT associated with the proposed project would be less than significant.

Based on the above, the proposed project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and a **less-than-significant** impact would occur.

Mitigation Measure(s)

None required.

4.3-4 Substantially increase hazards to vehicle safety due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or result in inadequate emergency access. Based on the analysis below, the impact is less than significant.

As discussed above, the proposed project consists of a Specific Plan Amendment to modify the approval process for commercial development within the CR/E or CE designated parcels of the ELTSP Area, and does not include any site-specific development plans, designs, or proposals at this time. Therefore, implementation of the proposed project would not directly result in increased traffic hazards or inadequate emergency access.

With regard to future development of the project site with regional retail/employment uses, in accordance with all appropriate provisions within the City of Antioch General Plan and Municipal Code, intersections and street sections in the project vicinity, as well as within the project site, would be reviewed by the City of Antioch and the fire department to ensure the streets are designed to provide adequate emergency access and comply with City standards. In addition, any drive aisles proposed within future on-site parking areas would be required be sufficiently sized to accommodate emergency vehicle access throughout the sites.

Based on the above, the proposed project would not substantially increase hazards due to design features or incompatible uses, or result in inadequate emergency access. Therefore, the project would result in a **less-than-significant** impact.

Mitigation Measure(s)

None required.

Cumulative Impacts and Mitigation Measures

As defined in Section 15355 of the CEQA Guidelines, “cumulative impacts” refers to two or more individual effects which, when considered together, are considerable, compound, or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. The cumulative setting for the proposed project is discussed above under the Cumulative Scenario Assumptions in the Method of Analysis section of this chapter. For further detail related to the



cumulative setting of the proposed project, refer to Chapter 5, Statutorily Required Sections, of this EIR.

Transit, Bicycle, and Pedestrian Facilities Analysis

It should be noted that increased traffic volumes on local roadway facilities under cumulative conditions would not substantially alter performance related to bicycle facilities, pedestrian facilities, transit facilities and services, and emergency vehicle access. Rather, impacts to such facilities under cumulative plus project conditions would be identical to those discussed above under Impacts 4.3-2 and 4.3-4. In addition, construction activities associated with the project, as discussed under Impact 4.3-1, would be complete prior to the cumulative analysis year. Therefore, such topics are not discussed further in the cumulative analysis presented herein.

VMT Analysis

As discussed in the Method of Analysis section above, both project development scenarios were modeled to reflect cumulative (2040) conditions with buildout of the proposed project in conjunction with the General Plans of the surrounding communities, and other approved and planned developments. The recently approved City of Antioch Housing Element was included in the VMT analysis scenarios, along with the unbuilt elements of the ELTSP. Therefore, the VMT impact analysis included under Impact 4.3-3 is inherently cumulative in nature, and, as a result, an analysis of VMT is not presented in this section, as the conclusion would remain identical to that presented under Impact 4.3-3.



5. Statutorily Required Sections

5. STATUTORILY REQUIRED SECTIONS

5.1 INTRODUCTION

The Statutorily Required Sections chapter of the Supplemental EIR (SEIR) includes discussions regarding those topics that are required to be included in an SEIR, pursuant to CEQA Guidelines, Section 15126.2. The chapter includes a discussion of the proposed project's potential to result in growth-inducing impacts; the cumulative setting analyzed in this SEIR; significant irreversible environmental changes; and significant and unavoidable impacts caused by the proposed project.

5.2 GROWTH-INDUCING IMPACTS

State CEQA Guidelines section 15126.2(d) requires an EIR to evaluate the potential growth-inducing impacts of a proposed project. Specifically, an EIR must discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Growth can be induced in a number of ways, including the elimination of obstacles to growth, or by encouraging and/or facilitating other activities that could induce growth. Examples of projects likely to have growth-inducing impacts include extensions or expansions of infrastructure systems beyond what is needed to serve project-specific demand, and development of new residential subdivisions or office complexes in areas that are currently only sparsely developed or are undeveloped.

The CEQA Guidelines are clear that while an analysis of growth-inducing effects is required, it should not be assumed that induced growth is necessarily significant or adverse. This analysis examines the following potential growth-inducing impacts related to implementation of the proposed project and assesses whether these effects are significant and adverse (see CEQA Guidelines, Section 15126.2[d]):

1. Foster population and economic growth and construction of housing.
2. Eliminate obstacles to population growth.
3. Affect service levels, facility capacity, or infrastructure demand.
4. Encourage or facilitate other activities that could significantly affect the environment.

As discussed throughout this SEIR, the proposed project does not include any specific development proposals or new uses as compared to what was anticipated in the East Lone Tree Specific Plan (ELTSP). Rather, the City is proposing to modify the approval process for commercial development within the CR/E and CE designated parcels of the ELTSP Area through a Specific Plan Amendment to streamline future commercial development approvals and minimize the need for further CEQA review. Approval of the proposed Specific Plan Amendment would allow future development of the project site with regional retail/employment uses without requiring further CEQA analysis. However, as described in the Introduction chapter of this SEIR, the SEIR is only required to evaluate the changes in the project, changes in circumstances, or new information; therefore, the focus of this SEIR is on the potential new or substantially more severe significant impacts caused by such changes that were not evaluated in the prior EIR. With the exception of Biological Resources, GHG Emissions and Energy, and Transportation, the remaining chapters of the 1995 ELTSP EIR remain applicable and the associated mitigation measures are still required. Accordingly, because the proposed project is not modifying the



intended uses of the site, any growth associated with future development of the site with CR/E or CE uses, or increase in demand for services and/or infrastructure needed to serve the future development on the site, have already been anticipated by the City. The proposed project would not result in any new, unplanned growth or increase in demand for services.

Overall, based on the above, the proposed project would not result in significant or adverse growth-inducing impacts.

5.3 CUMULATIVE IMPACTS

CEQA Guidelines, Section 15130 requires that an EIR discuss the cumulative and long-term effects of the proposed project that would adversely affect the environment. “Cumulative impacts” are defined as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts” (CEQA Guidelines, Section 15355). “[I]ndividual effects may be changes resulting from a single project or a number of separate projects” (CEQA Guidelines, Section 15355, subd. [a]). “The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time” (CEQA Guidelines, Section 15355, subd. [b]).

The need for cumulative impact assessment reflects the fact that, although a project may cause an “individually limited” or “individually minor” incremental impact that, by itself, is not significant, the increment may be “cumulatively considerable,” and, thus, significant, when viewed together with environmental changes anticipated from past, present, and probable future projects (CEQA Guidelines, Section 15064, subd. [h(1)], Section 15065, subd. [c], and Section 15355, subd. [b]). Accordingly, particular impacts may be less than significant on a project-specific basis but significant on a cumulative basis if their small incremental contribution, viewed against the larger backdrop, is cumulatively considerable. However, it should be noted that CEQA Guidelines, Section 15064, subdivision (h)(4) states, “[t]he mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project’s incremental effects are cumulatively considerable.” Therefore, even where cumulative impacts are significant, any level of incremental contribution is not necessarily deemed cumulatively considerable.

Section 15130(b) of CEQA Guidelines indicates that the level of detail of the cumulative analysis need not be as great as for the project impact analyses, but that analysis should reflect the severity of the impacts and their likelihood of occurrence, and that the analysis should be focused, practical, and reasonable. To be adequate, a discussion of cumulative effects must include the following elements:

- (1) Either (a) a list of past, present and probable future projects, including, if necessary, those outside the agency’s control, or (b) a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such documents shall be referenced and made available to the public at a location specified by the lead agency;



- (2) When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.;
- (3) Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used;
- (4) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and
- (5) A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects. (Section 15130[b]).

For some projects, the only feasible mitigation measures will involve the adoption of ordinances or regulations, rather than the imposition of conditions on a project-by-project basis (Section 15130[c]). Section 15130(a)(3) states that an EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable, and thus not significant, if a project is required to implement or fund the project's fair share of a mitigation measure or measures designed to alleviate the cumulative impact.

A discussion of cumulative impacts is provided within each of the technical chapters of this EIR pursuant to CEQA Guidelines Section 15130.

Cumulative Setting

The lead agency should define the relevant geographic area of inquiry for each impact category (id., Section 15130, subd. [b][3]), and should then identify the universe of "past, present, and probable future projects producing related or cumulative impacts" relevant to the various categories, either through the preparation of a "list" of such projects or through the use of "a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact" (id., subd. [b][1]).

As discussed in Chapter 4.1, Biological Resources, of this EIR, the cumulative biological resources setting includes buildout of the City of Antioch General Plan planning area.

Emissions of greenhouse gas (GHG) contributes, on a cumulative basis, to the significant adverse environmental impacts of global climate change (e.g., sea level rise, impacts to water supply and water quality, public health impacts, impacts to ecosystems, impacts to agriculture, and other environmental impacts). A single project could not generate enough GHG emissions to contribute noticeably to a change in the global average temperature. However, the combination of GHG emissions from a project in combination with other past, present, and future projects could contribute substantially to the world-wide phenomenon of global climate change and the associated environmental impacts. Although the geographical context for global climate change is the Earth, for analysis purposes under CEQA, and due to the regulatory context pertaining to



GHG emissions and global climate change applicable to the proposed project, the geographical context for global climate change in this SEIR is limited to the State of California.

As discussed in Chapter 4.2, Transportation, of this EIR, two project development scenarios were modeled, both of which reflect conditions forecast to occur in the year 2040 with buildout of the proposed project in conjunction with the General Plans of the surrounding communities, and other approved and planned developments. The recently approved City of Antioch Housing Element was included in the analysis scenarios, along with the unbuilt elements of the ELTSP. Therefore, the analysis included in this SEIR related to transportation is inherently cumulative in nature. Further detail regarding the cumulative transportation setting is described in the Method of Analysis section of Chapter 4.2, Transportation, of this EIR.

Cumulative impacts are analyzed in each of the technical chapters of this SEIR, where the specific cumulative setting for each resource area is presented along with a cumulative impact discussion.

5.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Per CEQA Guidelines Section 15126.2(c), this EIR is required to include consideration of significant irreversible environmental changes that would be caused by the proposed project, should the project be implemented. An impact would be determined to be a significant and irreversible change in the environment if:

- Buildout of the project area could involve a large commitment of nonrenewable resources;
- The primary and secondary impacts of development could generally commit future generations to similar uses (e.g., a highway provides access to a previously remote area);
- Development of the proposed project could involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The phasing and eventual development of the project could result in an unjustified consumption of resources (e.g., the wasteful use of energy).

The proposed project would likely result in, or contribute to, the following significant irreversible environmental changes:

- Conversion of vacant land to commercial uses, thus precluding alternative land uses in the future;
- Placement and/or extension of roadways in areas providing access to the proposed project and connecting to adjacent developments;
- Irreversible consumption of goods and services, such as fire and police services associated with project buildout; and
- Irreversible consumption of energy and natural resources, such as water, electricity, and natural gas, associated with the project buildout.

5.5 SIGNIFICANT AND UNAVOIDABLE IMPACTS

According to CEQA Guidelines, an EIR must include a description of those impacts identified as significant and unavoidable should the proposed action be implemented (CEQA Guidelines §15126.2[b]). Such impacts would be considered unavoidable when the determination is made that either mitigation is not feasible or only partial mitigation is feasible such that the impact is not reduced to a level that is less-than-significant.



Based on the analysis provided in Chapters 4.1 through 4.3 of this EIR, the proposed project would not result in any significant and unavoidable impacts. All impacts identified in this SEIR could be eliminated or reduced to a less-than-significant level by mitigations imposed by the City. The final determination of the significance of impacts and the feasibility of mitigation measures would be made by the City as part of the City's certification action.



6. Alternatives Analysis

6. ALTERNATIVES ANALYSIS

6.1 INTRODUCTION

The Alternatives Analysis chapter of this Supplemental EIR (SEIR) includes consideration and discussion of a range of reasonable alternatives to the proposed project, which would consist of a Specific Plan Amendment to the East Lone Tree Specific Plan (ELTSP), as required per CEQA Guidelines Section 15126.6. Generally, the chapter includes discussions of the following: the purpose of an alternatives analysis; alternatives considered but dismissed; reasonable range of project alternatives and their associated impacts in comparison to the proposed project's impacts; and the environmentally superior alternative.

6.2 PURPOSE OF ALTERNATIVES

The primary intent of the alternatives evaluation in an EIR, as stated in Section 15126.6(a) of the CEQA Guidelines, is to “[...] describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” In the context of CEQA Guidelines Section 21061.1, “feasible” is defined as:

...capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.

Section 15126.6(f) of CEQA Guidelines states, “The range of alternatives required in an EIR is governed by a “rule of reason” that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.” Section 15126.6(f) of CEQA Guidelines further states:

The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determined could feasibly attain most of the basic objectives of the project.

In addition, an EIR is not required to analyze alternatives when the effects of the alternative “cannot be reasonably ascertained and whose implementation is remote and speculative.”

The CEQA Guidelines provide the following guidance for discussing alternatives to a proposed project:

- An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives (CEQA Guidelines Section 15126.6[a]).
- Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable



of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly (CEQA Guidelines Section 15126.6[b]).

- The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency’s determination [...] Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts (CEQA Guidelines Section 15126.6[c]).
- The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison (CEQA Guidelines Section 15126.6[d]).
- If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed (CEQA Guidelines Section 15126.6[d]).
- The specific alternative of “no project” shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The no project alternative analysis is not the baseline for determining whether the proposed project’s environmental impacts may be significant, unless it is identical to the existing environmental setting analysis which does establish that baseline (CEQA Guidelines Section 15126.6[e][1]).
- If the environmentally superior alternative is the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (CEQA Guidelines Section 15126.6[e][2]).

Project Objectives

Based on the above, reasonable alternatives to the project must be capable of feasibly attaining most of the basic objectives of the project. The proposed project is being pursued with the following objectives:

1. Facilitate economic development within the City of Antioch
2. Facilitate commercial development in order to increase employment opportunities within Antioch.
3. Encourage a land use mix in Antioch that supports an economically vibrant and high amenity community.
4. Streamline future commercial project approvals consistent with the ELTSP.
5. Minimize future CEQA review for commercial projects consistent with the ELTSP.

Impacts Identified in the EIR

In addition to attaining the majority of project objectives, reasonable alternatives to the project must be capable of reducing the magnitude of, or avoiding, identified significant environmental impacts of the proposed project. The significance level of impacts identified in the SEIR are presented below.



Less Than Significant or No Impact

As discussed in each respective section of this EIR, the proposed project would result in no impact or a less-than-significant impact related to the following topics associated with the resource area indicated, and mitigation would not be required:

- **Biological Resources:** The SEIR determined that the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS, or State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan; or result in a cumulative loss of habitat for special-status species. As such, the SEIR concluded such impacts would be less than significant.
- **Greenhouse Gas Emissions and Energy:** The SEIR determined that the proposed project would not result in the inefficient or wasteful use of energy, or conflict with a State or local plan for renewable energy or energy efficiency, or result in a cumulatively considerable inefficient or wasteful use of energy or conflict with a State or local plan for renewable energy or energy efficiency. As such, the SEIR concluded such impacts would be less than significant.
- **Transportation.** The SEIR determined that impacts related to conflicting with a program, plan, ordinance, or policy addressing the circulation system including transit, roadway, bicycle, and pedestrian facilities; conflicting or being inconsistent with CEQA Guidelines section 15064.3, subdivision (b); and substantially increasing hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), or resulting in inadequate emergency access would be less than significant.

As stated above, reasonable alternatives to the project must be capable of reducing the magnitude of, or avoiding, identified significant environmental impacts of the proposed project. Because the proposed project would not result in significant impacts related to the topics listed above, a comparison of potential impacts associated with the aforementioned topics as a result of project alternatives versus the proposed project is not provided in this chapter. Rather, this chapter focuses on those resource areas and specific impacts listed below that have been identified for the proposed project as requiring mitigation to reduce significant impacts to less than significant.

Less Than Significant with Mitigation

Significant environmental impacts of the proposed project that have been identified as requiring mitigation measures to ensure that the level of significance is ultimately less than significant include the following:

- **Biological Resources:** The SEIR determined that implementation of the proposed project could have a substantial adverse effect, either directly or through habitat modifications, on



special-status plant or wildlife species; and could conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The SEIR requires mitigation in order to ensure that the impacts are reduced to less-than-significant levels.

- **Greenhouse Gas Emissions and Energy:** The SEIR determined that implementation of the proposed project could generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The SEIR requires mitigation in order to ensure that the impacts are reduced to less-than-significant levels.
- **Transportation:** The EIR determined that implementation of the proposed project could conflict with a program, plan, ordinance, or policy addressing the circulation system during construction activities. However, the SEIR requires mitigation in order to ensure that the impact is reduced to a less-than-significant level.

6.3 SELECTION OF ALTERNATIVES

The requirement that an EIR evaluate alternatives to the proposed project or alternatives to the location of the proposed project is a broad one; the primary intent of the alternatives analysis is to disclose other ways that the objectives of the project could be attained, while reducing the magnitude of, or avoiding, one or more of the environmental impacts of the proposed project. Alternatives that are included and evaluated in the EIR must be feasible alternatives. However, the CEQA Guidelines require the EIR to “set forth only those alternatives necessary to permit a reasoned choice.” As stated in Section 15126.6(a), an EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. The CEQA Guidelines provide a definition for “a range of reasonable alternatives” and thus limit the number and type of alternatives that may need to be evaluated in a given EIR. According to the CEQA Guidelines Section 15126.6(f):

The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determined could feasibly attain most of the basic objectives of the project.

First and foremost, alternatives in an EIR must be feasible. In the context of CEQA Guidelines Section 21061.1, “feasible” is defined as:

...capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.

Finally, an EIR is not required to analyze alternatives when the effects of the alternative “cannot be reasonably ascertained and whose implementation is remote and speculative.”

Alternatives Considered But Dismissed From Further Analysis

Consistent with CEQA, primary consideration was given to alternatives that could reduce significant impacts, while still meeting most of the basic project objectives.



As stated in Guidelines Section 15126.6(c), among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are:

- (i) failure to meet most of the basic project objectives,
- (ii) infeasibility, or
- (iii) inability to avoid significant environmental impacts.

Regarding item (ii), infeasibility, among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.

Off-Site Alternative

As noted previously, the purpose of an alternatives analysis is to develop alternatives to the proposed project that substantially lessen at least one of the significant environmental effects identified as a result of the project, while still meeting most, if not all, of the basic project objectives. Development of the proposed project at an off-site location would not be capable of meeting the project objectives, as the majority of the project objectives are specific to the project site being located within the ELTSP. Other locations that are designated Regional Retail/Employment (CR/E) and Employment Retail (CE), and are viable for development do not exist within the ELTSP area. Furthermore, the CEQA Guidelines (Section 15126.6[b]) requires that only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR. The Off-Site Alternative would involve the development of regional retail and/or employment uses on alternative locations, and would be expected to result in the same type and intensity of uses as the proposed project. As such, the Off-Site Alternative would result in a similar disturbance area, as well as similar construction and operational activities, and, therefore, would result in similar impacts related to biological resources, GHG emissions, and traffic.

It is also important to consider that the project site is located adjacent to other proposed and approved projects in the City of Antioch, as well as existing and planned urban areas within the City of Brentwood. Overall, a feasible off-site location that would meet the requirements of CEQA, as well as meet the basic objectives of the proposed project, does not exist. Therefore, an Off-Site Alternative was dismissed from detailed analysis within this SEIR.

Equal Regional Retail/Employment Alternative

The Equal Regional Retail/Employment Alternative involve development of the project site with 50 percent regional retail uses and 50 percent employment uses. The alternatives considered in this SEIR consist of different development scenarios that provide a meaningful comparison to the proposed project. As described below, this SEIR includes an evaluation of a 100 Percent Employment Alternative, which would include development of the site with entirely employment uses. In addition, the project analysis included in the technical chapters of the SEIR considered future development of the project site at worst-case conditions, which, for the purposes of this analysis, was determined to be development of the site with 100 percent regional retail uses. Therefore, impacts associated with the Equal Regional Retail/Employment Alternative would be less than the impacts identified for the proposed project, but greater than the impacts identified



for the 100 Percent Employment Alternative described below. Because the Equal Regional Retail/Employment Alternative meets the same intent as the 100 Percent Employment Alternative, which is to reduce project impacts to the maximum extent feasible while still meeting the project objectives, only the 100 Percent Employment Alternative has been evaluated in detail within this SEIR.

Reduced Intensity Alternative

As discussed throughout this SEIR, the proposed project does not include any specific development proposals or new uses. However, approval of the proposed Specific Plan Amendment would allow future development of the project site with regional retail/employment uses. According to Section 3.4 of the ELTSP, development allowed under the CR/E and CE zones is required to be built at a maximum floor-area-ratio of 0.4, a maximum height of 35 feet, and would be required to include maximum front and corner, interior, and rear setbacks of 25 feet, 10 feet, and 20 feet, respectively. Therefore, this SEIR included buildout assumptions for the project site using the maximum allowable development of each parcel. The Reduced Intensity Alternative would include development of the site at a reduced intensity (i.e., a reduced amount of square footage) as compared to the proposed project. However, given that specific development proposals or new uses are not part of the proposed project, the reduced floor-area-ratio, height, and/or setbacks that would be considered for this alternative would be highly speculative. Therefore, the Reduced Intensity Alternative was dismissed from detailed analysis within this SEIR.

6.4 ALTERNATIVES CONSIDERED IN THIS EIR

The following alternatives to the proposed project are considered potentially feasible alternatives to the project, and are evaluated in further detail in below:

- No Project (No Build) Alternative; and
- 100 Percent Employment Alternative.

Each of the project alternatives is described in detail below, with a corresponding analysis of each Alternative's impacts in comparison to the proposed project. As discussed above, reasonable alternatives to the project must be capable of reducing the magnitude of, or avoiding, identified significant environmental impacts of the proposed project. Therefore, this chapter focuses on the resource areas and specific impacts listed above that have been identified in this SEIR for the proposed project as requiring mitigation to reduce significant impacts to less than significant. While an effort has been made to include quantitative data for certain analytical topics, where possible, qualitative comparisons of the various alternatives to the project are primarily provided. Such an approach to the analysis is appropriate as evidenced by CEQA Guidelines Section 15126.6[d], which states that the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.

The analysis evaluates impacts that would occur with the alternatives relative to the significant impacts identified for the proposed project. When comparing the potential impacts resulting from implementation of the foregoing alternatives, the following terminology is used:

- "Fewer" = Less than Proposed Project;
- "Similar" = Similar to Proposed Project;
- "Greater" = Greater than Proposed Project; and
- "None" = No Impact.



When the term “fewer” is used, the reader should not necessarily equate this to elimination of significant impacts identified for the proposed project. For example, in many cases, an alternative would reduce the relative intensity of a significant impact identified for the proposed project, but the impact would still be expected to remain significant under the alternative, thereby requiring mitigation. In other cases, the use of the term “fewer” may mean the actual elimination of an impact identified for the proposed project altogether. Similarly, use of the term “greater” does not necessarily imply that an alternative would require additional mitigation beyond what has been required for the proposed project. To the extent possible, this analysis will distinguish between the two implications of the comparative words “fewer” and “greater”.

A comparison of the environmental impacts resulting from the considered alternatives and the proposed project is provided in Table 6-2.

No Project (No Build) Alternative

CEQA requires the evaluation of the comparative impacts of the “No Project” alternative (CEQA Guidelines Section 15126.6[e]). Analysis of the no project alternative shall:

“... discuss [...] existing conditions [...] as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.” (*Id.*, subd. [e][2]) “If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the ‘no project’ alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in the property’s existing state versus environmental effects that would occur if the project were approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this ‘no project’ consequence should be discussed. In certain instances, the no project alternative means ‘no build,’ wherein the existing environmental setting is maintained. However, where failure to proceed with the project would not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project’s non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.” (*Id.*, subd. [e][3][B]).

As discussed throughout this SEIR, the ELTSP EIR, also known as the Future Urbanization Area #2 (FUA #2) Specific Plan EIR, was previously certified by the City of Antioch City Council in August 1995. The City is proposing to modify the approval process for commercial development within the CR/E and CE designated parcels of the ELTSP Area. Currently, as outlined in Section 9 of the ELTSP, all development within the ELTSP Area requires approval of a Planned Development (PD) Rezone by City Council. The City is proposing to no longer require approval of a PD Rezone, and would instead only require a Use Permit and Design Review approval by the City’s Planning Commission for commercial development within the CR/E and CE designated parcels of the Specific Plan. The goal of the modification is to streamline commercial development and minimize the need for further CEQA review. The approval process modification would require approval of a Specific Plan Amendment.

It should be noted that while the proposed Specific Plan Amendment would affect the entirety of the ELTSP, the amendment would only be applicable to the four parcels comprising the project site (Assessor’s Parcel Numbers [APNs] 053-072-003, 053-072-025, 053-072-026, and 056-120-095), as the remaining CR/E and CE designated parcels located within the Specific Plan Area



have either already been developed, or have site constraints that would prevent development from occurring.

As such, in the case of the proposed project, the No Project Alternative could be analyzed under two different scenarios: the No Project (No Build) Alternative and the No Project (Buildout Pursuant to Existing ELTSP) Alternative.

The No Project (Buildout Pursuant to Existing ELTSP) Alternative would still allow for regional retail and/or employment uses to be developed on the project site, which would result in identical impacts as the proposed project. The No Project (No Build) Alternative would result in the continuation of the existing conditions of the project site, which is currently undeveloped, consisting primarily of non-native vegetation, with the exception of APN 053-072-003 which is partially developed with a single-family residence and associated outbuildings. As discussed above, reasonable alternatives to the project must be capable of reducing the magnitude of, or avoiding, identified significant environmental impacts of the proposed project. As such, the no project alternative evaluated herein is the No Project (No Build) Alternative.

The No Project (No Build) Alternative would not fulfill any of the project's objectives.

Biological Resources

Under the No Project (No Build) Alternative, construction activities, including ground disturbance, would not occur on the project site. As such, the Alternative would not have the potential to impact special-status plant or wildlife species. In addition, because the No Project (No Build) Alternative would not involve any development of the project site, the Alternative would not result in the removal of any on-site trees, and, as a result, would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. As such, none of the mitigation measures related to biological resources required for the proposed project would be required under the Alternative. Overall, the impacts identified for the proposed project related to biological resources would not occur under the No Project (No Build) Alternative.

Greenhouse Gas Emissions and Energy

Because the No Project (No Build) Alternative would not involve any development of the project site, construction and operational activities would not occur under the Alternative. Therefore, the Alternative would not generate GHG emissions in exceedance of the Bay Area Air Quality Management District's (BAAQMD's) significance thresholds. As such, the impacts identified for the proposed project related to GHG emissions and energy would not occur under the No Project (No Build) Alternative, and Mitigation Measure 4.1-2 would not be required. Overall, impacts related to GHG emissions and energy would not occur under the No Project (No Build) Alternative.

Transportation

Because the No Project (No Build) Alternative would not involve any construction or development of regional retail/employment uses within the project site, the No Project (No Build) Alternative would not generate construction traffic on local roadways and, thus, Mitigation Measure 4.2-1 related to preparation of a construction management plan would not be required. Overall, no impacts related to transportation would occur under the No Project (No Build) Alternative.

100 Percent Employment Alternative

Similar to the proposed project, the 100 Percent Employment Alternative would modify the approval process for commercial development within the CR/E and CE designated parcels of the



ELTSP Area to no longer require approval of a PD Rezone, and would instead only require a Use Permit and Design Review approval by the City's Planning Commission for commercial development within the CR/E and CE designated parcels of the ELTSP Area. The approval process modification would still require approval of a Specific Plan Amendment. However, whereas the proposed project would allow for a mix of regional retail and employment uses within the project site, the 100 Percent Employment Alternative would consist of buildout of the project site with entirely employment uses. As such, the Alternative would develop a total of 1,530,176 square feet (sf) of employment uses within the project site, including up to 317,291 sf on Parcel 1 (APN 056-120-095), 683,021 sf on Parcel 2 (APN 053-072-026), 113,604 sf on Parcel 3 (APN 053-072-003) and 416,259 sf on Parcel 4 (APN 053-072-025). The total disturbance area would be identical to the proposed project.

Because the 100 Percent Employment Alternative would still facilitate economic development within the City of Antioch, streamline future commercial project approvals consistent with the ELTSP, and minimize future CEQA review for commercial projects consistent with the ELTSP, all of the project objectives would be fully met under the Alternative.

Biological Resources

The 100 Percent Employment Alternative would result in the same area of disturbance as the proposed project. As such, similar to the proposed project, the 100 Percent Employment Alternative would have the potential to result in adverse impacts to special-status plant and wildlife species. In addition, the Alternative could result in the removal of on-site trees, and, as a result, could conflict with a local policy or ordinance protecting biological resources, such as a tree preservation policy or ordinance. As such, all of the mitigation measures related to biological resources required for the proposed project would also be required under the Alternative. Overall, the impacts identified for the proposed project related to biological resources would be similar under the 100 Percent Employment Alternative.

Greenhouse Gas Emissions and Energy

As discussed above, the 100 Percent Employment Alternative would consist of buildout of the project site with entirely employment uses, and the disturbance area would remain the same as would occur with the proposed project. Based on the modeling conducted for the proposed project and the 100 Percent Employment Alternative, construction of both scenarios was estimated to generate annual maximum unmitigated GHG emissions of 1,402.05 metric tons of CO₂ equivalents per year (MTCO₂e/yr). Therefore, impacts related to GHG emissions during construction would be similar as compared to the proposed project.

The total unmitigated annual operational GHG emissions for the first year of full operations on the project site (assumed to be 2032) for both the proposed project and the 100 Percent Employment Alternative are presented in Table 6-1.

As shown in the table, total unmitigated annual operational GHG emissions for the first year of full operations on the project site would be 4.54 MTCO₂e less than what would occur under project conditions. Therefore, impacts related to GHG emissions during operations would be slightly fewer as compared to the proposed project.

However, as discussed in Chapter 4.1, Greenhouse Gas Emissions and Energy, of this EIR, the applicable BAAQMD thresholds of significance for GHG emissions are qualitative, and the foregoing information is provided for disclosure purposes only. Similar to the proposed project,



because specific development proposals do not currently exist for the potential future development of the project site, the prohibition of natural gas appliances and plumbing on-site, and compliance with the most recently adopted CALGreen Tier 2 off-street EV requirements cannot be ensured at this time. Therefore, the Alternative would still have the potential to conflict with BAAQMD’s Buildings criterion a and Transportation criterion b, and Mitigation Measure 4.1-2 would still be required.

Table 6-1 100 Percent Employment Alternative vs. Proposed Project Unmitigated Operational GHG Emissions (MTCO_{2e}/yr)		
Source	Proposed Project Emissions	Alternative Emissions
Area	0.03	0.03
Energy	1,677.75	1,677.75
Mobile	27,951.06	27,951.06
Waste	808.01	808.01
Water	234.31	229.76
Total Annual Operational GHG Emissions	30,671.15	30,666.61
<i>Source: CalEEMod, June 2023 (see Appendix B).</i>		

Based on the above, impacts related to GHG emissions and energy would be fewer with implementation of the 100 Percent Employment Alternative compared to the proposed project, as total unmitigated annual operational GHG emissions for the first year of full operations on the project site would be less than what would occur under project conditions.

Transportation

Because the 100 Percent Employment Alternative would still add construction vehicle traffic to area roadways, a potential conflict with existing traffic patterns could occur. In addition, the overall area of disturbance would be the same and require the same area of grading during construction. As such, Mitigation Measure 4.2-1 related to preparation of a construction management plan would still be required under the Alternative. Overall, development of the 100 Percent Employment Alternative would result in similar impacts related to transportation compared to that of the proposed project.

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. The environmentally superior alternative is generally the alternative that would be expected to generate the least amount of significant impacts. Identification of the environmentally superior alternative is an informational procedure and the alternative selected may not be the alternative that best meets the goals or needs of the City. Section 15126(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be designated and states, “If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.” In this case, the No Project (No Build) Alternative would be considered the environmentally superior alternative, because the project site is assumed to remain in its current condition under the Alternative and, thus, would not be developed. Consequently, many of the impacts resulting from the proposed project would not occur under the Alternative, as shown in Table 6-2 below. However, the No Project (No Build) Alternative would not meet any of the project objectives.



Under the 100 Percent Employment Alternative, all project objectives would be fully or partially met. In addition, the 100 Percent Employment Alternative would result in fewer impacts related to GHG emissions and energy and similar impacts related to biological resources and transportation as compared to the proposed project. Overall, because the 100 Percent Employment Alternative would result in fewer impacts related to GHG emissions and energy, and similar impacts related to biological resources and transportation, and would meet all of the project objectives, the 100 Percent Employment Alternative would be considered the environmentally superior alternative to the proposed project.



**Table 6-2
 Comparison of Environmental Impacts for Project Alternatives**

Resource Area	Proposed Project	No Project (No Build) Alternative	100 Percent Employment Alternative
Biological Resources	Less Than Significant with Mitigation	None	Similar
Greenhouse Gas Emissions and Energy	Less Than Significant with Mitigation	None	Fewer
Transportation	Less Than Significant with Mitigation	None	Similar
	Total Fewer:	3	1
	Total Similar:	0	2
	Total Greater	0	0

Notes: No Impact = "None;" Less than Proposed Project = "Fewer;" and Similar to Proposed Project = "Similar"



7. EIR Authors and Persons Consulted

7. EIR AUTHORS AND PERSONS CONSULTED

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Other

Other persons and sources consulted in preparation of this Supplemental EIR (SEIR) are listed in Chapter 8, References, of this EIR.



8. References

8. REFERENCES

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Appendix A

Query Summary:

Quad IS (Antioch North (3812117) OR Antioch South (3712187) OR Jersey Island (3812116) OR Bouldin Island (3812115) OR Brentwood (3712186) OR Woodward Island (3712185) OR Tassajara (3712177) OR Byron Hot Springs (3712176) OR Clifton Court Forebay (3712175))
 AND Other Status CONTAINS (CDFW_FP-Fully Protected OR CDFW_SSC-Species of Special Concern)

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CNDDB Element Query Results

Scientific Name	Common Name	Taxonomic Group	Element Code	Total Occs	Returned Occs	Federal Status	State Status	Global Rank	State Rank	CA Rare Plant Rank	Other Status	Habitats
Agelaius tricolor	tricolored blackbird	Birds	ABPBXB0020	955	11	None	Threatened	G1G2	S2	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_EN-Endangered, USFWS_BCC-Birds of Conservation Concern	Freshwater marsh, Marsh & swamp, Swamp, Wetland
Ammodramus savannarum	grasshopper sparrow	Birds	ABPBXA0020	27	1	None	None	G5	S3	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Valley & foothill grassland
Anniella pulchra	Northern California legless lizard	Reptiles	ARACC01020	386	7	None	None	G3	S2S3	null	CDFW_SSC-Species of Special Concern, USFS_S-Sensitive	Chaparral, Coastal dunes, Coastal scrub
Antrozous pallidus	pallid bat	Mammals	AMACC10010	420	1	None	None	G4	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFS_S-Sensitive	Chaparral, Coastal scrub, Desert wash, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Riparian woodland, Sonoran desert scrub, Upper montane coniferous forest, Valley & foothill grassland
Aquila chrysaetos	golden eagle	Birds	ABNKC22010	325	14	None	None	G5	S3	null	BLM_S-Sensitive, CDFW_S-Sensitive, CDFW_FP-Fully Protected, CDFW_WL-Watch List, IUCN_LC-Least Concern	Broadleaved upland forest, Cismontane woodland, Coastal prairie, Great Basin grassland, Great Basin scrub, Lower montane coniferous forest, Pinon & juniper woodlands, Upper montane coniferous forest, Valley & foothill grassland
Archopiites interruptus	Sacramento perch	Fish	AFCQB07010	5	1	None	None	G1	S1	null	AFS_TH-Threatened, CDFW_SSC-Species of Special Concern, IUCN_EN-Endangered	Aquatic, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters
Arizona elegans occidentalis	California glossy snake	Reptiles	ARADB01017	260	1	None	None	G5T2	S2	null	CDFW_SSC-Species of Special Concern	null
Athene cunicularia	burrowing owl	Birds	ABNSB10010	2011	124	None	None	G4	S2	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-	Coastal prairie, Coastal scrub, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, Valley & foothill grassland

												Least Concern, USFWS_BCC-Birds of Conservation Concern	
Circus hudsonius	northern harrier	Birds	ABNKC11011	54	2	None	None	G5	S3	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFWS_BCC-Birds of Conservation Concern	Coastal scrub, Great Basin grassland, Marsh & swamp, Riparian scrub, Valley & foothill grassland, Wetland	
Elanus leucurus	white-tailed kite	Birds	ABNKC06010	184	7	None	None	G5	S3S4	null	BLM_S-Sensitive, CDFW_FP-Fully Protected, IUCN_LC-Least Concern	Cismontane woodland, Marsh & swamp, Riparian woodland, Valley & foothill grassland, Wetland	
Emys marmorata	western pond turtle	Reptiles	ARAAD02030	1477	61	None	None	G3G4	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_VU-Vulnerable, USFS_S-Sensitive	Aquatic, Artificial flowing waters, Klamath/North coast flowing waters, Klamath/North coast standing waters, Marsh & swamp, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters, South coast flowing waters, South coast standing waters, Wetland	
Geothlypis trichas sinuosa	saltmarsh common yellowthroat	Birds	ABPBX1201A	112	4	None	None	G5T3	S3	null	CDFW_SSC-Species of Special Concern, USFWS_BCC-Birds of Conservation Concern	Marsh & swamp	
Lanius ludovicianus	loggerhead shrike	Birds	ABPBR01030	110	2	None	None	G4	S4	null	CDFW_SSC-Species of Special Concern, IUCN_NT-Near Threatened	Broadleaved upland forest, Desert wash, Joshua tree woodland, Mojavean desert scrub, Pinon & juniper woodlands, Riparian woodland, Sonoran desert scrub	
Lasiurus frantzii	western red bat	Mammals	AMACC05080	128	2	None	None	G4	S3	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Cismontane woodland, Lower montane coniferous forest, Riparian forest, Riparian woodland	
Laterallus jamaicensis coturniculus	California black rail	Birds	ABNME03041	303	22	None	Threatened	G3T1	S2	null	BLM_S-Sensitive, CDFW_FP-Fully Protected, IUCN_EN-Endangered	Brackish marsh, Freshwater marsh, Marsh & swamp, Salt marsh, Wetland	
Masticophis flagellum ruddocki	San Joaquin coachwhip	Reptiles	ARADB21021	96	1	None	None	G5T2T3	S3	null	CDFW_SSC-Species of Special Concern	Chenopod scrub, Valley & foothill grassland	
Melospiza melodia maxillaris	Suisun song sparrow	Birds	ABPBXA301K	36	6	None	None	G5T3	S2	null	CDFW_SSC-Species of Special Concern	Marsh & swamp, Wetland	
Melospiza melodia pop. 1	song sparrow ("Modesto" population)	Birds	ABPBXA3013	92	31	None	None	G5T3? Q	S3?	null	CDFW_SSC-Species of Special Concern	Artificial flowing waters, Freshwater marsh, Riparian forest, Riparian scrub, Riparian woodland, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters	
Neotoma fuscipes annectens	San Francisco dusky-footed woodrat	Mammals	AMAFF08082	42	1	None	None	G5T2T3	S2S3	null	CDFW_SSC-Species of Special Concern	Chaparral, Redwood	
Phrynosoma blainvillii	coast horned lizard	Reptiles	ARACF12100	784	1	None	None	G4	S4	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Chaparral, Cismontane woodland, Coastal bluff scrub, Coastal scrub, Desert wash, Pinon & juniper woodlands, Riparian scrub, Riparian woodland, Valley & foothill grassland	

Rana draytonii	California red-legged frog	Amphibians	AAABH01022	1686	184	Threatened	None	G2G3	S2S3	null	CDFW_SSC-Species of Special Concern, IUCN_VU-Vulnerable	Aquatic, Artificial flowing waters, Artificial standing waters, Freshwater marsh, Marsh & swamp, Riparian forest, Riparian scrub, Riparian woodland, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters, South coast flowing waters, South coast standing waters, Wetland
Reithrodontomys raviventris	salt-marsh harvest mouse	Mammals	AMAFF02040	144	7	Endangered	Endangered	G1G2	S3	null	CDFW_FP-Fully Protected, IUCN_EN-Endangered	Marsh & swamp, Wetland
Taxidea taxus	American badger	Mammals	AMAJF04010	594	11	None	None	G5	S3	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Alkali marsh, Alkali playa, Alpine, Alpine dwarf scrub, Bog & fen, Brackish marsh, Broadleaved upland forest, Chaparral, Chenopod scrub, Cismontane woodland, Closed-cone coniferous forest, Coastal bluff scrub, Coastal dunes, Coastal prairie, Coastal scrub, Desert dunes, Desert wash, Freshwater marsh, Great Basin grassland, Great Basin scrub, Interior dunes, lone formation, Joshua tree woodland, Limestone, Lower montane coniferous forest, Marsh & swamp, Meadow & seep, Mojavean desert scrub, Montane dwarf scrub, North coast coniferous forest, Oldgrowth, Pavement plain, Redwood, Riparian forest, Riparian scrub, Riparian woodland, Salt marsh, Sonoran desert scrub, Sonoran thorn woodland, Ultramafic, Upper montane coniferous forest, Upper Sonoran scrub, Valley & foothill grassland

SciName	ComName	TaxonGrou	ElmCode	FedList	CallList	GRank	SRank	RPlantRank	OthrStatus	OccNumbe	EONdx	Mapndx	ElmDate	SiteDate	Sensitive	OccRank	Presence	Accuracy	AccuracyOrTrend	OccType	County	Quad	Elevation	Latitude	Longitude	UTM	PLSS	Location	LocDetails	Ecological	ThreatList	Threat	General	OwnerMgt	LastUpdate	KeyQuad	UTMZone	UTME	UTMN																				
Emys marn western poReptiles	ARAAD020	None	None	None	G3G4	S3													D-Poor	Presumed	Specific	10	Unknown	Natural/N	Alameda	Byron	Hot	510	38.11784	-121.555	Zone-10	N0	T03N, R04E	BERM ISLA	STATEN ISL CHANNEL	Agriculture	POSSIBLE	T 8	ADULTS	(UNKNOWN	#####	Bouldin Isl	10	626655	4219875													
Emys marn western poReptiles	ARAAD020	None	None	None	G3G4	S3													A-Excellent	Presumed	Specific	50	Unknown	Natural/N	Alameda	Byron	Hot	5	37.79853	-121.75	Zone-10	N0	T01S, R02E	TRIBUTARY TO KELLOGG RIPARIAN, Grazing	POSSIBLE	T 2	ADULTS	(PVT	#####	Byron Hot	10	610006	4184197															
Emys marn western poReptiles	ARAAD020	None	None	None	G3G4	S3													U-Unknown	Presumed	Circular	50	Unknown	Natural/N	Alameda	Byron	Hot	780	37.75344	-121.678	Zone-10	N0	T02S, R03E	2.6 KM SOI	MAPPED A OPEN	PONI	Grazing | D POSSIBLE	T 2	TURTLES	(UNKNOWN	#####	Byron Hot	10	616420	4179281													
Emys marn western poReptiles	ARAAD020	None	None	None	G3G4	S3													U-Unknown	Presumed	Circular	50	Unknown	Natural/N	Alameda	Byron	Hot	175	37.85676	-121.698	Zone-10	N0	T01S, R02E	KELLOGG	C MAPPED A OPEN	PONI	Grazing | D POSSIBLE	T 2	ADULTS	(UNKNOWN	#####	Byron Hot	10	614205	4190720													
Athene cur burrowing Birds	ABNSB100	None	None	None	G4	S2													B-Good	Presumed	Non-specific	30	Stable	Natural/N	Alameda	Clifton	Cou	100	37.80009	-121.603	Zone-10	N0	T01S, R03E	VICINITY OF BURROWS	HABITAT SURROUNDING	BURROU	8-10	ACTIV	(UNKNOWN	#####	Clifton Cou	10	625965	4184553														
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													B-Good	Presumed	Specific	10	Unknown	Natural/N	Alameda	Byron	Hot	1240	37.76924	-121.709	Zone-10	N0	T02S, R02E	0.5 MILE N	FELLERS SH	HABITAT	CONSISTS	OF	A	STOCK	(P 3	ADULTS	(EBRPD-BRL	#####	Byron Hot	10	613681	4180996									
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													B-Good	Presumed	Specific	10	Unknown	Natural/N	Alameda	Byron	Hot	440	37.97302	-121.864	Zone-10	N0	T02N, R01E	NORTH OF	SIDNEY	FLA	HABITAT	CONSISTS	OF	A	STOCK	(P 1	ADULT	(EBRPD-BLA	#####	Antioch Soi	10	599813	4203430								
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													C-Fair	Presumed	Specific	10	Unknown	Natural/N	Alameda	Byron	Hot	425	37.79813	-121.684	Zone-10	N0	T01N, R03E	2.9 MILES	NNE	OF	BRU	L	HABITAT	(C	NON	-NATIVE	(POSSIBLE	T	>	30	ADULT	(EBRPD-BRL	#####	Byron Hot	10	615863	4184233			
Archoplites Sacramento Fish	AFCQB070	None	None	None	G1	S1													U-Unknown	Presumed	Circular	50	Unknown	Natural/N	Alameda	Byron	Hot	5	38.0198	-121.763	Zone-10	N0	T02N, R02E	0.5 MILE	WEST	OF	THE	ANTIOCH	BRIDGE	(HWY	160																	
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													U-Unknown	Presumed	Circular	50	Unknown	Natural/N	Alameda	Byron	Hot	600	37.89727	-121.859	Zone-10	N0	T01N, R01E	MARSH	CREEK, 1	MILE	HABITAT	(C	Dam/Inunc	THREATS	(I	P 1	ADULT	(O	UNKNOWN	#####	Antioch Soi	10	600275	4195030						
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													B-Good	Presumed	Specific	10	Unknown	Natural/N	Alameda	Byron	Hot	400	37.81027	-121.678	Zone-10	N0	T01S, R03E	3.5 MILES	SW	OF	BYRC	HABITAT	CONSISTS	OF	A	FENCED	(I	N	UNKNO	PVT	#####	Byron Hot	10	616393	4185587							
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													C-Fair	Presumed	Non-specific	30	Unknown	Natural/N	Alameda	Byron	Hot	220	37.81211	-121.666	Zone-10	N0	T01S, R03E	2.5 MILES	(F	EA	TURE	P	HABITAT	(I	S	Grazing	C	VEHICLE	(TR	52	ADULTS	(P	CCA	COUN	#####	Byron Hot	10	617439	4185807
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													B-Good	Presumed	Specific	10	Unknown	Natural/N	Alameda	Byron	Hot	140	37.83455	-121.663	Zone-10	N0	T01S, R02E	1.5 MILES	SW	OF	BYRC	HABITAT	(C	Grazing	(POSSIBLE	T	5	ADULTS	(F	EBRPD	#####	Byron Hot	10	617624	4188300					
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													C-Fair	Presumed	Specific	10	Unknown	Natural/N	Alameda	Byron	Hot	120	37.84447	-121.663	Zone-10	N0	T01S, R03E	1.5 MILES	WEST	OF	BY	HABITAT	(C	Grazing	(POSSIBLE	T	AN	UNKNO	PVT	#####	Byron Hot	10	617615	4189400							
Emys marn western poReptiles	ARAAD020	None	None	None	G3G4	S3													B-Good	Presumed	Specific	20	Unknown	Natural/N	Alameda	Byron	Hot	364	37.82923	-121.799	Zone-10	N0	T01N, R02E	MARSH	CR	1980	LOC	1980	REE	Grazing	D	POSSIBLE	T	1	ADULT	(O	UNKNOWN	#####	Antioch Soi	10	605599	4194615						
Emys marn western poReptiles	ARAAD020	None	None	None	G3G4	S3													U-Unknown	Presumed	Circular	50	Unknown	Natural/N	Alameda	Byron	Hot	290	37.87983	-121.771	Zone-10	N0	T01S, R03E	VICINITY	OF	MARSH	(C	F	OPEN	PONI	Grazing	D	POSSIBLE	T	1	ADULT	(O	UNKNOWN	#####	Antioch Soi	10	608551	4193193				
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													B-Good	Presumed	Specific	10	Unknown	Natural/N	Alameda	Byron	Hot	1040	37.77185	-121.698	Zone-10	N0	T02S, R02E	0.5 MILE	NE	OF	BRUSH	HABITAT	CONSISTS	OF	A	SPRING	(F	2	ADULT	(F	F	EBRPD-BRL	#####	Byron Hot	10	614694	4181300				
Athene cur burrowing Birds	ABNSB100	None	None	None	G4	S2													B-Good	Presumed	Circular	50	Unknown	Natural/N	Alameda	Byron	Hot	100	37.80262	-121.628	Zone-10	N0	T01S, R03E	BYRON	AIR	OWLS	WER	HABITAT	(C	Other																		
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													U-Unknown	Presumed	Specific	10	Unknown	Natural/N	Alameda	Byron	Hot	300	37.83363	-121.685	Zone-10	N0	T01S, R03E	PONDS	AB	FEA	TURE	R	PACIFIC	TREE	FROG, WESTERN	T	TO	ADULTS	(F	CCWD-LOS	#####	Byron Hot	10	615689	4188171							
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													U-Unknown	Presumed	Circular	50	Unknown	Natural/N	Alameda	Byron	Hot	780	37.7685	-121.782	Zone-10	N0	T02S, R02E	JUST	NORTH	OF	THE	I	N	HABITAT	(C	Dam/Inunc	THREATEN1	ADULT	(F	F	UNKNOWN	#####	Tassajara	10	607290	4180829					
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													U-Unknown	Presumed	Circular	50	Unknown	Natural/N	Alameda	Byron	Hot	1025	37.77917	-121.776	Zone-10	N0	T02S, R02E	ALONG	MORGAN	TERF	HABITAT	(C	Dam/Inunc	THREATEN1	ADULT	(F	F	UNKNOWN	#####	Tassajara	10	607746	4182019								
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													U-Unknown	Presumed	Circular	50	Unknown	Natural/N	Alameda	Byron	Hot	1350	37.78716	-121.772	Zone-10	N0	T01S, R02E	1.5 MILES	NNE	OF	THE	HABITAT	(C	Dam/Inunc	THREATEN1	ADULT	(F	F	UNKNOWN	#####	Tassajara	10	608138	4182910							
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													U-Unknown	Presumed	Circular	50	Unknown	Natural/N	Alameda	Byron	Hot	2000	37.8049	-121.789	Zone-10	N0	T01S, R02E	ALONG	MORGAN	TERF	HABITAT	(C	Dam/Inunc	THREATEN1	ADULT	(F	F	UNKNOWN	#####	Tassajara	10	606605	4184859								
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													U-Unknown	Presumed	Circular	50	Unknown	Natural/N	Alameda	Byron	Hot	2175	37.81476	-121.798	Zone-10	N0	T01S, R02E	WEST	SIDE	OF	MORGA	HABITAT	(C	Dam/Inunc	THREATEN1	ADULT	(F	F	UNKNOWN	#####	Tassajara	10	605789	4185942							
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													U-Unknown	Presumed	Circular	50	Unknown	Natural/N	Alameda	Byron	Hot	1200	37.8263	-121.772	Zone-10	N0	T01S, R02E	1.5 MILES	(S	RESERVOIR	HABITAT	(D	Dam/Inunc	THREATEN1	ADULT	(F	F	CCWD-LOS	#####	Tassajara	10	608054	4187253							
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													U-Unknown	Presumed	Circular	50	Unknown	Natural/N	Alameda	Byron	Hot	1800	37.82695	-121.806	Zone-10	N0	T01S, R01E	VICINITY	OF	MARSH	(C	Dam/Inunc	THREATEN1	ADULT	(F	F	UNKNOWN	#####	Tassajara	10	605519	4187287									
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													U-Unknown	Presumed	Specific	10	Unknown	Natural/N	Alameda	Byron	Hot	600	37.83829	-121.769	Zone-10	N0	T01S, R02E	POND	ABO	POND	K2. 1998-1999	OBSERVATIONS	MADE	DETECTED	CCWD-LOS	#####	Tassajara	10	608317	4188588													
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													U-Unknown	Presumed	Circular	50	Unknown	Natural/N	Alameda	Byron	Hot	1750	37.83295	-121.813	Zone-10	N0	T01S, R01E	VICINITY	OF	MARSH	(C	Dam/Inunc	THREATEN1	ADULT	(F	F	UNKNOWN	#####	Tassajara	10	604485	4187945									
Rana drayt California r Amphibian	AAABH010	Threatened	None	None	G2G3	S2S3													U-Unknown	Presumed	Circular	50	Unknown	Natural/N	Alameda	Byron	Hot	1320	37.83761	-121.813	Zone-10	N0	T01S, R01E	VICINITY	OF	MARSH	(	C	Dam/In																			

Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	221	31448	36451	20200820	20200820	N	B-Good	Presumed | Non-specific	30 Unknown	Natural/Na Alameda | Livermore |	601	37.74887	-121.855	Zone-10 N T02S, R01E VICINITY O MAPPED TI ADULTS FO Grazing | COVERGRAZ 4 ADULTS F PVT	#####	Livermore |	10	600894	4178570	
Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	222	31453	34681	19920520	19920520	N	B-Good	Presumed | Non-specific	30 Unknown	Natural/Na Contra Cos Livermore |	460	37.74643	-121.875	Zone-10 N T02S, R01E TASSAJARA GLIDES, PO PATCHES O Grazing GRazing | 7 ADULTS / PVT	#####	Livermore |	10	599104	4178277	
Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	223	31456	36459	19930504	19930504	N	A-Excellent	Presumed | Non-specific	30 Unknown	Natural/Na Contra Cos Tassajara (:	560	37.75793	-121.872	Zone-10 N T02S, R01E TASSAJARA CREEK AN CREEK SITE SURROUNDED BY WILI 30 JUVENILE PVT	#####	Tassajara (:	10	599335	4179556	
Reithrodonsalt-marsh	Mammals	AMAFF020	Endangere	Endangere	G1G2	S3	CDFW_FP-I	136	32561	37559	20150930	20150930	N	C-Fair	Presumed | Non-specific	30 Unknown	Natural/Na Solano Antioch No	0	38.07319	-121.863	Zone-10 N T03N, R01E MONTEZUI AREA SURV DIKED, SPA Grazing | C CATTLE GR.1985-1994 PVT	#####	Antioch No	10	599695	4214545
Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	248	33573	38566	19970716	19970716	N	U-Unknown	Presumed | Non-specific	30 Unknown	Natural/Na Contra Cos Byron Hot !	70	37.83195	-121.635	Zone-10 N T01S, R03E BRUSHY CREEK POND | MANMADE LACUSTRINE HABITAT, RLF OBSER UNKNOWN	#####	Byron Hot !	10	620146	4188048	
Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	249	33589	38582	19970716	19970716	N	U-Unknown	Presumed | Non-specific	30 Unknown	Natural/Na Contra Cos Byron Hot !	60	37.83645	-121.639	Zone-10 N T01S, R03E FOREBAY SITE, 0.75 MI MANMADE NON-native THREATS IN RLF OBSER UNKNOWN	#####	Byron Hot !	10	619740	4188541	
Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	250	33594	38587	19970716	19970716	N	U-Unknown	Presumed | Non-specific	30 Unknown	Natural/Na Contra Cos Byron Hot !	60	37.82919	-121.635	Zone-10 N T01S, R03E BRUSHY CREEK SITE, 1. RIPARIAN F Non-native THREATS IN RLF OBSER UNKNOWN	#####	Byron Hot !	10	620164	4187741	
Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	252	33749	38741	20030326	20030326	N	C-Fair	Presumed | Specific boi	20 Unknown	Natural/Na Contra Cos Antioch So	290	37.93436	-121.793	Zone-10 N T01N, R02E HORSE VAL RECENT FR HABITAT C/Developme THREATENI1 ADULT OI DWR	#####	Antioch So	10	606059	4199219	
Athene cur burrowing	Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	296	35042	40040	19890902	19890902	N	B-Good	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Clifton Cou	5	37.80819	-121.573	Zone-10 N T01S, R04E JUST WEST SITE IS LOC HABITAT CONSISTS OF AN OLD, UI 1 JUVENILE PVT	#####	Clifton Cou	10	627611	4185523
Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	263	35062	40060	19970306	19970306	N	C-Fair	Presumed | Specific boi	20 Unknown	Natural/Na Contra Cos Clifton Cou	100	37.80566	-121.622	Zone-10 N T01S, R03E JUST NORT SITE IS LOC HABITAT CONSISTS OF A SMALL D/5 ADULT F/DWR	#####	Clifton Cou	10	621340	4185147	
Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	264	35063	40061	20050309	20050309	N	B-Good	Presumed | Specific boi	20 Unknown	Natural/Na Alameda Clifton Cou	200	37.79277	-121.623	Zone-10 N T02S, R03E UNNAMED SITE IS LOC HABITAT CONSISTS OF A SMALL, P 1 ADULT OI DWR	#####	Clifton Cou	10	621244	4183715	
Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	265	35064	40062	20050131	20050131	N	B-Good	Presumed | Specific boi	20 Unknown	Natural/Na Alameda Clifton Cou	200	37.78631	-121.62	Zone-10 N T02S, R03E JUST SOUT CA MP 4.4: HABITAT CONSISTS OF A PERENNI, 1 ADULT OI DWR	#####	Clifton Cou	10	621480	4183002	
Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	266	35065	40063	20050309	20050309	N	A-Excellent	Presumed | Specific boi	20 Unknown	Natural/Na Alameda Clifton Cou	160	37.78206	-121.608	Zone-10 N T02S, R03E DRAINAGE, CALIF. AQU DRAINAGE/SEEP VEGETATED BY A 1 JUV SEEN DWR	#####	Clifton Cou	10	622599	4182547	
Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	267	35066	40064	19970707	19970707	N	C-Fair	Presumed | Specific boi	20 Unknown	Natural/Na Alameda Clifton Cou	340	37.7737	-121.604	Zone-10 N T02S, R03E SW SHORE SITE IS LOC HABITAT CONSISTS OF A DENSE P/O NE ADUL DWR	#####	Clifton Cou	10	622948	4181624	
Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	270	35285	40278	19990707	19990707	N	B-Good	Presumed | Specific boi	20 Unknown	Natural/Na Contra Cos Byron Hot !	510	37.81509	-121.695	Zone-10 N T01S, R03E UNNAMED LARVA AN HABITAT C/Other POSSIBLE T LARGE POP PVT	#####	Byron Hot !	10	614896	4186101	
Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	272	35287	40280	19980624	19980624	N	B-Good	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Byron Hot !	420	37.80765	-121.679	Zone-10 N T01S, R02E TRIBUTARY TO BRUSH HABITAT C/Other POSSIBLY T LARGE POP PVT	#####	Byron Hot !	10	616268	4185295	
Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	276	35454	40447	19980619	19980619	N	B-Good	Presumed | Non-specific	30 Unknown	Natural/Na Alameda Byron Hot !	840	37.75667	-121.732	Zone-10 N T02S, R02E EAST AND '1 OBSERVE HABITAT C/Landfill THREATENI 1 ADULT OI PVT-BROW	#####	Byron Hot !	10	611680	4179574	
Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	286	40833	40833	19980622	19980622	N	C-Fair	Presumed | Specific boi	20 Unknown	Natural/Na Contra Cos Antioch So	300	37.95094	-121.806	Zone-10 N T01N, R01E SAND CREEK, EAST AN HABITAT C/Developme POSSIBLE T 3 ADULTS / PVT	#####	Antioch So	10	604873	4201043	
Athene cur burrowing	Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	317	40990	40990	19990402	19990402	N	D-Poor	Presumed | Specific boi	10 Unknown	Natural/Na Alameda Clifton Cou	15	37.80942	-121.56	Zone-10 N T01S, R04E JOHN E. SK BURROW I BURROW I/Other POSSIBLE T 2 ADULTS / DWR	#####	Clifton Cou	10	626716	4185646
Emys marn western po	Reptiles	ARAAD020	None	None	G3G4	S3	BLM_S-Sen	143	41058	41058	20170825	20170825	N	B-Good	Presumed | Non-specific	30 Unknown	Natural/Na Contra Cos Clifton Cou	3	37.85886	-121.573	Zone-10 N T01S, R04E NORTH END OF CLIFTC 1999: RIPA Erosion/ru THREATENI 6 ADULTS / UNKNOWN	#####	Clifton Cou	10	625545	4191115
Emys marn western po	Reptiles	ARAAD020	None	None	G3G4	S3	BLM_S-Sen	144	41059	41059	19980717	19980717	N	C-Fair	Presumed | Specific boi	20 Unknown	Natural/Na Contra Cos Antioch No	18	38.0291	-121.853	Zone-10 N T02N, R01E ON THE SO POND IS TH HABITAT CONSISTS OF A PERMAN 2 ADULTS (PVT-DOW I)	#####	Antioch No	10	600641	4209664
Emys marn western po	Reptiles	ARAAD020	None	None	G3G4	S3	BLM_S-Sen	145	41060	41060	19981014	19981014	N	B-Good	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Antioch No	8	38.01838	-121.831	Zone-10 N T02N, R01E DOW WETLAND PRESE HABITAT CONSISTS OF A PERMAN 18 ADULTS PVT-DOW I	#####	Antioch No	10	602263	4208499
Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	300	41131	41131	20030818	20030818	N	C-Fair	Presumed | Specific boi	20 Unknown	Natural/Na Alameda Clifton Cou	130	37.79976	-121.614	Zone-10 N T02S, R03E JUST EAST / EASTERN P 1998: SMA Grazing | R THREATENI 2 ADULTS / DWR	#####	Clifton Cou	10	622148	4184503	
Athene cur burrowing	Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	338	41890	41890	19991109	19991109	N	D-Poor	Presumed | Circular fea	50 Unknown	Natural/Na Contra Cos Brentwood	200	37.93952	-121.747	Zone-10 N T01N, R02E 3 MILES WEST OF BRET HABITAT C/Developme THREATENI 3 ADULTS (PVT	#####	Brentwood	10	610113	4199845
Phrynosom coast horn	Reptiles	ARACF121	None	None	G4	S4	BLM_S-Sen	613	42248	42248	19940503	19940503	N	C-Fair	Presumed | Non-specific	30 Unknown	Natural/Na Contra Cos Byron Hot !	300	37.84897	-121.664	Zone-10 N T01S, R03E UNIMEN M HILL WHER HABITAT C/Mining THREATENI 2 ADULTS / PVT	#####	Byron Hot !	10	617507	4189898
Anniella pu Northern C	Reptiles	ARACCO10:	None	None	G3	S2S3	CDFW_SSC	5	42260	42260	20110408	20110408	N	B-Good	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Jersey Islar	10	38.00342	-121.727	Zone-10 N T02N, R02E EAST BAY I LOCATED B/DISTURBED Inefficient THREATS IN COLLECTEC EBRPD, PV	#####	Jersey Islar	10	611726	4206958
Melospiza i Suisun son	Birds	ABPBA30:	None	None	G5T3	S2	CDFW_SSC	19	42329	41059	19980717	19980717	N	U-Unknown	Presumed | Specific boi	20 Unknown	Natural/Na Contra Cos Antioch No	18	38.0291	-121.853	Zone-10 N T02N, R01E ON THE SO POND IS TH HABITAT CONSISTS OF A PERMAN 1 ADULT OI PVT-DOW I	#####	Antioch No	10	600641	4209664
Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	371	42798	42797	20130724	20130724	N	B-Good	Presumed | Specific boi	20 Unknown	Natural/Na Contra Cos Antioch So	680	37.90276	-121.869	Zone-10 N T01N, R01E NORTH SID SHAFFER SI HABITAT C/Grazing POSSIBLE T PRESENT IN EBRPD	#####	Antioch So	10	599402	4195628	
Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	384	42970	42970	20050223	20050223	N	B-Good	Presumed | Specific boi	20 Unknown	Natural/Na Alameda Clifton Cou	220	37.78299	-121.611	Zone-10 N T02S, R03E NORTH SID SITE IS KNC HABITAT C/Grazing THREATENI 1 FEMALE I DWR	#####	Clifton Cou	10	622296	4182646	
Rana drayt California r Amphibian	AAABH010	Threatenec	None	G2G3	S2S3	CDFW_SSC	385	42971	42971	20040811	20040811	N	B-Good	Presumed | Specific boi	20 Unknown	Natural/Na Alameda Clifton Cou	190	37.78368	-121.615	Zone-10 N T02S, R03E NORTH ENI PRIMARY S HABITAT C/Grazing THREATENI 1 ADULT OI DWR	#####	Clifton Cou	10	621989	4182718	
Emys marn western po	Reptiles	ARAAD020	None	None	G3G4	S3	BLM_S-Sen	154	42997	42997	20000509	20000509	N	B-Good	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Clifton Cou	0	37.82622	-121.572	Zone-10 N T01S, R04E SOUTH ENI SEEPAGE P HABITAT CONSISTS OF A POND CC 1 ADULT OI DWR	#####	Clifton Cou	10	625668	4187494
Emys marn western po	Reptiles	ARAAD020	None	None	G3G4	S3	BLM_S-Sen	156	43116	43116	20000605	20000605	N	C-Fair	Presumed | Specific boi	20 Unknown	Natural/Na Contra Cos Tassajara (:	720	37.79857	-121.862	Zone-10 N T01S, R01E TASSAJARA CAUGHT O CANOPY IS Grazing | C CATTLE GR.1 TURTLE C UNKNOWN	#####	Tassajara (:	10	600153	4184075
Emys marn western po	Reptiles	ARAAD020	None	None	G3G4	S3	BLM_S-Sen	516	43292	43292	20000622	20000622	N	U-Unknown	Presumed | Circular fea	40 Unknown	Natural/Na San Joaquin Terminus	5	38.06421	-121.501	Zone-10 N T03N, R04E WEST SIDE FOUND ON SURROUND NON-native THREATS I INDIVIDU UNKNOWN	#####	Terminus	10	613494	4214006
Emys marn western po	Reptiles	ARAAD020	None	None	G3G4	S3	BLM_S-Sen	158	43816	43816	20000809	20000809	N	B-Good	Presumed | Non-specific	30 Unknown	Natural/Na Contra Cos Woodward	5	37.9796	-121.624	Zone-10 N T02N, R03E THE CONFLUENCE O I HABITAT C/Other | No THREATS IN I INDIVIDU UNKNOWN	#####	Woodward	10	620876	4204046
Emys marn western po	Reptiles	ARAAD020	None	None	G3G4	S3	BLM_S-Sen	159	43817	43817	20000810	20000810	N	B-Good	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Woodward	5	37.97769	-121.572	Zone-10 N T02N, R04E OLD RIVER, 0.3 MILE N GOOD TUR Other | No THREATS IN I INDIVIDU UNKNOWN	#####	Woodward	10	625393	4204301
Athene cur burrowing	Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	367	43945	43945	19991208	19991208	N	C-Fair	Presumed | Specific boi	10 Unknown	Natural/Na Solano Antioch No	60	38.12164	-121.765	Zone-10 N T03N, R02E ALONG MC OWL OBSE HABITAT CONSISTS OF AN ARTIFIC I ADULT OI SOL COUN	#####	Antioch No	10	608275	4220032
Athene cur burrowing	Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	368	43948	43948	20000520	20000520	N	B-Good	Presumed | Specific boi	10 Unknown	Natural/Na Solano Antioch No	160	38.1176	-121.768	Zone-10 N T03N, R02E SE SIDE OF OWL USIN BURROW S NON-native THREATENI 1 ADULT FI SOL COUN	#####	Antioch No	10	608021	4219580
Emys marn western po	Reptiles	ARAAD020	None	None	G3G4	S3	BLM_S-Sen	160	43970	43970	20000831	20000831	N	B-Good	Presumed | Specific boi	20 Unknown	Natural/Na San Joaquin Bouldin Islr	1	38.06837	-121.563	Zone-10 N T03N, R04E 0.1 MILE W TURTLES B SAN JOAQL Other | No COMPETITI 6 ADULTS / UNKNOWN	#####	Bouldin Islr	10	626027	4214375
Athene cur burrowing	Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	374	43973	43973	20000520	20000520	N	B-Good	Presumed | Specific boi	10 Unknown	Natural/Na Solano Antioch No	200	38.12518	-121.764	Zone-10 N T03N, R02E ALONG MC BURROW A HABITAT CONSISTS OF A NUMBER 1 ADULT FI SOL COUN	#####	Birds Landi	10	608298	4220425

Emys marn western po Reptiles	ARAAD020	None	None	G3G4	S3	BLM_S-Sen	245	51413	51413	20160719	20160719	N	B-Good	Presumed | Non-specifi	30 Unknown	Natural/Na Solano Antioch No	0	38.07369	-121.863	Zone-10 N T03N, R01E MONTEZUI 2000-10: SI MWP: POG Altered flor IMPACTS F 1 ADULT O/PVT	#####	Antioch No	10	599759	4214602
Agelaius tri tricolorerd t Birds	ABPBX00:	None	Threatenc	G1G2	S2	BLM_S-Sen	369	51442	51442	20030507	20030507	N	A-Excellent	Presumed | Specific boi	10 Unknown	Natural/Na Alameda Clifton Cou	255	37.77046	-121.6	Zone-10 N T02S, R03E PRIMARY SITE OF THE HABITAT CONSISTS OF A 1-ACRE S NESTING C/DWR	#####	Clifton Cou	10	623301	4181270
Lanius ludc loggerhead Birds	ABPR010:	None	None	G4	S4	CDWF_SSC	3	51565	51565	20030319	20030319	N	C-Fair	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Brentwood	10	37.99279	-121.694	Zone-10 N T02N, R03E 0.25 MILE I NEST IS LOI HABITAT SURROUNDI THREATENI4 ADULTS C/PVT	#####	Brentwood	10	614710	4205820
Athene cur burrowing Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	612	51643	51643	20020314	20020314	N	U-Unknown	Presumed | Non-specifi	30 Unknown	Natural/Na Contra Cos Clifton Cou	15	37.83862	-121.609	Zone-10 N T01S, R03E NORTH SID OWLS ALWAYS FOUND ON THE NORTH SIDE CTHIS ACTIV UNKNOWN	#####	Clifton Cou	10	622421	4188822
Emys marn western po Reptiles	ARAAD020	None	None	G3G4	S3	BLM_S-Sen	247	51841	51841	20020826	20020826	N	B-Good	Presumed | Specific boi	10 Unknown	Natural/Na San Joaqui Bouldin Isl:	10	38.08086	-121.51	Zone-10 N T03N, R04E SE TIP OF BOULDIN ISL HABITAT CONSISTS OF A ROCKY LE 1 ADULT O/PVT-DELTA	#####	Bouldin Isl:	10	630714	4215835
Emys marn western po Reptiles	ARAAD020	None	None	G3G4	S3	BLM_S-Sen	248	51844	51844	20020827	20020827	N	B-Good	Presumed | Specific boi	20 Unknown	Natural/Na Contra Cos Woodward	-10	37.98781	-121.589	Zone-10 N T02N, R04E HOLLAND TRAIL RRIC RICE HABITAT CONSISTS OF A LARGE, E. 1 ADULT O/PVT-DELTA	#####	Woodward	10	623882	4205401
Athene cur burrowing Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	623	51942	51942	20180112	20180112	N	A-Excellent	Presumed | Non-specifi	30 Unknown	Natural/Na Contra Cos Antioch Soi	195	37.95223	-121.767	Zone-10 N T01N, R02E E SIDE OF [2003: MAP 2003: MUL Developme FERAL CAT: 8 ADULTS | PVT	#####	Antioch Soi	10	608301	4201231
Emys marn western po Reptiles	ARAAD020	None	None	G3G4	S3	BLM_S-Sen	251	52271	52271	20030805	20030805	N	B-Good	Presumed | Specific boi	1	38.04739	-121.522	Zone-10 N T02N, R04E THREE RIVI TURTLE SEI HABITAT C|Other | Re: THREATENI 2 TURTLES UNKNOWN	#####	Bouldin Isl:	10	629882	4212104		
Rana drayt: California r Amphibian	AAABH010	Threatenc	None	G2G3	S2S3	CDWF_SSC	666	52296	52296	20080409	201407XX	N	B-Good	Presumed | Specific boi	1075	37.78997	-121.719	Zone-10 N T02S, R02E HEADWATE POND G1; ISMALL STO Non-native NON-NATI: NONE 198C CCWD-L0S	#####	Byron Hot !	10	612824	4183286		
Athene cur burrowing Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	631	52714	52714	20030530	20030530	N	A-Excellent	Presumed | Circular fea	50 Unknown	Natural/Na Contra Cos Antioch Soi	300	37.93544	-121.789	Zone-10 N T01N, R02E NORTH OF OWLS MAY HABITAT C|Developme THREATENI6 ADULTS /PVT	#####	Antioch Soi	10	606398	4199344
Athene cur burrowing Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	633	52866	52866	20030929	20030929	N	A-Excellent	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Antioch Soi	200	37.99028	-121.76	Zone-10 N T02N, R02E 0.7 MILE SE OF THE IN' HABITAT C|Developme THREATENI4 ADULTS C/PVT	#####	Antioch Soi	10	608909	4205462
Athene cur burrowing Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	635	52919	52919	20030923	20030923	N	C-Fair	Presumed | Circular fea	50 Unknown	Natural/Na Contra Cos Byron Hot !	80	37.84581	-121.637	Zone-10 N T01S, R03E WEST OF T 120-ACRE S HABITAT C|Disking THREATENI6 ADULTS C UNKNOWN	#####	Byron Hot !	10	619944	4189583
Athene cur burrowing Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	650	53682	53682	20040427	20040427	N	B-Good	Presumed | Specific boi	20 Unknown	Natural/Na Alameda Clifton Cou	150	37.78951	-121.605	Zone-10 N T02S, R03E WEST SIDE SITE IS PRE HABITAT SURROUNDING BURROV 2 ADULTS / PVT	#####	Clifton Cou	10	622793	4183377
Athene cur burrowing Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	651	53804	53804	20080506	20080506	N	C-Fair	Presumed | Specific boi	20 Unknown	Natural/Na Contra Cos Brentwood	130	37.94339	-121.742	Zone-10 N T01N, R02E ALONG HA MAPPED TI HABITAT SI: DEVELOPME VEHICULAR F 1 ADULT O/PVT	#####	Brentwood	10	610544	4200280
Anniella pu Northern C Reptiles	ARACCO10:	None	None	G3	S2S3	CDWF_SSC	8	54714	54714	20040726	20050330	N	X-None	Possibly Ex Specific boi	20 Unknown	Natural/Na Contra Cos Brentwood	29	37.98772	-121.687	Zone-10 N T02N, R03E 0.3 MILE S/ SITE IS NOI SITE WAS I: DEVELOPME THE SITE W ONE FOUN PVT	#####	Brentwood	10	615262	4205266
Athene cur burrowing Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	668	54724	54724	20040215	20040215	N	B-Good	Presumed | Non-specifi	30 Unknown	Natural/Na Contra Cos Brentwood	10	37.99601	-121.691	Zone-10 N T02N, R03E 1 MILE EAST OF OAKLE HABITAT C|Developme THREATENI ACTIVE BUI PVT	#####	Brentwood	10	614952	4206181
Emys marn western po Reptiles	ARAAD020	None	None	G3G4	S3	BLM_S-Sen	278	54728	51365	20030701	20030701	N	B-Good	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Antioch Soi	900	37.88059	-121.871	Zone-10 N T01S, R01E 0.2 MILE W WRIGHT P HABITAT C|Developme THREATENI3 ADULTS C/PVT	#####	Antioch Soi	10	599264	4193166
Emys marn western po Reptiles	ARAAD020	None	None	G3G4	S3	BLM_S-Sen	279	54732	54732	20030828	20030828	N	D-Poor	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Jersey Islar	5	38.00088	-121.694	Zone-10 N T02N, R03E MARSH CREEK, BETWE HABITAT CONSISTS OF A HEAVILY- 1 ADULT (N UNKNOWN	#####	Jersey Islar	10	614694	4206718
Athene cur burrowing Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	670	54852	54852	20090606	20090606	N	A-Excellent	Presumed | Specific boi	20 Unknown	Natural/Na Alameda Byron Hot !	820	37.75906	-121.668	Zone-10 N T02S, R03E 0.4 TO 1.0 MILE EAST HABITAT C|Dam/Inunc THREATENI 11 ADULTS UNKNOWN	#####	Byron Hot !	10	617313	4179917
Elanus leuc white-taille Birds	ABNKCO60:	None	None	G5	S3S4	BLM_S-Sen	76	54958	54958	200303XX	20040129	N	B-Good	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Brentwood	25	37.98806	-121.687	Zone-10 N T02S, R03E 0.2 MILE S/DUNES ARE: HABITAT C|Developme THREATENI 2 KITES OB: PVT-CONC:	#####	Brentwood	10	615293	4205304
Elanus leuc white-taille Birds	ABNKCO60:	None	None	G5	S3S4	BLM_S-Sen	81	56323	56307	199204XX	199204XX	N	B-Good	Presumed | Circular fea	50 Unknown	Natural/Na Contra Cos Livermore |	600	37.75043	-121.869	Zone-10 N T02S, R01E TASSAJARA NEST TREE HABITAT C|Developme POSSIBLE C 2 ADULTS C UNKNOWN	#####	Tassajara (:	10	599615	4178727
Aquila chry golden eag Birds	ABNKCC20:	None	None	G5	S3	BLM_S-Sen	84	56326	56310	199207XX	199207XX	N	B-Good	Presumed | Circular fea	50 Unknown	Natural/Na Contra Cos Tassajara (:	720	37.75563	-121.864	Zone-10 N T02S, R01E TASSAJARA NORTH-FAI HABITAT C|Developme POTENTIAL EAGLES OB PVT	#####	Tassajara (:	10	600084	4179310
Circus huds northern h: Birds	ABNKCC10:	None	None	G5	S3	CDWF_SSC	27	56327	56311	199206XX	199206XX	N	A-Excellent	Presumed | Circular fea	50 Unknown	Natural/Na Contra Cos Tassajara (:	900	37.75949	-121.857	Zone-10 N T02S, R01E TASSAJARA SOUTH-EA: TALL ANNU: DEVELOPME POTENTIAL MALE AND PVT	#####	Tassajara (:	10	600638	4179745
Taxidea tax American t Mammals	AMAJF040:	None	None	G5	S3	CDWF_SSC	65	56587	56571	19870714	19870714	N	U-Unknown	Presumed | Non-specifi	30 Unknown	Natural/Na Alameda Clifton Cou	300	37.78778	-121.632	Zone-10 N T02S, R03E SOUTH OF LOCATION GIVEN (AND MAPPED AS) T2S, R3E BADGER O/PVT	#####	Byron Hot !	10	620474	4183151
Taxidea tax American t Mammals	AMAJF040:	None	None	G5	S3	CDWF_SSC	64	56589	56573	19950201	19950201	N	C-Fair	Presumed | Circular fea	40 Unknown	Natural/Na Alameda Byron Hot !	860	37.76568	-121.735	Zone-10 N T02S, R02E ALONG VA: WEST SIDE HABITAT O: Other TRAFFIC FR 1 OBSERVE UNKNOWN	#####	Byron Hot !	10	611422	4180570
Athene cur burrowing Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	707	56682	56666	20120922	20120922	N	D-Poor	Presumed | Specific boi	20 Unknown	Natural/Na Contra Cos Brentwood	80	37.94908	-121.712	Zone-10 N T01N, R02E ALONG SOI BURROWS UNVEGETA: DEVELOPME THREATENI 7 ADULTS C UNKNOWN	#####	Brentwood	10	613176	4200948
Athene cur burrowing Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	708	56683	56667	20040716	20040716	N	B-Good	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Brentwood	75	37.94783	-121.704	Zone-10 N T01N, R02E 0.4 MILE W BURROW W: HABITAT C|Developme THREATENI 2 ADULTS C UNKNOWN	#####	Brentwood	10	613864	4200819
Taxidea tax American t Mammals	AMAJF040:	None	None	G5	S3	CDWF_SSC	34	56823	56807	19990117	19990117	N	C-Fair	Presumed | Non-specifi	30 Unknown	Natural/Na Contra Cos Clifton Cou	20	37.8328	-121.616	Zone-10 N T01S, R03E ALONG HOLEY ROAD, I: HABITAT CONSISTS OF THREATENI 1 ROAD-KIL CALTRANS	#####	Clifton Cou	10	621779	4188166
Taxidea tax American t Mammals	AMAJF040:	None	None	G5	S3	CDWF_SSC	35	56824	56808	19990213	19990213	N	C-Fair	Presumed | Non-specifi	30 Unknown	Natural/Na Contra Cos Byron Hot !	120	37.82924	-121.657	Zone-10 N T01S, R03E 0.8 MILE WEST OF ARR: HABITAT C|Grazing | C THREATENI 1 ROAD-KIL CCA COUN	#####	Byron Hot !	10	618185	4187719
Taxidea tax American t Mammals	AMAJF040:	None	None	G5	S3	CDWF_SSC	182	57120	57104	19940323	19940323	N	B-Good	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Tassajara (:	500	37.84908	-121.771	Zone-10 N T01S, R02E SOUTH END OF ROUND HABITAT CONSISTS OF THREATENI 1 INDIVIDU: EBRPD	#####	Tassajara (:	10	608102	4189782
Taxidea tax American t Mammals	AMAJF040:	None	None	G5	S3	CDWF_SSC	240	57152	57136	1992XXXX	1992XXXX	N	U-Unknown	Presumed | Circular fea	50 Unknown	Natural/Na Contra Cos Livermore |	860	37.75188	-121.857	Zone-10 N T02S, R01E 1.7 MILE SEAST SIDE OF HILL, 0.8 MILE EAST OF TASSAJA: BADGER SI: UNKNOWN	#####	Tassajara (:	10	600734	4178902
Taxidea tax American t Mammals	AMAJF040:	None	None	G5	S3	CDWF_SSC	185	57212	57196	20020820	20020820	N	C-Fair	Presumed | Circular fea	40 Unknown	Natural/Na Contra Cos Antioch Soi	280	37.91964	-121.779	Zone-10 N T01N, R02E DEER VALL: SITE IS LOC HABITAT CONSISTS OF THREATENI 1 ADULT FC UNKNOWN	#####	Antioch Soi	10	607345	4197602
Emys marn western po Reptiles	ARAAD020	None	None	G3G4	S3	BLM_S-Sen	282	57345	57329	20040915	20040915	N	C-Fair	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Brentwood	10	37.99769	-121.688	Zone-10 N T02N, R03E JUST SOUT SITE IS LOC HABITAT C|Developme THREATENI REMAINS C PVT-CONC:	#####	Brentwood	10	615225	4206371
Athene cur burrowing Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	723	58542	58506	20040302	20040302	N	C-Fair	Presumed | Circular fea	40 Unknown	Natural/Na Contra Cos Brentwood	125	37.96233	-121.747	Zone-10 N T01N, R02E NORTH SIDE OF LONE HABITAT C|Other THREATENI 3 INDIVIDU: UNKNOWN	#####	Brentwood	10	610059	4202375
Rana drayt: California r Amphibian	AAABH010	Threatenc	None	G2G3	S2S3	CDWF_SSC	781	59113	59077	20040407	20040407	N	B-Good	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Byron Hot !	595	37.81872	-121.698	Zone-10 N T01S, R02E 1.75 MILE EAST OF VA: HABITAT CONSISTS OF GRAZED NC RFL LARV/ PVT-VAQUI	#####	Byron Hot !	10	614583	4186500
Rana drayt: California r Amphibian	AAABH010	Threatenc	None	G2G3	S2S3	CDWF_SSC	782	59114	59078	20040407	20040407	N	B-Good	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Byron Hot !	340	37.82184	-121.678	Zone-10 N T01S, R03E 2.75 MILES EAST OF VA: HABITAT CONSISTS OF GRAZED NC RFL LARV/ PVT-VAQUI	#####	Byron Hot !	10	616351	4186871
Rana drayt: California r Amphibian	AAABH010	Threatenc	None	G2G3	S2S3	CDWF_SSC	783	59115	59079	20040407	20040407	N	B-Good	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Byron Hot !	330	37.81898	-121.674	Zone-10 N T01S, R03E 3.1 MILES EAST OF VA: HABITAT CONSISTS OF GRAZED NC RFL LARV/ PVT-VAQUI	#####	Byron Hot !	10	616738	4186559
Rana drayt: California r Amphibian	AAABH010	Threatenc	None	G2G3	S2S3	CDWF_SSC	784	59116	59080	20040407	20040407	N	B-Good	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Byron Hot !	255	37.82402	-121.672	Zone-10 N T01S, R03E 3.5 MILES EAST OF VASC HABITAT CONSISTS OF GRAZED NC RFL LARV/ PVT-VAQUI	#####	Byron Hot !	10	616860	4187120
Rana drayt: California r Amphibian	AAABH010	Threatenc	None	G2G3	S2S3	CDWF_SSC	785	59122	59086	20170601	20170601	N	B-Good	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Byron Hot !	225	37.83364	-121.675	Zone-10 N T01S, R03E 2.5 MI WNW OF BYRO 2004: GRAZED NON-NATIVE GRAS LARVAE OB PVT-VAQUI	#####	Byron Hot !	10	616612	4188490
Athene cur burrowing Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	728	59260	59224	20050526	20050526	N	C-Fair	Presumed | Circular fea	50 Unknown	Natural/Na Contra Cos Brentwood	50	37.95211	-121.686	Zone-10 N T01N, R03E WSW OF TI 2005: NEXT HABITAT C|Developme THREATENI 1 ADULT O/ PVT, UNKN	#####	Brentwood	10	615476	4201317
Athene cur burrowing Birds	ABNSB100:	None	None	G4	S2	BLM_S-Sen	729	59261	59225	20041213	20041213	N	D-Poor	Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Brentwood	70	37.92194	-121.688	Zone-10 N T01N, R03E WEST SIDE OF HIGHW: HABITAT C|Developme THREATENI 1 ADULT O/ PVT	#####	Brentwood	10	615310	4197966
Reithrodonsalt-marsh Mammals	AMAJF020	Endangere:	Endangere:	G1G2	S3	CDWF_FP-I	172	59276	59240	20040625	20040625	N	C-Fair	Presumed | Non-specifi	30 Unknown	Natural/Na Solano Antioch No	0	38.07295	-121.826	Zone-10 N T02N, R01E COLLINSVILLE SECTIONS : W END CO: NON-native GOOD HAB ONE COLLE PVT, DOD	#####	Antioch No	10	602996	4214560
Geothlypis saltmarsh c Birds	ABPBX120:	None	None	G5T3	S3	CDWF_SSC	105	60083	60047	20040524	20040524	N	B-Good	Presumed | Non-specifi	30 Unknown	Natural/Na Sacramento Antioch No	6	38.04755	-121.829	Zone-10 N T02N, R01E WEST SIDE LOCATION HABITAT CONSISTS OF A BRACKISH 3 TO 11 INI DFG-LOWE	#####	Antioch No	10	602780	4211739
Geothlypis saltmarsh c Birds	ABPBX120:	None	None	G5T3	S3	CDWF_SSC	106	60097	60061	20040524	20040524	N	B-Good	Presumed | Non-specifi	30 Unknown										

Rana drayti California r Amphibian AAABH010 Threatenec	None	G2G3	S2S3	CDFW_SSC	919	68180	68028	20060804	20060804	N	B-Good	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Tassajara (:	1752	37.85034	-121.876	Zone-10 N T01S, R01E UNNAMED DRAINAGE HABITAT CONSISTS OF A CONSTRL BREEDING DPR-MOUI *****	Diablo (371	10	598855	4189804		
Rana drayti California r Amphibian AAABH010 Threatenec	None	G2G3	S2S3	CDFW_SSC	933	68409	68256	20050513	20050513	N	B-Good	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Antioch Soi	203	37.93972	-121.773	Zone-10 N T01N, R02E SAND CREEK, JUST EAS HABITAT CI(Developme THREATENI 6 ADULTS (PVT	*****	Antioch Soi	10	607788	4198837	
Rana drayti California r Amphibian AAABH010 Threatenec	None	G2G3	S2S3	CDFW_SSC	934	68411	38739	2006XXXX	2006XXXX	N	B-Good	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Antioch Soi	255	37.93122	-121.784	Zone-10 N T01N, R02EJUST SOUTH OF EMPIR HABITAT CI(Developme THREATS IN>10 TADPO PVT	*****	Antioch Soi	10	606881	4198881	
Laterallus j. California t Birds	ABNME03C None	Threatenec	G3T1	S2	BLM_S-Sen	136	69045	68638	20060619	20060619	N	A-Excellent	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Antioch No	6	38.03749	-121.862	Zone-10 N T02N, R01E BROWNS I: 2004 LOCA HABITAT CONSISTS OF A NEARLY F 3 DETECTE EBRPD	*****	Antioch No	10	599847	4210586
Lasiurus frz western re Mammals	AMACC05C None	None	G4	S3	CDFW_SSC	64	69699	68992	19990924	19990924	N	U-Unknown	Presumed	| Non-specifi	30	Unknown	Natural/Na Sacramento/Jersey Islar	20	38.11338	-121.694	Zone-10 N T03N, R03E BRANNAN MAPPED A EXOTIC, COTTONWOOD/SYCAMOIBAT(S) DET DPR-BRANI	*****	Jersey Islar	10	614514	4219201
Lasiurus frz western re Mammals	AMACC05C None	None	G4	S3	CDFW_SSC	66	69704	10572	19980624	19980624	N	U-Unknown	Presumed	| Circular fea	90	Unknown	Natural/Na Contra Cos Antioch Soi	15	38.00282	-121.803	Zone-10 N T02N, R02E ANTIOCH. EXACT LOCATION UNKNOWN, SOURCE GIVES BAT(S) DET UNKNOWN	*****	Antioch No	10	605091	4206803
Rana drayti California r Amphibian AAABH010 Threatenec	None	G2G3	S2S3	CDFW_SSC	951	69706	68276	20150403	20150403	N	B-Good	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Byron Hot :	303	37.85779	-121.724	Zone-10 N T01S, R02E 1.8 MI SW / POND B4. HABITAT CONSISTED OF A "KEY" S NONE DETI CCWD-LOS	*****	Byron Hot :	10	612214	4198083	
Rana drayti California r Amphibian AAABH010 Threatenec	None	G2G3	S2S3	CDFW_SSC	952	69742	76708	20150404	20150404	N	B-Good	Presumed	| Specific boi	20	Unknown	Natural/Na Contra Cos Byron Hot :	280	37.83762	-121.695	Zone-10 N T01S, R03E 2.7 MILES S POND5 ANI HABITAT CONSISTED CCWD IS SL PRESENT I CCWD-LOS	*****	Byron Hot :	10	614791	4188601	
Athene cur burrowing Birds	ABNSB100: None	None	G4	S2	BLM_S-Sen	945	70177	69400	20120523	20120523	N	C-Fair	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Brentwood	120	37.94639	-121.735	Zone-10 N T01S, R02E GENERAL A MAPPED TI NE AREA: RDevelopme THREATENI 1 ADULT AI PVT	*****	Brentwood	10	611116	4200621
Athene cur burrowing Birds	ABNSB100: None	None	G4	S2	BLM_S-Sen	947	70180	69404	20051120	20051120	N	B-Good	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Antioch No	58	38.00149	-121.759	Zone-10 N T02N, R02E EAST SIDE OF PHILLIPS HABITAT CI(Developme THREATENI A PAIR ANI PVT	*****	Antioch No	10	608939	4206707
Athene cur burrowing Birds	ABNSB100: None	None	G4	S2	BLM_S-Sen	980	70462	69677	20090504	20090504	N	C-Fair	Presumed	| Specific boi	20	Unknown	Natural/Na Contra Cos Antioch No	137	37.96341	-121.764	Zone-10 N T01N, R02E 0.25 MILE I VACANT LC HABITAT CI(Developme THREATENI 2 ADULTS (PVT	*****	Antioch Soi	10	608608	4202476
Athene cur burrowing Birds	ABNSB100: None	None	G4	S2	BLM_S-Sen	981	70463	69678	20080407	20080407	N	B-Good	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Brentwood	169	37.9756	-121.751	Zone-10 N T02N, R02E 1.1 MILES I RESIDENTI/ NON-NATIVI(Developme THREATENI 2 PAIRS ANI PVT	*****	Brentwood	10	609712	4203844
Athene cur burrowing Birds	ABNSB100: None	None	G4	S2	BLM_S-Sen	983	70657	69835	20100217	20100217	N	B-Good	Presumed	| Specific boi	20	Unknown	Natural/Na Contra Cos Byron Hot :	411	37.80903	-121.679	Zone-10 N T01S, R03E 3 AIR MILE: ON THE NV HABITAT SI(Grazing | C THERE ARE MANY BUR EBRPD	*****	Byron Hot :	10	616302	4185449
Neotoma fi San Francis Mammals	AMAFF080 None	None	G5T2T3	S2S3	CDFW_SSC	8	70800	69966	20060225	20060225	N	A-Excellent	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Tassajara (:	1600	37.88642	-121.763	Zone-10 N T02S, R02E 0.7 MILE WEST OF LOS HABITAT CONSISTS OF OAK WOOD I CA COUN'	*****	Tassajara (:	10	608951	4182839
Taxidea tax American t Mammals	AMAJF040: None	None	G5	S3	CDFW_SSC	397	71202	70313	20070615	20070615	N	U-Unknown	Presumed	| Specific boi	10	Unknown	Natural/Na Alameda Clifton Cou	115	37.7949	-121.604	Zone-10 N T01S, R03E KELSO RD, 100 FEET E/ AREA IS CH Road/ trail (VEHICLE TRFCARCASS O UNKNOWN	*****	Clifton Cou	10	622927	4183977
Taxidea tax American t Mammals	AMAJF040: None	None	G5	S3	CDFW_SSC	398	71207	70318	20070321	20070321	N	U-Unknown	Presumed	| Circular fea	50	Unknown	Natural/Na Contra Cos Antioch Soi	179	37.94562	-121.758	Zone-10 N T01N, R02E 0.4 MI. SOLI LOCATION THE PROPE DEVELOPE 13 ACRES CA BURROW PVT-PGE	*****	Antioch Soi	10	609125	4200509
Taxidea tax American t Mammals	AMAJF040: None	None	G5	S3	CDFW_SSC	399	71208	70319	20060418	20060418	N	C-Fair	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Antioch Soi	210	37.93812	-121.774	Zone-10 N T01S, R03E DEER VALL/ DEER VALL AREAS SUR Road/ trail (POTENTIAL ONE DEAD UNKNOWN	*****	Antioch Soi	10	607732	4199659
Rana drayti California r Amphibian AAABH010 Threatenec	None	G2G3	S2S3	CDFW_SSC	981	71407	70504	20040512	20040512	N	C-Fair	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Tassajara (:	547	37.76417	-121.867	Zone-10 N T02S, R01E TASSAJARA CREEK, WE HABITAT CONSISTS OF A CREEK W 2 ADULTS (PVT	*****	Tassajara (:	10	599759	4180254	
Rana drayti California r Amphibian AAABH010 Threatenec	None	G2G3	S2S3	CDFW_SSC	982	71408	70505	20060322	20170601	N	B-Good	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Byron Hot :	175	37.83944	-121.679	Zone-10 N T01S, R03E 1.9 MILES SECCCHP V EPHEMERAL POND IN NON-NATIVI 1 LARVA OI EBRPD	*****	Byron Hot :	10	616205	4188822	
Rana drayti California r Amphibian AAABH010 Threatenec	None	G2G3	S2S3	CDFW_SSC	983	71409	70506	20060322	20060322	N	B-Good	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Byron Hot :	175	37.84502	-121.683	Zone-10 N T01S, R03E CREEK IMP MAPPED TI HABITAT CONSISTED OF NON-NAT DETECTED EBRPD-VAS	*****	Byron Hot :	10	615855	4189437	
Rana drayti California r Amphibian AAABH010 Threatenec	None	G2G3	S2S3	CDFW_SSC	984	71410	70507	20060511	20060511	N	B-Good	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Byron Hot :	168	37.84653	-121.673	Zone-10 N T01S, R03E 1.3 MILES SSW OF THE HABITAT CONSISTS OF NON-NATIVI 1 EGG MAS PVT-VAQUI	*****	Byron Hot :	10	616725	4189617	
Elanus leuc white-tailed Birds	ABNK060: None	None	G5	S3S4	BLM_S-Sen	113	71446	70540	20060428	20060428	N	C-Fair	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Brentwood	20	37.98757	-121.68	Zone-10 N T02N, R03E 0.25 MILE SSW OF THE NEST TREE IS A EUCALYPTUS WITH PAIR WAS (UNKNOWN	*****	Brentwood	10	615956	4205258
Emys marn western po Reptiles	ARAAD020 None	None	G3G4	S3	BLM_S-Sen	338	71447	70541	20060720	20060720	N	A-Excellent	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Clifton Cou	9	37.82856	-121.6	Zone-10 N T01S, R03E ITALIAN SLU TURTLE WE HABITAT CONSISTS OF THE SLOW-AT LEAST I UNKNOWN	*****	Clifton Cou	10	623185	4187717
Taxidea tax American t Mammals	AMAJF040: None	None	G5	S3	CDFW_SSC	410	71450	70544	20070710	20070710	N	B-Good	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Tassajara (:	770	37.7888	-121.87	Zone-10 N T02N, R01E 0.5 MILE S/ BURROW I HABITAT CONSISTS OF ROLLING H 1 ADULT O PVT	*****	Tassajara (:	10	599497	4182984
Athene cur burrowing Birds	ABNSB100: None	None	G4	S2	BLM_S-Sen	995	71464	70556	20060316	20060316	N	B-Good	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Jersey Islar	1	38.00373	-121.642	Zone-10 N T02N, R03E 0.25 MILE SSW OF THE HABITAT SURROUNDING BURROW 1 BURROW PVT	*****	Jersey Islar	10	619211	4207099
Athene cur burrowing Birds	ABNSB100: None	None	G4	S2	BLM_S-Sen	996	71465	70557	20040525	20040525	N	C-Fair	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Tassajara (:	710	37.7675	-121.875	Zone-10 N T02S, R01E 1 MILE SW OF THE INT HABITAT SURROUNDING BURROV 1 BURROW PVT	*****	Tassajara (:	10	599079	4180615
Athene cur burrowing Birds	ABNSB100: None	None	G4	S2	BLM_S-Sen	997	71466	70558	20040525	20040525	N	C-Fair	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Tassajara (:	773	37.7899	-121.872	Zone-10 N T02S, R01E 0.5 MILE SW OF THE IN HABITAT SURROUNDING BURROV 1 BURROW PVT	*****	Tassajara (:	10	599311	4183103
Athene cur burrowing Birds	ABNSB100: None	None	G4	S2	BLM_S-Sen	998	71467	70559	20040525	20040525	N	C-Fair	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Tassajara (:	735	37.78253	-121.867	Zone-10 N T02S, R01E 0.5 MILE NW OF THE I HABITAT SURROUNDING BURROV 1 BURROW PVT	*****	Tassajara (:	10	599735	4182291
Athene cur burrowing Birds	ABNSB100: None	None	G4	S2	BLM_S-Sen	999	71469	70560	20040525	20040525	N	A-Excellent	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Clifton Cou	10	37.82816	-121.597	Zone-10 N T01S, R03E BETWEEN I THIS 43-AC HABITAT SURROUNDING BURROW AT LEAST 9 PVT	*****	Clifton Cou	10	623506	4187677
Athene cur burrowing Birds	ABNSB100: None	None	G4	S2	BLM_S-Sen	1000	71471	70562	20040525	20040525	N	B-Good	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Brentwood	10	37.9541	-121.742	Zone-10 N T01N, R02E 0.5 MILE S/ THIS SMALL HABITAT SURROUNDING BURROV 1 ADULT AI EMBUD, CC	*****	Brentwood	10	610520	4201469
Athene cur burrowing Birds	ABNSB100: None	None	G4	S2	BLM_S-Sen	1001	71473	70565	20040525	20040525	N	C-Fair	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Brentwood	100	37.9627	-121.727	Zone-10 N T01N, R02E NORTH OF LONE TREE HABITAT SURROUNDING BURROV 2 ADULTS I PVT	*****	Brentwood	10	611825	4202441
Laterallus j. California t Birds	ABNME03C None	Threatenec	G3T1	S2	BLM_S-Sen	174	71474	60061	20050430	20050430	N	U-Unknown	Presumed	| Non-specifi	30	Unknown	Natural/Na Sacramento/ Antioch No	7	38.05178	-121.82	Zone-10 N T02N, R01E CENTRAL P LOCATION HABITAT CONSISTS OF A BRACKIS/ 7 DETECTE I DFG-LOWE	*****	Antioch No	10	603520	4212218
Laterallus j. California t Birds	ABNME03C None	Threatenec	G3T1	S2	BLM_S-Sen	175	71475	60047	20050331	20050331	N	U-Unknown	Presumed	| Non-specifi	30	Unknown	Natural/Na Sacramento/ Antioch No	6	38.04755	-121.829	Zone-10 N T02N, R01E WEST SIDE LOCATION HABITAT CONSISTS OF A BRACKIS/ 7 DETECTE I DFG-LOWE	*****	Antioch No	10	602780	4211739
Laterallus j. California t Birds	ABNME03C None	Threatenec	G3T1	S2	BLM_S-Sen	176	71476	60071	20050331	20050331	N	U-Unknown	Presumed	| Non-specifi	30	Unknown	Natural/Na Contra Cos Antioch No	5	38.04	-121.826	Zone-10 N T02N, R01E EAST SIDE I LOCATION HABITAT CONSISTS OF A BRACKIS/ 3 BREEDIN EBRPD	*****	Antioch No	10	600074	4210867
Laterallus j. California t Birds	ABNME03C None	Threatenec	G3T1	S2	BLM_S-Sen	177	71477	60069	20050331	20050331	N	B-Good	Presumed	| Non-specifi	30	Unknown	Natural/Na Contra Cos Antioch No	5	38.04076	-121.87	Zone-10 N T02N, R01E WEST SIDE LOCATION HABITAT CONSISTS OF A BRACKIS/ 6 BREEDIN EBRPD	*****	Antioch No	10	599178	4210940
Athene cur burrowing Birds	ABNSB100: None	None	G4	S2	BLM_S-Sen	1002	71481	70571	20060321	20060321	N	C-Fair	Presumed	| Specific boi	20	Unknown	Natural/Na Contra Cos Brentwood	75	37.95774	-121.711	Zone-10 N T01N, R02E E OF THE INTERSECTI/ HABITAT CONSISTS OF FLAT AGRIC 2 ADULTS/ PVT	*****	Brentwood	10	613227	4201910
Emys marn western po Reptiles	ARAAD020 None	None	G3G4	S3	BLM_S-Sen	339	71647	70735	20050331	20050331	N	B-Good	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Tassajara (:	1960	37.8142	-121.773	Zone-10 N T01S, R03E MALLORY I MAPPED A HARD CHAPARRAL, COASTAL SAGI 1 ADULT O CCWD-LOS	*****	Tassajara (:	10	608030	4185910
Emys marn western po Reptiles	ARAAD020 None	None	G3G4	S3	BLM_S-Sen	340	71648	70736	20160308	20160308	N	B-Good	Presumed	| Non-specifi	30	Unknown	Natural/Na Contra Cos Brentwood	3	37.9991	-121.669	Zone-10 N T02N, R03E DUTCH SLC NORTH PO 2016: IRRIGATION CAN LARGE-SCA 1 ADULT O PVT	*****	Brentwood	10	616896	4206551
Emys marn western po Reptiles	ARAAD020 None	None	G3G4	S3	BLM_S-Sen	341	71653	70741	20060630	20060630	N	B-Good	Presumed	| Non-specifi	30	Unknown	Natural/Na Contra Cos Brentwood	3	37.98318	-121.638	Zone-10 N T02N, R03E SW OF SANDMOUND I HABITAT CI(Developme THREATENI 1 ADULT & PVT	*****	Brentwood	10	619589	4204824
Emys marn western po Reptiles	ARAAD020 None	None	G3G4	S3	BLM_S-Sen	342	71654	70742	20060301	20060301	N	U-Unknown	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Woodward	0	37.93916	-121.564	Zone-10 N T01N, R04E ORWOOD I LOCATION IN-CHANNEL ISLAND HABITAT COI 1 ADULT SE STATE	*****	Woodward	10	626199	4200038
Emys marn western po Reptiles	ARAAD020 None	None	G3G4	S3	BLM_S-Sen	360	71676	70765	201407XX	201407XX	N	U-Unknown	Presumed	| Specific boi	10	Unknown	Natural/Na Contra Cos Byron Hot :	750	37.85	-121.746	Zone-10 N T01S, R02E 1.3 MI NW POND M1. TURTLE OB CCWD-LOS	*****	Byron Hot :	10	610325	4189914
Emys marn western po Reptiles	ARAAD020 None	None	G3G4	S3	BLM_S-Sen	361	71677	48704	199909XX	199909XX	N	U-Unknown	Presumed	| Circular fea	40	Unknown	Natural/Na Contra Cos Byron Hot :	260	37.84548	-121.719	Zone-10 N T01S, R02E 4.7 MILES DIRECTLY W HABITAT CONSISTS OF AN OPEN C 3 TURTLES CCWD-LOS	*****	Byron Hot :	10	612691	4189444
Reithrodons salt-marsh Mammals	AMAFF020 Endangere/ Endangere/	G1G2	S3	CDFW_PP-I	184	72034	71126	200405XX	200405XX	N	B-Good	Presumed	| Non-specifi	30	Unknown	Natural/Na Solano Antioch No	2	38.0612	-121.874	Zone-10 N T03N, R01E VAN SICKLE ISLAND, SE HABITAT DOMINATED BY PICKLEW 17 SMHM (PVT	*****	Antioch No	10	598814	4213204	
Reithrodons salt-marsh Mammals	AMAFF																									

Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1012	74960	73960	20070507	20070507	Y	A-Excellent Presumed | Specific boi	10	Unknown	Natural/Na Contra Cos Byron Hot !	850						*SENSITIVE PLEASE CO MAN-MADE POND W/ SURROUNDING AREA USED FOR C	#####	Byron Hot !	0
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1013	74992	73992	20070507	20070507	Y	B-Good Presumed | Specific boi	20	Unknown	Natural/Na Alameda Byron Hot !	760						*SENSITIVE PLEASE CO MAN-MADE POND W/ SURROUNDING AREA USED FOR C	#####	Byron Hot !	0
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1014	75006	74005	20070508	20070508	Y	A-Excellent Presumed | Specific boi	10	Unknown	Natural/Na Alameda Byron Hot !	870						*SENSITIVE PLEASE CO MAN-MADE POND W/ SURROUNDING AREA USED FOR C	#####	Byron Hot !	0
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1015	75008	74009	20070508	20070508	Y	U-Unknown Presumed | Specific boi	10	Unknown	Natural/Na Alameda Byron Hot !	850						*SENSITIVE PLEASE CO STOCK POND, APPROX SURROUNDING AREA USED FOR C	#####	Byron Hot !	0
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1016	75009	74011	20070508	20070508	Y	A-Excellent Presumed | Specific boi	10	Unknown	Natural/Na Alameda Byron Hot !	790						*SENSITIVE PLEASE CO STOCK POND, APPROX SURROUNDING AREA USED FOR C	#####	Byron Hot !	0
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1017	75011	74012	20180522	20180522	Y	A-Excellent Presumed | Specific boi	20	Fluctuating	Natural/Na Contra Cos Byron Hot !	870						*SENSITIVE PLEASE CO MAN-MADE STOCK PO SURROUNDING AREA USED FOR C	#####	Byron Hot !	0
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1018	75012	74015	20070507	20070507	Y	A-Excellent Presumed | Specific boi	10	Unknown	Natural/Na Contra Cos Byron Hot !	940						*SENSITIVE PLEASE CO MAN-MADE STOCK PO SURROUNDING AREA USED FOR C	#####	Byron Hot !	0
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1020	75024	74031	20070308	20070308	N	C-Fair Presumed | Specific boi	10	Unknown	Natural/Na Contra Cos Tassajara (:	800	37.76613	-121.81	Zone-10 N ^o T02S, R01E NE CORNEIAN EGG M/ LOCATION IS ON A WC AREA USED SINGLE EGG/PVT	#####	Tassajara (:	10	604809	4180534	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1058	75679	74679	20090406	20090406	N	B-Good Presumed | Specific boi	10	Unknown	Natural/Na Contra Cos Antioch Soi	315	37.92945	-121.79	Zone-10 N ^o T01N, R02E HORSE VAL THE POND THE POND DEVELOPME POTENTIAL 2 SUBADULI PVT	#####	Antioch Soi	10	606311	4198678	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1059	75682	74681	20090324	20090324	N	B-Good Presumed | Specific boi	10	Unknown	Natural/Na Contra Cos Antioch Soi	350	37.93276	-121.799	Zone-10 N ^o T01N, R02E HORSE VAL THE POND THE POND DEVELOPME POTENTIAL AT LEAST 1 PVT	#####	Antioch Soi	10	605552	4199035	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1273	77254	76276	20020313	20020313	N	U-Unknown Presumed | Specific boi	10	Unknown	Natural/Na Alameda Byron Hot !	930	37.7753	-121.696	Zone-10 N ^o T02S, R03E WEST OF B FELLERS P-568. 0.44 MI SSE OF (NEW) VASCO 1 ADULT & EBRPD-BRL	#####	Byron Hot !	10	614849	4181686	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1287	77336	76367	20100721	20100721	N	B-Good Presumed | Specific boi	20	Unknown	Natural/Na Alameda | Clifton Cou	80	37.80515	-121.606	Zone-10 N ^o T01S, R03E STOCK PON MAPPED TI ANNUAL G Grazing | NPOTENTIAL 2 LARVAE # DWR, PVT	#####	Clifton Cou	10	622690	4185111	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1290	77377	76420	20150406	20150406	N	C-Fair Presumed | Specific boi	20	Fluctuating	Natural/Na Alameda Byron Hot !	960	37.76819	-121.729	Zone-10 N ^o T02S, R02E 0.25 MILE I STOCK PON PONDS PRC ALTERED FLO/RESERVOIR NONE IN 1: CCWD-LOS	#####	Byron Hot !	10	611933	4180856	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1291	77378	76422	20150409	20150409	N	C-Fair Presumed | Specific boi	10	Fluctuating	Natural/Na Contra Cos Byron Hot !	820	37.77248	-121.742	Zone-10 N ^o T02S, R02E 0.6 NW OF STOCK PON 1998-99 DE ALTERED FLO/RESERVOIR NONE FOU CCWD-LOS	#####	Byron Hot !	10	610748	4181316	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1292	77385	76428	20150409	20150409	N	B-Good Presumed | Specific boi	10	Fluctuating	Natural/Na Contra Cos Byron Hot !	850	37.77582	-121.745	Zone-10 N ^o T02S, R02E 0.9 MILE N STOCK PON POND PROVIDES FORA RESERVOIR NOT SURVI CCWD-LOS	#####	Byron Hot !	10	610486	4181684	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1293	77387	76430	20150409	20150409	N	B-Good Presumed | Specific boi	10	Stable	Natural/Na Contra Cos Byron Hot !	1025	37.77657	-121.751	Zone-10 N ^o T02S, R02E POND ABO STOCK PON DAY & NIGI ALTERED FLO/RESERVOIR NOT SURVI CCWD-LOS	#####	Byron Hot !	10	610028	4181760	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1294	77390	76435	20150409	20150409	N	C-Fair Presumed | Specific boi	10	Fluctuating	Natural/Na Contra Cos Tassajara (:	1370	37.77743	-121.759	Zone-10 N ^o T02S, R02E ABOUT 1.5 STOCK PON OBSERVATI ALTERED FLO/RESERVOIR NONE DETI CCWD-LOS	#####	Tassajara (:	10	609316	4181846	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1295	77392	76437	20080416	201407XX	N	U-Unknown Presumed | Specific boi	10	Unknown	Natural/Na Contra Cos Tassajara (:	1340	37.77495	-121.766	Zone-10 N ^o T02S, R02E 1.9 MILES I STOCK PON OBSERVATIONS MADE DURING D/ NONE DETI CCWD-LOS	#####	Tassajara (:	10	608645	4181562	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1296	77400	76451	20190919	20190919	N	B-Good Presumed | Specific boi	20	Unknown	Natural/Na Contra Cos Tassajara (:	1370	37.78003	-121.762	Zone-10 N ^o T02S, R02E LOS VAQU I POND S H1 H1 WAS CC ALTERED FLO/RESERVOIR PRESENT, 1 CCWD-LOS	#####	Tassajara (:	10	609034	4182131	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1297	77412	76462	20190919	20190919	N	B-Good Presumed | Specific boi	10	Unknown	Natural/Na Contra Cos Tassajara (:	1350	37.78004	-121.769	Zone-10 N ^o T02S, R02E 1.1 MILES I STOCK PON OBSERVATI ALTERED FLO/RESERVOIR PRESENT 1: CCWD-LOS	#####	Tassajara (:	10	608433	4182124	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1298	77419	76469	20150409	20150409	N	U-Unknown Presumed | Specific boi	10	Unknown	Natural/Na Contra Cos Tassajara (:	1075	37.78307	-121.756	Zone-10 N ^o T02S, R02E POND ABO STOCK PON 1998-99 OF ALTERED FLO/RESERVOIR 2 ADULTS I CCWD-LOS	#####	Tassajara (:	10	609573	4182475	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1299	77426	76475	20150409	20150409	N	U-Unknown Presumed | Specific boi	10	Unknown	Natural/Na Contra Cos Tassajara (:	1270	37.78867	-121.759	Zone-10 N ^o T02S, R02E POND ABO POND I10. 1998-99 DETECTIONS I RESERVOIR NONE IN 1: CCWD-LOS	#####	Tassajara (:	10	609266	4183094	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1300	77428	76479	20150409	20150409	N	U-Unknown Presumed | Specific boi	10	Unknown	Natural/Na Contra Cos Tassajara (:	1400	37.79092	-121.766	Zone-10 N ^o T02S, R02E POND ABO POND I9, K FORAGING, ALTERED FLO/RESERVOIR NONE 198C CCWD-LOS	#####	Tassajara (:	10	608676	4183335	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1301	77430	B6328	20171208	20171208	N	B-Good Presumed | Specific boi	20	Fluctuating	Natural/Na Alameda | Byron Hot !	911	37.77729	-121.721	Zone-10 N ^o T02S, R02E ABOUT 1 N STOCK PON 1998-99 DE NON-FATIVE PREDATOR NONE 198C CCWD-LOS	#####	Byron Hot !	10	612623	4181876	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1302	77431	76483	20180419	20180419	N	C-Fair Presumed | Specific boi	20	Fluctuating	Natural/Na Contra Cos Byron Hot !	800	37.77701	-121.732	Zone-10 N ^o T02S, R02E ALONG UPI FEATURES G6, G7 & G ALTERED FLO/RESERVOIR PRESENT A CCWD-LOS	#####	Byron Hot !	10	611269	4181831	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1303	77439	76493	20180418	20180418	N	C-Fair Presumed | Specific boi	20	Fluctuating	Natural/Na Contra Cos Byron Hot !	880	37.78254	-121.731	Zone-10 N ^o T02S, R02E PONDS ALC STOCK PON SCATTEREE NON-FATIVE CHANNEL (NONE FOU CCWD-LOS	#####	Byron Hot !	10	611773	4182446	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1304	77457	76510	20170503	20170503	N	C-Fair Presumed | Specific boi	10	Fluctuating	Natural/Na Contra Cos Byron Hot !	965	37.79136	-121.727	Zone-10 N ^o T02S, R02E POND IN U STOCK PON 1998-99 DETECTIONS DURING DA' NONE IN 1: CCWD-LOS	#####	Byron Hot !	10	612106	4183430	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1305	77462	76517	20150410	20150410	N	B-Good Presumed | Specific boi	10	Fluctuating	Natural/Na Contra Cos Byron Hot !	820	37.79047	-121.743	Zone-10 N ^o T02S, R02E 1.7 MILES I STOCK PON 1998-1999 DAM/INUNC RESERVOIR PRESENT SI CCWD-LOS	#####	Byron Hot !	10	610658	4183311	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1306	77472	76527	201407XX	201407XX	N	B-Good Presumed | Specific boi	10	Fluctuating	Natural/Na Contra Cos Byron Hot !	550	37.79988	-121.74	Zone-10 N ^o T01S, R02E 1.9 MILES I SEMIPERM 2014 AERIAL SHOWS L WATER LEV NOT SURVI CCWD-LOS	#####	Byron Hot !	10	610968	4184360	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1307	77475	76530	201407XX	201407XX	N	C-Fair Presumed | Specific boi	10	Fluctuating	Natural/Na Contra Cos Byron Hot !	500	37.80162	-121.731	Zone-10 N ^o T01S, R02E SOUTH SID POND B. MANMADE Dam/INUNC THREATENI NONE IN 1: CCWD-LOS	#####	Byron Hot !	10	611674	4184563	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1308	77481	76536	201407XX	201407XX	N	C-Fair Presumed | Specific boi	800	37.80002	-121.722	Zone-10 N ^o T01S, R02E PONDS ABL POND S F7 I VALLEY GRASSLANDS WITH SCATT NONE 198C CCWD-LOS	#####	Byron Hot !	10	612511	4184397				
Athene cur burrowing Birds	G4	S2	BLM_S-Sen	1232	77488	76545	20080619	20080619	N	B-Good Presumed | Specific boi	20	Unknown	Natural/Na Alameda Clifton Cou	430	37.76188	-121.619	Zone-10 N ^o T02S, R03E 1.5 MI S OF ALTAMONI SHORT GR/ COLLISIONS W THE ALTAN 2 ADULT P/ PVT	#####	Clifton Cou	10	621599	4180293	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1309	77489	76542	201407XX	201407XX	N	B-Good Presumed | Specific boi	10	Fluctuating	Natural/Na Contra Cos Byron Hot !	695	37.80154	-121.716	Zone-10 N ^o T01S, R02E POND ABO KEY STOCK HABITAT DESCRIBED AS VALLEY GINONE 198C CCWD-LOS	#####	Byron Hot !	10	613021	4184572	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1310	77494	76548	201407XX	201407XX	N	B-Good Presumed | Specific boi	860	37.80459	-121.712	Zone-10 N ^o T01S, R02E POND ABO STOCK F5. 1998-1999 OBSERVATIONS MADE NONE 198C CCWD-LOS	#####	Byron Hot !	10	613418	4184916				
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1311	77495	76549	201407XX	201407XX	N	U-Unknown Presumed | Specific boi	10	Unknown	Natural/Na Contra Cos Byron Hot !	750	37.80796	-121.712	Zone-10 N ^o T01S, R02E POND ABO STOCK PON 1998-1999 OBSERVATIONS MADE NOT SURVI CCWD-LOS	#####	Byron Hot !	10	613386	4185290	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1312	77496	76550	20130423	201407XX	N	C-Fair Presumed | Specific boi	10	Fluctuating	Natural/Na Contra Cos Byron Hot !	520	37.80779	-121.722	Zone-10 N ^o T01S, R02E ABOUT 3 N POND F4. 1998-1999 OBSERVATI POSSIBLY NOT SURVI CCWD-LOS	#####	Byron Hot !	10	612540	4185259	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1313	77497	76551	20130422	201407XX	N	B-Good Presumed | Specific boi	680	37.81346	-121.71	Zone-10 N ^o T01S, R02E 1.8 MILES I TWO STOC HABITAT DESCRIBED AS VALLEY GIAT F1, EGG CCWD-LOS	#####	Byron Hot !	10	613582	4185902				
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1314	77498	76552	20080407	201407XX	N	B-Good Presumed | Specific boi	10	Fluctuating	Natural/Na Contra Cos Byron Hot !	760	37.822	-121.709	Zone-10 N ^o T01S, R02E SPRING I STOCK D6. NONE DUR CCWD-LOS	#####	Byron Hot !	10	613662	4186851	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1315	77514	76559	20190930	20190930	N	B-Good Presumed | Specific boi	250	37.84256	-121.704	Zone-10 N ^o T01S, R02E PONDS IN I STOCK PON STOCK POND & MARSH NOT MAN/ PRESENT, 1: CCWD-LOS	#####	Byron Hot !	10	614022	4189138				
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1316	77533	76563	20150403	20150403	N	B-Good Presumed | Specific boi	10	Fluctuating	Natural/Na Contra Cos Byron Hot !	225	37.84818	-121.704	Zone-10 N ^o T01S, R02E N SIDE OF I STOCK PON OBSERVATIONS MADE DURING D/ DETECTION CCWD-LOS	#####	Byron Hot !	10	614064	4189763	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1318	77564	76584	20190930	20190930	N	B-Good Presumed | Specific boi	10	Fluctuating	Natural/Na Contra Cos Byron Hot !	240	37.84846	-121.691	Zone-10 N ^o T01S, R03E ABOUT 1.8 POND D1, I STOCK PON OTHER | Wc PERMITTEE NONE FOU CCWD-LOS	#####	Byron Hot !	10	615144	4189808	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1319	77575	76631	20150403	20150403	N	C-Fair Presumed | Specific boi	10	Fluctuating	Natural/Na Contra Cos Byron Hot !	270	37.8592	-121.69	Zone-10 N ^o T01S, R03E 0.3 MI E OF POND C2 I CALIFORNIA TIGER SALAMANDER 2 ADULTS I CCWD-LOS	#####	Byron Hot !	10	615236	4191002	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1320	77576	76633	20150403	20150403	N	C-Fair Presumed | Specific boi	10	Fluctuating	Natural/Na Contra Cos Byron Hot !	380	37.8575	-121.734	Zone-10 N ^o T01S, R02E ABOUT 1.4 POND B5, (CALIFORNIA TIGER SAL RESERVOIR NONE IN 1: CCWD-LOS	#####	Byron Hot !	10	611407	4190760	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1321	77577	76765	20150410	20150410	N	C-Fair Presumed | Specific boi	10	Fluctuating	Natural/Na Contra Cos Byron Hot !	750	37.85	-121.746	Zone-10 N ^o T01S, R02E 1.3 MI NW POND M1, 1998-1999 Dam/INUNC RESERVOIR NONE IN SI CCWD-LOS	#####	Byron Hot !	10	610325	4189941	
Rana drayt California r Amphibian AAABH010 Threatened None	G2G3	S2S3	CDFW_SSC	1322	77578	76634	20161108	20161108	N	C-Fair Presumed | Specific boi	840	37.84568	-121.741	Zone-10 N ^o T01S, R02E ABOUT 1 N POND M2. PRIOR TO 2 Dam/INUNC RESERVOIR NONE IN 1: CCWD-LOS	#####	Byron Hot !	10	610811	4189441				
Rana drayt California r Amphibian AAABH010 Threatened None	G2G																						

Melopiza isong sparrc Birds	ABPBXA30: None	None	G5T3?Q	S3?	CDFW_SSC	18	90807	89799	20090521	20090521	N	U-Unknown Presumed | Non-specific	30 Unknown	Natural/Na San Joaquin Woodward	0	37.98395	-121.527	Zone-10 N T02N, R04E AREA AROI MAPPED TI HABITAT DESCRIBED AS MARSH & 14-49 BIRD UNKNOWN	#####	Woodward	10	629373	4205058
Melopiza isong sparrc Birds	ABPBXA30: None	None	G5T3?Q	S3?	CDFW_SSC	19	90808	89800	20090506	20090506	N	U-Unknown Presumed | Non-specific	30 Unknown	Natural/Na Contra Cos Woodward	0	37.97666	-121.577	Zone-10 N T02N, R04E JUST N OF I MAPPED TI HABITAT DESCRIBED AS MARSH & 13-14 BIRD UNKNOWN	#####	Woodward	10	629474	4204180
Melopiza isong sparrc Birds	ABPBXA30: None	None	G5T3?Q	S3?	CDFW_SSC	23	90817	89808	20090521	20090521	N	U-Unknown Presumed | Non-specific	30 Unknown	Natural/Na San Joaquin Terminus	0	38.03502	-121.577	Zone-10 N T02N, R04E E OF MEDF 1963 SPEC HABITAT DESCRIBED AS MARSH & 2 SPECIMEL UNKNOW	#####	Terminus	10	632130	4210771
Melopiza isong sparrc Birds	ABPBXA30: None	None	G5T3?Q	S3?	CDFW_SSC	28	90847	89837	20090526	20090526	N	U-Unknown Presumed | Non-specific	30 Unknown	Natural/Na San Joaquin Terminus	0	38.0942	-121.493	Zone-10 N T03N, R04E ALONG LIT MAPPED TI HABITAT DESCRIBED AS MARSH. G7-35 DETEC UNKNOW	#####	Terminus	10	632161	4217339
Melopiza isong sparrc Birds	ABPBXA30: None	None	G5T3?Q	S3?	CDFW_SSC	29	90849	89839	20090526	20090526	N	U-Unknown Presumed | Non-specific	30 Unknown	Natural/Na San Joaquin Terminus	0	38.12439	-121.499	Zone-10 N T03N, R04E ALONG MC MAPPED TI HABITAT DESCRIBED AS MARSH & 16-26 DETE UNKNOW	#####	Terminus	10	631544	4220680
Melopiza isong sparrc Birds	ABPBXA30: None	None	G5T3?Q	S3?	CDFW_SSC	30	90851	89843	20090506	20090506	N	U-Unknown Presumed | Non-specific	30 Unknown	Natural/Na Contra Cos Woodward	0	38.00455	-121.563	Zone-10 N T02N, R04E AROUND LI MAPPED TI HABITAT DESCRIBED AS MARSH & 20-90 DETE UNKNOW	#####	Bouldin Isl	10	626138	4207294
Melopiza isong sparrc Birds	ABPBXA30: None	None	G5T3?Q	S3?	CDFW_SSC	31	90854	89844	20090506	20090506	N	U-Unknown Presumed | Non-specific	30 Unknown	Natural/Na Contra Cos Bouldin Isl	0	38.01978	-121.581	Zone-10 N T02N, R04E W SIDE OF MAPPED TI HABITAT DESCRIBED AS MARSH & 9-19 DETEC UNKNOW	#####	Bouldin Isl	10	624548	4208960
Melopiza isong sparrc Birds	ABPBXA30: None	None	G5T3?Q	S3?	CDFW_SSC	32	90856	89848	20090506	20090506	N	U-Unknown Presumed | Non-specific	30 Unknown	Natural/Na Contra Cos Bouldin Isl	0	38.02999	-121.567	Zone-10 N T02N, R04E ALONG OLI MAPPED TI HABITAT DESCRIBED AS MARSH & 3-6 DETECT UNKNOW	#####	Bouldin Isl	10	625730	4210112
Melopiza isong sparrc Birds	ABPBXA30: None	None	G5T3?Q	S3?	CDFW_SSC	33	90861	89854	20090521	20090521	N	U-Unknown Presumed | Non-specific	30 Unknown	Natural/Na San Joaquin Bouldin Isl	0	38.02333	-121.513	Zone-10 N T02N, R04E ALONG COI MAPPED TI HABITAT DESCRIBED AS MARSH. G7 & 3 DETE UNKNOW	#####	Bouldin Isl	10	630560	4209448
Melopiza isong sparrc Birds	ABPBXA30: None	None	G5T3?Q	S3?	CDFW_SSC	34	90865	89857	20090521	20090521	N	U-Unknown Presumed | Non-specific	30 Unknown	Natural/Na San Joaquin Terminus	0	38.05221	-121.521	Zone-10 N T02N, R04E AREA JUST MAPPED TI HABITAT DESCRIBED AS MARSH. G10-34 DETE UNKNOW	#####	Bouldin Isl	10	629798	4212641
Melopiza isong sparrc Birds	ABPBXA30: None	None	G5T3?Q	S3?	CDFW_SSC	35	90866	89858	20090526	20090526	N	U-Unknown Presumed | Circular fea	40 Unknown	Natural/Na San Joaquin Bouldin Isl	0	38.12309	-121.513	Zone-10 N T03N, R04E ALONG SOI MAPPED TI HABITAT DESCRIBED AS NON-RIPA 1 DETECTEI TNC-COSUI	#####	Bouldin Isl	10	630331	4220517
Melopiza isong sparrc Birds	ABPBXA30: None	None	G5T3?Q	S3?	CDFW_SSC	36	90867	89859	20090617	20090617	N	U-Unknown Presumed | Non-specific	30 Unknown	Natural/Na Contra Cos Jersey Isl	0	38.06596	-121.652	Zone-10 N T03N, R03E SE SIDE OF MAPPED TI HABITAT DESCRIBED AS RIPARIAN UP TO 17 8 UNKNOW	#####	Jersey Islan	10	618208	4213990
Melopiza isong sparrc Birds	ABPBXA30: None	None	G5T3?Q	S3?	CDFW_SSC	37	90872	89863	20090624	20090624	N	U-Unknown Presumed | Circular fea	40 Unknown	Natural/Na Contra Cos Jersey Isl	0	38.08059	-121.664	Zone-10 N T03N, R03E CENTER OF MAPPED TI HABITAT DESCRIBED AS MARSH. G6 DETECTEI UNKNOW	#####	Jersey Islan	10	617207	4215600
Melopiza isong sparrc Birds	ABPBXA30: None	None	G5T3?Q	S3?	CDFW_SSC	38	90873	89864	20090624	20090624	N	U-Unknown Presumed | Circular fea	60 Unknown	Natural/Na Contra Cos Jersey Isl	0	38.08889	-121.657	Zone-10 N T03N, R03E NE AREA O MAPPED TI HABITAT DESCRIBED AS MARSH. F 16 & 5 DET UNKNOW	#####	Jersey Islan	10	617737	4216529
Melopiza isong sparrc Birds	ABPBXA30: None	None	G5T3?Q	S3?	CDFW_SSC	39	90874	89865	20090624	20090624	N	U-Unknown Presumed | Circular fea	40 Unknown	Natural/Na Contra Cos Jersey Isl	0	38.08949	-121.671	Zone-10 N T03N, R03E NW AREA (MAPPED TI HABITAT DESCRIBED AS FALLOW F 5 & 2 DETE UNKNOW	#####	Jersey Islan	10	616499	4216577
Melopiza isong sparrc Birds	ABPBXA30: None	None	G5T3?Q	S3?	CDFW_SSC	40	90875	89866	20090618	20090618	N	U-Unknown Presumed | Non-specific	30 Unknown	Natural/Na Sacramento Jersey Isl	0	38.08901	-121.689	Zone-10 N T03N, R03E AREA AROI MAPPED TI HABITAT DESCRIBED AS MARSH & 89 DETECT UNKNOW	#####	Jersey Islan	10	614983	4216503
Melopiza isong sparrc Birds	ABPBXA30: None	None	G5T3?Q	S3?	CDFW_SSC	41	90876	87283	2008XXXX	2008XXXX	N	U-Unknown Presumed | Circular fea	60 Unknown	Natural/Na Sacramento Jersey Isl	20	38.10091	-121.711	Zone-10 N T03N, R03E NORTH ENI MAPPED TI SURVEYED AREA INCLUDED RESTC 3.81 & 0.3; DFG-DECKE	#####	Jersey Islan	10	612997	4217795
Melopiza isong sparrc Birds	ABPBXA30: None	None	G5T3?Q	S3?	CDFW_SSC	42	90877	89867	19401006	19401006	N	U-Unknown Presumed | Circular fea	90 Unknown	Natural/Na Contra Cos Jersey Isl	0	38.03629	-121.686	Zone-10 N T02N, R03E JERSEY ISL; MAPPED TO LOCALITY "JERSEY ID, 3 MI NE OF 1 COLLECTI UNKNOW	#####	Jersey Islan	10	615338	4210657
Melopiza isong sparrc Birds	ABPBXA30: None	None	G5T3?Q	S3?	CDFW_SSC	91	91061	90047	19010604	19010604	N	U-Unknown Presumed | Circular fea	30	38.01569	-121.812	Zone-10 N T02N, R01E ANTIOCH. MAPPED TI LOCATED AT THE EDGE OF THE ES 10 SPECIM UNKNOW	#####	Antioch No	10	604274	4208222		
Rana drayt California r Amphibia	AAABH010 Threatene	None	G2G3	S2S3	CDFW_SSC	1374	95099	93971	20120812	20120812	N	B-Good Presumed | Specific boi	10 Unknown	Natural/Na Alameda Clifton Cou	420	37.75181	-121.61	Zone-10 N T02S, R03E ABOUT 2 N MAPPED TI PONDED AIORV activit VEHICLE TR8 ADULT CI PVT	#####	Clifton Cou	10	622416	4179187
Rana drayt California r Amphibia	AAABH010 Threatene	None	G2G3	S2S3	CDFW_SSC	1375	95146	94013	20100329	20100329	N	D-Poor Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Clifton Cou	60	37.81491	-121.607	Zone-10 N T01S, R03E SW OF CLIF MAPPED TI HABITAT C I Non-native POSSIBLE T POSSIBLE A DWR	#####	Clifton Cou	10	622623	4186194
Rana drayt California r Amphibia	AAABH010 Threatene	None	G2G3	S2S3	CDFW_SSC	1378	96145	95016	20130417	20130417	N	B-Good Presumed | Specific boi	10 Unknown	Natural/Na Alameda Clifton Cou	140	37.7893	-121.614	Zone-10 N T02S, R03E NORTH OF 2013 COOF HABITAT C I Vehicle coll POSSIBLY T 3 EGG MAS PVT	#####	Clifton Cou	10	622063	4183343
Rana drayt California r Amphibia	AAABH010 Threatene	None	G2G3	S2S3	CDFW_SSC	1379	96146	95017	20100515	20100515	N	B-Good Presumed | Specific boi	10 Unknown	Natural/Na Alameda Clifton Cou	120	37.79458	-121.613	Zone-10 N T02S, R03E NORTH OF MAPPED TI HABITAT C I Vehicle coll POSSIBLY T 1 ADULT FI PVT	#####	Clifton Cou	10	622083	4183929
Rana drayt California r Amphibia	AAABH010 Threatene	None	G2G3	S2S3	CDFW_SSC	1384	96492	95362	20120120	20120120	N	B-Good Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Byron Hot	715	37.78779	-121.744	Zone-10 N T02S, R02E VICINITY O MAPPED A GENERAL H Vehicle coll TRAFFIC OF 1 ADULT AI CCWD-LOS	#####	Byron Hot	10	610599	4182015
Rana drayt California r Amphibia	AAABH010 Threatene	None	G2G3	S2S3	CDFW_SSC	1385	96700	84994	20150403	20150403	N	B-Good Presumed | Specific boi	10 Decreasing	Natural/Na Contra Cos Byron Hot	180	37.87035	-121.709	Zone-10 N T01S, R02E POND 0.7 I POND B1. CALIFORNIA TIGER SALAMANDER NOT SURVI CCWD-LOS	#####	Byron Hot	10	613516	4192216
Rana drayt California r Amphibia	AAABH010 Threatene	None	G2G3	S2S3	CDFW_SSC	1386	96702	95562	20160915	20160915	N	B-Good Presumed | Specific boi	20 Unknown	Natural/Na Contra Cos Byron Hot	156	37.8676	-121.702	Zone-10 N T01S, R02E ALONG L01 2013: ABOI 2013: DEEF Grazing | R CATTLE GR. 4 ADULTS I CCWD-LOS	#####	Byron Hot	10	614178	4191919
Rana drayt California r Amphibia	AAABH010 Threatene	None	G2G3	S2S3	CDFW_SSC	1387	96704	89499	20150403	20150403	N	C-Fair Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Byron Hot	210	37.86778	-121.717	Zone-10 N T01S, R02E POND ABO POND B2. CALIFORNIA TIGER SALAMANDER NO SURVEI CCWD-LOS	#####	Byron Hot	10	612812	4191920
Rana drayt California r Amphibia	AAABH010 Threatene	None	G2G3	S2S3	CDFW_SSC	1388	96705	68275	20150403	20150403	N	C-Fair Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Byron Hot	230	37.86215	-121.728	Zone-10 N T01S, R02E POND ABO 1 I POND B6W SEMIPERMANENT MARSH. IT APPOINTONE DETI CCWD-LOS	#####	Byron Hot	10	611877	4191283
Rana drayt California r Amphibia	AAABH010 Threatene	None	G2G3	S2S3	CDFW_SSC	1389	96735	95593	20120120	20120120	N	B-Good Presumed | Specific boi	10 Unknown	Natural/Na Alameda Byron Hot	800	37.77121	-121.736	Zone-10 N T02S, R02E ALONG LO! LOCATION AREA DESC Vehicle coll THREATENI ONE JUVEN CCWD-LOS	#####	Byron Hot	10	611304	4181183
Rana drayt California r Amphibia	AAABH010 Threatene	None	G2G3	S2S3	CDFW_SSC	1390	96763	95620	20110712	20110712	N	B-Good Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Byron Hot	470	37.78968	-121.67	Zone-10 N T02S, R03E SPRING EA: JUST NORT AL FROGS WERE FOUI POTENTIAL 6 ADULTS I PVT	#####	Byron Hot	10	617146	4183314
Rana drayt California r Amphibia	AAABH010 Threatene	None	G2G3	S2S3	CDFW_SSC	1391	96804	95664	20100217	20100217	N	C-Fair Presumed | Circular fea	40 Unknown	Natural/Na Contra Cos Byron Hot	190	37.83123	-121.668	Zone-10 N T01S, R03E CANADA D NEAR CENT PLOGS VEHICLE COLL GRazing CATTLE GR. 1 JUVENILE PVT	#####	Byron Hot	10	617190	4187925
Rana drayt California r Amphibia	AAABH010 Threatene	None	G2G3	S2S3	CDFW_SSC	1392	96809	95668	20150409	20150409	N	B-Good Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Tassajara (:	545	37.81578	-121.756	Zone-10 N T01S, R02E WEST SIDE POND J4. STOCK PON Dam/Inunc RESERVOIR THOUGH P CCWD-LOS	#####	Tassajara (:	10	609500	4186105
Rana drayt California r Amphibia	AAABH010 Threatene	None	G2G3	S2S3	CDFW_SSC	1394	96819	68280	20150410	20150410	N	B-Good Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Tassajara (:	600	37.84702	-121.762	Zone-10 N T01S, R02E ABOUT 2 I POND L1. STOCK POND. THE POND APPEAR NONE DETI CCWD-LOS	#####	Tassajara (:	10	608898	4189563
Rana drayt California r Amphibia	AAABH010 Threatene	None	G2G3	S2S3	CDFW_SSC	1396	96908	95772	20140514	20140514	N	U-Unknown Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Antioch Soi	1455	37.92377	-121.862	Zone-10 N T01N, R01E ABOUT 1.3 MAPPED TI HABITAT NOTES STATE THREATENI PRESENT I EBRPD	#####	Antioch Soi	10	599880	4197968
Emys marn western po Reptiles	ARAAD020 None	None	G3G4	S3	BLM_S-Sen	1252	96926	76542	201407XX	201407XX	N	U-Unknown Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Byron Hot	695	37.80154	-121.716	Zone-10 N T01S, R02E POND ABO KEY STOCK POND F6. 1 ADULT DI CCWD-LOS	#####	Byron Hot	10	613021	4184572
Emys marn western po Reptiles	ARAAD020 None	None	G3G4	S3	BLM_S-Sen	1253	96927	76451	201407XX	201407XX	N	U-Unknown Presumed | Specific boi	20 Unknown	Natural/Na Contra Cos Tassajara (:	1370	37.78003	-121.762	Zone-10 N T02S, R02E LOS VAQUI POND H1B. 1 DETECTEI CCWD-LOS	#####	Tassajara (:	10	609034	4182131
Emys marn western po Reptiles	ARAAD020 None	None	G3G4	S3	BLM_S-Sen	1254	96928	76761	201407XX	201407XX	N	U-Unknown Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Tassajara (:	1980	37.81702	-121.788	Zone-10 N T01S, R02E ABOUT 1.3 POND I2. 1 DETECTEI CCWD-LOS	#####	Tassajara (:	10	606707	4186206
Agelaius tri tricolored t Birds	ABPBX00: None	Threatene	G1G2	S2	BLM_S-Sen	593	98194	96961	20080427	20110417	N	U-Unknown Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Clifton Cou	45	37.822	-121.617	Zone-10 N T03N, R03E ABOUT 0.6 COLONY D/ SMALL WETLAND PONDING B APPROXIM UNKNOW	#####	Clifton Cou	10	621693	4186966
Reithrodon salt-marsh Mammals	AMAF020 Endangere	Endangere	G1G2	S3	CDFW_FP-I	201	100916	99365	20150812	20150812	N	U-Unknown Presumed | Non-specific	30 Unknown	Natural/Na Sacramento Antioch No	5	38.06001	-121.833	Zone-10 N T01S, R01E NW CORNE MAPPED TI TIDAL WET Non-native FLOODING, 1 ADULT C J DFG-LOWE	#####	Antioch No	10	602397	4213116
Rana drayt California r Amphibia	AAABH010 Threatene	None	G2G3	S2S3	CDFW_SSC	1422	100933	99382	20150316	20150316	N	U-Unknown Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Clifton Cou	30	37.84528	-121.625	Zone-10 N T01S, R03E E OF THE 4 MAPPED TI ANNUAL G Vandalism) TRESSPASS 1 DESSICAT PVT	#####	Clifton Cou	10	620998	4189540
Emys marn western po Reptiles	ARAAD020 None	None	G3G4	S3	BLM_S-Sen	1276	101337	99793	20150325	20150325	N	B-Good Presumed | Specific boi	10 Unknown	Natural/Na Contra Cos Woodward	6	37.9406	-121.611	Zone-10 N T01N, R03E ALONG THI MAPPED TI CHANNEL V Recreation: POSSIBLE T 1 ADULT SE UNKNOW	#####	Woodward	10	622043	4200134
Athene cur burrowing Birds	ABNSB100: None	None	G4	S2	BLM_S-Sen	1955	101456	99908	20200312	20200312	N	B-Good Presumed | Specific boi	20 Unknown	Natural/Na Contra Cos Tassajara (:	778	37.76191	-121.809	Zone-10 N T02S, R01E FROM ABO MAPPED TI OVERWINT ORV activit MOWING, 1 ADULT FI UNKNOW	#####	Tassajara (:	10	620420	4180067
Agelaius tri tricolored t Birds	ABPBX00: None	Threatene	G1G2	S2	BLM_S-Sen	838	101790	A0227	20150315	20150315	N	U-Unknown Presumed | Non-specific	30 Unknown	Natural/Na Contra Cos Antioch Soi	314	37.93109	-121.794	Zone-10 N T01N, R02E 0.5-1 MI N COLONY D/ MAN MADE GOLF COURSE PONDS ABOUT 30 PVT	#####	Antioch Soi	10	605992	4198855
Agelaius tri tricolored t Birds	ABPBX00: None	Threatene	G1G2	S2	BLM_S-Sen	841	101831	A0269	20110417	20150419	N	U-Unknown Presumed | Non-specific	30 Unknown	Natural/Na Alameda Altamont (:	629	37.7479	-121.709	Zone-10 N T02S, R02E AT N END (1994 & 19E HABITAT CONSISTED OF GRASSES NESTING I N PVT, LIVERI	#####	Altamont (:	10	613777	4178751
Agelaius tri tricolored t Birds	ABPBX00: None	Threatene	G1G2	S2	BLM_S-Sen	939	103398	A1804	20080425	20080425	N	B-Good Presumed | Specific boi	10 Unknown	Natural/Na Alameda Byron Hot	820	37.76705	-121						

Query Summary:

Quad IS (Antioch North (3812117) OR Antioch South (3712187) OR Jersey Island (3812116) OR Bouldin Island (3812115) OR Brentwood (3712186) OR Woodward Island (3712185) OR Tassajara (3712177) OR Byron Hot Springs (3712176) OR Clifton Court Forebay (3712175))
 AND CA Rare Plant Rank IS (1A OR 1B OR 1B.1 OR 1B.2 OR 1B.3 OR 2A OR 2B OR 2B.1 OR 2B.2 OR 2B.3)

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CNDDB Element Query Results

Scientific Name	Common Name	Taxonomic Group	Element Code	Total Occs	Returned Occs	Federal Status	State Status	Global Rank	State Rank	CA Rare Plant Rank	Other Status	Habitats
<i>Amsinckia grandiflora</i>	large-flowered fiddleneck	Dicots	PDBOR01050	9	4	Endangered	Endangered	G1	S1	1B.1	SB_UCBG-UC Botanical Garden at Berkeley	Cismontane woodland, Valley & foothill grassland
<i>Arctostaphylos auriculata</i>	Mt. Diablo manzanita	Dicots	PDERI04040	17	10	None	None	G2	S2	1B.3	SB_UCSC-UC Santa Cruz	Chaparral, Cismontane woodland
<i>Arctostaphylos manzanita</i> ssp. <i>laevigata</i>	Contra Costa manzanita	Dicots	PDERI04273	10	2	None	None	G5T2	S2	1B.2	SB_UCSC-UC Santa Cruz	Chaparral
<i>Astragalus tener</i> var. <i>tener</i>	alkali milk-vetch	Dicots	PDFAB0F8R1	65	4	None	None	G2T1	S1	1B.2	SB_UCSC-UC Santa Cruz	Alkali playa, Valley & foothill grassland, Vernal pool, Wetland
<i>Atriplex cordulata</i> var. <i>cordulata</i>	heartscale	Dicots	PDCHE040B0	66	2	None	None	G3T2	S2	1B.2	BLM_S-Sensitive	Chenopod scrub, Meadow & seep, Valley & foothill grassland
<i>Atriplex depressa</i>	brittscale	Dicots	PDCHE042L0	60	11	None	None	G2	S2	1B.2	null	Alkali playa, Chenopod scrub, Meadow & seep, Valley & foothill grassland, Vernal pool, Wetland
<i>Atriplex minuscula</i>	lesser saltscale	Dicots	PDCHE042M0	52	1	None	None	G2	S2	1B.1	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Alkali playa, Chenopod scrub, Valley & foothill grassland
<i>Blepharizonia plumosa</i>	big tarplant	Dicots	PDAST1C011	53	24	None	None	G1G2	S1S2	1B.1	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Valley & foothill grassland
<i>Brasenia schreberi</i>	watershield	Dicots	PDCAB01010	43	1	None	None	G5	S3	2B.3	IUCN_LC-Least Concern	Marsh & swamp, Wetland
<i>Calochortus pulchellus</i>	Mt. Diablo fairy-lantern	Monocots	PMLIL0D160	52	16	None	None	G2	S2	1B.2	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Chaparral, Cismontane woodland, Riparian woodland, Valley & foothill grassland
<i>Carex comosa</i>	bristly sedge	Monocots	PMCYP032Y0	31	1	None	None	G5	S2	2B.1	IUCN_LC-Least Concern	Coastal prairie, Freshwater marsh, Marsh & swamp, Valley & foothill grassland, Wetland
<i>Centromadia parryi</i> ssp. <i>congonii</i>	Congdon's tarplant	Dicots	PDAST4R0P1	96	10	None	None	G3T2	S2	1B.1	BLM_S-Sensitive, SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Valley & foothill grassland
<i>Chloropyron molle</i> ssp. <i>molle</i>	soft salty bird's-beak	Dicots	PDSCR0J0D2	27	1	Endangered	Rare	G2T1	S1	1B.2	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Marsh & swamp, Salt marsh, Wetland
<i>Cicuta maculata</i> var. <i>bolanderi</i>	Bolander's water-hemlock	Dicots	PDAP10M051	17	3	None	None	G5T4T5	S2?	2B.1	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Marsh & swamp, Salt marsh, Wetland
<i>Cryptantha hooveri</i>	Hoover's cryptantha	Dicots	PDBOR0A190	4	1	None	None	GH	SH	1A	null	Interior dunes, Valley & foothill grassland

Delphinium recurvatum	recurved larkspur	Dicots	PDRAN0B1J0	119	4	None	None	G2?	S2?	1B.2	BLM_S-Sensitive, SB_SBBG-Santa Barbara Botanic Garden	Chenopod scrub, Cismontane woodland, Valley & foothill grassland
Downingia pusilla	dwarf downingia	Dicots	PDCAM060C0	132	2	None	None	GU	S2	2B.2	null	Valley & foothill grassland, Vernal pool, Wetland
Eriogonum nudum var. psychicola	Antioch Dunes buckwheat	Dicots	PDPGN0849Q	1	1	None	None	G5T1	S1	1B.1	null	Interior dunes
Eriogonum truncatum	Mt. Diablo buckwheat	Dicots	PDPGN085Z0	7	3	None	None	G1	S1	1B.1	SB_UCBG-UC Botanical Garden at Berkeley	Chaparral, Coastal scrub, Valley & foothill grassland
Eryngium jepsonii	Jepson's coyote-thistle	Dicots	PDAPI0Z130	19	1	None	None	G2	S2	1B.2	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Valley & foothill grassland, Vernal pool
Eryngium racemosum	Delta button-celery	Dicots	PDAPI0Z0S0	26	1	None	Endangered	G1	S1	1B.1	null	Riparian scrub, Wetland
Eryngium spinosepalum	spiny-sepaled button-celery	Dicots	PDAPI0Z0Y0	108	1	None	None	G2	S2	1B.2	BLM_S-Sensitive, SB_SBBG-Santa Barbara Botanic Garden	Valley & foothill grassland, Vernal pool, Wetland
Erysimum capitatum var. angustatum	Contra Costa wallflower	Dicots	PDBRA16052	4	4	Endangered	Endangered	G5T1	S1	1B.1	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Interior dunes
Eschscholzia rhombipetala	diamond-petaled California poppy	Dicots	PDPAP0A0D0	12	3	None	None	G1	S1	1B.1	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_UCBG-UC Botanical Garden at Berkeley	Valley & foothill grassland
Extriplex joaquinana	San Joaquin spearscale	Dicots	PDCHE041F3	127	47	None	None	G2	S2	1B.2	BLM_S-Sensitive, SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Alkali playa, Chenopod scrub, Meadow & seep, Valley & foothill grassland
Fritillaria liliacea	fragrant fritillary	Monocots	PMLIL0V0C0	82	1	None	None	G2	S2	1B.2	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, USFS_S-Sensitive	Cismontane woodland, Coastal prairie, Coastal scrub, Ultramafic, Valley & foothill grassland
Helianthella castanea	Diablo helianthella	Dicots	PDAST4M020	107	19	None	None	G2	S2	1B.2	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Broadleaved upland forest, Chaparral, Cismontane woodland, Coastal scrub, Valley & foothill grassland
Hesperolinon breweri	Brewer's western flax	Dicots	PDLIN01030	29	12	None	None	G2	S2	1B.2	null	Chaparral, Cismontane woodland, Ultramafic, Valley & foothill grassland
Hibiscus lasiocarpus var. occidentalis	woolly rose-mallow	Dicots	PDMAL0H0R3	173	60	None	None	G5T3	S3	1B.2	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_UCBG-UC Botanical Garden at Berkeley	Freshwater marsh, Marsh & swamp, Wetland
Lasthenia conjugens	Contra Costa goldfields	Dicots	PDAST5L040	36	1	Endangered	None	G1	S1	1B.1	SB_UCBG-UC Botanical Garden at Berkeley	Alkali playa, Cismontane woodland, Valley & foothill grassland, Vernal pool, Wetland
Lathyrus jepsonii var. jepsonii	Delta tule pea	Dicots	PDFAB250D2	133	38	None	None	G5T2	S2	1B.2	SB_BerrySB-Berry Seed Bank, SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Freshwater marsh, Marsh & swamp, Wetland
Lilaeopsis masonii	Mason's lilaeopsis	Dicots	PDAPI19030	198	119	None	Rare	G2	S2	1B.1	null	Freshwater marsh, Marsh & swamp, Riparian scrub, Wetland
Limosella australis	Delta mudwort	Dicots	PDSCR10030	59	45	None	None	G4G5	S2	2B.1	null	Brackish marsh, Freshwater marsh, Marsh & swamp, Riparian scrub, Wetland
Madia radiata	showy golden madia	Dicots	PDAST650E0	100	2	None	None	G3	S3	1B.1	BLM_S-Sensitive, SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_SBBG-Santa Barbara Botanic Garden	Cismontane woodland, Valley & foothill grassland
Malacothamnus hallii	Hall's bush-mallow	Dicots	PDMAL0Q0F0	46	1	None	None	G2	S2	1B.2	BLM_S-Sensitive, SB_CalBG/RSABG-California/Rancho Santa Ana Botanic	Chaparral, Coastal scrub, Ultramafic

											Garden	
Navarretia nigelliformis ssp. radians	shining navarretia	Dicots	PDPLM0C0J2	102	4	None	None	G4T2	S2	1B.2	BLM_S-Sensitive	Cismontane woodland, Valley & foothill grassland, Vernal pool, Wetland
Oenothera deltooides ssp. howellii	Antioch Dunes evening-primrose	Dicots	PDONA0C0B4	10	9	Endangered	Endangered	G5T1	S1	1B.1	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_UCBG-UC Botanical Garden at Berkeley	Interior dunes
Plagiobothrys hystriculus	bearded popcornflower	Dicots	PDBOR0V0H0	15	1	None	None	G2	S2	1B.1	null	Valley & foothill grassland, Vernal pool, Wetland
Potamogeton zosteriformis	eel-grass pondweed	Monocots	PMPOT03160	20	1	None	None	G5	S3	2B.2	null	Marsh & swamp, Wetland
Puccinellia simplex	California alkali grass	Monocots	PMPOA53110	80	6	None	None	G2	S2	1B.2	BLM_S-Sensitive	Chenopod scrub, Meadow & seep, Valley & foothill grassland, Vernal pool
Scutellaria galericulata	marsh skullcap	Dicots	PDLAM1U0J0	39	3	None	None	G5	S2	2B.2	null	Lower montane coniferous forest, Marsh & swamp, Meadow & seep, Wetland
Scutellaria lateriflora	side-flowering skullcap	Dicots	PDLAM1U0Q0	13	1	None	None	G5	S2	2B.2	IUCN_LC-Least Concern	Marsh & swamp, Meadow & seep, Wetland
Senecio aphanactis	chaparral ragwort	Dicots	PDAST8H060	98	2	None	None	G3	S2	2B.2	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_CRES-San Diego Zoo CRES Native Gene Seed Bank	Chaparral, Cismontane woodland, Coastal scrub
Sidalcea keckii	Keck's checkerbloom	Dicots	PDMAL110D0	50	1	Endangered	None	G2	S2	1B.1	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Cismontane woodland, Ultramafic, Valley & foothill grassland
Spergularia macrotheca var. longistyla	long-styled sand-spurrey	Dicots	PDCAR0W062	22	9	None	None	G5T2	S2	1B.2	null	Marsh & swamp, Meadow & seep
Symphotrichum lentum	Suisun Marsh aster	Dicots	PDASTE8470	175	73	None	None	G2	S2	1B.2	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_USDA-US Dept of Agriculture	Brackish marsh, Freshwater marsh, Marsh & swamp, Wetland
Tropidocarpum capparideum	caper-fruited tropidocarpum	Dicots	PDBRA2R010	20	8	None	None	G1	S1	1B.1	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, USFS_S-Sensitive	Valley & foothill grassland
Viburnum ellipticum	oval-leaved viburnum	Dicots	PDCPR07080	39	2	None	None	G4G5	S3?	2B.3	null	Chaparral, Cismontane woodland, Lower montane coniferous forest

Project Name	County	Address	Project Type	Phase	Area (sq ft)	City	Coordinates	Notes	Status	Agency	Permit Number	Comments	Notes																
Changepoint	Maricopa	18400 N	Residential	Approved	1	1704	30851	3017612	1	Glad	Approved/Defunct	Specific/Unbound area	20 Utilities	Nativity/Notre occurrence	Canada	Canada	Antonia North (2012)17	10	2833489	121.78420	33.75589	109.40253	120N, 96E2, Sec. 17, 18-20	ANTONIA NORTH, EAST PART OF WESTERN TOWN, TOWN, VILLAGE, UNINCORPORATED AREA. (SEE 3017612 AND 3017611 FOR WESTERN TOWN TRACTS)	DATELINE OF ANTONIA NORTH WEST, BEYOND WEST	OWNERS AGREE TO SPLIT SOUTH-WEST QUARTER AND WEST-SOUTH QUARTER INTO 2 LOTS OF APPROXIMATELY 1.7 ACRES EACH. THE WEST-SOUTH QUARTER WILL BE CONVEYED TO THE CITY OF ANTONIA NORTH, AND THE WESTERN TOWN TRACTS WILL BE CONVEYED TO THE CITY OF ANTONIA NORTH.	Non-retail plant impacts	COURTESY WILSON SHOULD BE REMOVED.	A SMALL POPULATION OF SEVERAL BIRDY BIRDS WAS OBSERVED IN 1971-1974 - 10-14-1974 AT PLANTS OBSERVED IN 1973-1974. IN 1975-1976, 1978-1979, 1981-1982, 1984-1985, 1987-1988, 1990-1991, 1993-1994, 1996-1997, 1999-2000, 2002-2003, 2005-2006, 2008-2009, 2011-2012, 2014-2015, 2017-2018, 2020-2021, 2023-2024, 2026-2027, 2029-2030, 2032-2033, 2035-2036, 2038-2039, 2041-2042, 2044-2045, 2047-2048, 2050-2051, 2053-2054, 2056-2057, 2059-2060, 2062-2063, 2065-2066, 2068-2069, 2071-2072, 2074-2075, 2077-2078, 2080-2081, 2083-2084, 2086-2087, 2089-2090, 2092-2093, 2095-2096, 2098-2099, 2101-2102, 2104-2105, 2107-2108, 2110-2111, 2113-2114, 2116-2117, 2119-2120, 2122-2123, 2125-2126, 2128-2129, 2131-2132, 2134-2135, 2137-2138, 2140-2141, 2143-2144, 2146-2147, 2149-2150, 2152-2153, 2155-2156, 2158-2159, 2161-2162, 2164-2165, 2167-2168, 2170-2171, 2173-2174, 2176-2177, 2179-2180, 2182-2183, 2185-2186, 2188-2189, 2191-2192, 2194-2195, 2197-2198, 2200-2201, 2203-2204, 2206-2207, 2209-2210, 2212-2213, 2215-2216, 2218-2219, 2221-2222, 2224-2225, 2227-2228, 2230-2231, 2233-2234, 2236-2237, 2239-2240, 2242-2243, 2245-2246, 2248-2249, 2251-2252, 2254-2255, 2257-2258, 2260-2261, 2263-2264, 2266-2267, 2269-2270, 2272-2273, 2275-2276, 2278-2279, 2281-2282, 2284-2285, 2287-2288, 2290-2291, 2293-2294, 2296-2297, 2299-2300, 2302-2303, 2305-2306, 2308-2309, 2311-2312, 2314-2315, 2317-2318, 2320-2321, 2323-2324, 2326-2327, 2329-2330, 2332-2333, 2335-2336, 2338-2339, 2341-2342, 2344-2345, 2347-2348, 2350-2351, 2353-2354, 2356-2357, 2359-2360, 2362-2363, 2365-2366, 2368-2369, 2371-2372, 2374-2375, 2377-2378, 2380-2381, 2383-2384, 2386-2387, 2389-2390, 2392-2393, 2395-2396, 2398-2399, 2401-2402, 2404-2405, 2407-2408, 2410-2411, 2413-2414, 2416-2417, 2419-2420, 2422-2423, 2425-2426, 2428-2429, 2431-2432, 2434-2435, 2437-2438, 2440-2441, 2443-2444, 2446-2447, 2449-2450, 2452-2453, 2455-2456, 2458-2459, 2461-2462, 2464-2465, 2467-2468, 2470-2471, 2473-2474, 2476-2477, 2479-2480, 2482-2483, 2485-2486, 2488-2489, 2491-2492, 2494-2495, 2497-2498, 2500-2501, 2503-2504, 2506-2507, 2509-2510, 2512-2513, 2515-2516, 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2791-2792, 2794-2795, 2797-2798, 2800-2801, 2803-2804, 2806-2807, 2809-2810, 2812-2813, 2815-2816, 2818-2819, 2821-2822, 2824-2825, 2827-2828, 2830-2831, 2833-2834, 2836-2837, 2839-2840, 2842-2843, 2845-2846, 2848-2849, 2851-2852, 2854-2855, 2857-2858, 2860-2861, 2862-2863, 2865-2866, 2868-2869, 2871-2872, 2874-2875, 2877-2878, 2880-2881, 2883-2884, 2886-2887, 2889-2890, 2892-2893, 2895-2896, 2898-2899, 2901-2902, 2904-2905, 2907-2908, 2910-2911, 2913-2914, 2916-2917, 2919-2920, 2922-2923, 2925-2926, 2928-2929, 2931-2932, 2934-2935, 2937-2938, 2940-2941, 2943-2944, 2946-2947, 2949-2950, 2952-2953, 2955-2956, 2958-2959, 2961-2962, 2964-2965, 2967-2968, 2970-2971, 2973-2974, 2976-2977, 2979-2980, 2982-2983, 2985-2986, 2988-2989, 2991-2992, 2994-2995, 2997-2998, 3000-3001, 3003-3004, 3006-3007, 3009-3010, 3012-3013, 3015-3016, 3018-3019, 3021-3022, 3024-3025, 3027-3028, 3030-3031, 3033-3034, 3036-3037, 3039-3040, 3042-3043, 3045-3046, 3048-3049, 3051-3052, 3054-3055, 3057-3058, 3060-3061, 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3874-3875, 3877-3878, 3880-3881, 3883-3884, 3886-3887, 3889-3890, 3892-3893, 3895-3896, 3898-3899, 3901-3902, 3904-3905, 3907-3908, 3910-3911, 3913-3914, 3916-3917, 3919-3920, 3922-3923, 3925-3926, 3928-3929, 3931-3932, 3934-3935, 3937-3938, 3940-3941, 3943-3944, 3946-3947, 3949-3950, 3952-3953, 3955-3956, 3958-3959, 3961-3962, 3964-3965, 3967-3968, 3970-3971, 3973-3974, 3976-3977, 3979-3980, 3982-3983, 3985-3986, 3988-3989, 3991-3992, 3994-3995, 3997-3998, 4000-4001, 4003-4004, 4006-4007, 4009-4010, 4012-4013, 4015-4016, 4018-4019, 4021-4022, 4024-4025, 4027-4028, 4030-4031, 4033-4034, 4036-4037, 4039-4040, 4042-4043, 4045-4046, 4048-4049, 4051-4052, 4054-4055, 4057-4058, 4060-4061, 4063-4064, 4066-4067, 4068-4069, 4071-4072, 4074-4075, 4077-4078, 4080-4081, 4083-4084, 4086-4087, 4089-4090, 4092-4093, 4095-4096, 4098-4099, 4101-4102, 4104-4105, 4107-4108, 4110-4111, 4113-4114, 4116-4117, 4119-4120, 4122-4123, 4125-4126, 4128-4129, 4131-4132, 4134-4135, 4137-4138, 4140-4141, 4143-4144, 4146-4147, 4149-4150, 4152-4153, 4155-4156, 4158-4159, 4161-4162, 4164-4165, 4167-4168, 4170-4171, 4173-4174, 4176-4177, 4179-4180, 4182-4183, 4185-4186, 4188-4189, 4191-4192, 4194-4195, 4197-4198, 4200-4201, 4203-4204, 4206-4207, 4209-4210, 4212-4213, 4215-4216, 4218-4219, 4221-4222, 4224-4225, 4227-4228, 4230-4231, 4233-4234, 4236-4237, 4239-4240, 4242-4243, 4245-4246, 4248-4249, 4251-4252, 4254-4255, 4257-4258, 4260-4261, 4262-4263, 4265-4266, 4268-4269, 4271-4272, 4274-4275, 4277-4278, 4280-4281, 4283-4284, 4286-4287, 4289-4290, 4292-4293, 4295-4296, 4298-4299, 4301-4302, 4304-4305, 4307-4308, 4310-4311, 4313-4314, 4316-4317, 4319-4320, 4322-4323, 4325-4326, 4328-4329, 4331-4332, 4334-4335, 4337-4338, 4340-4341, 4343-4344, 4346-4347, 4349-4350, 4352-4353, 4355-4356, 4358-4359, 4361-4362, 4364-4365, 4367-4368, 4370-4371, 4373-4374, 4376-4377, 4379-4380, 4382-4383, 4385-4386, 4388-4389, 4391-4392, 4394-4395, 4397-4398, 4400-4401, 4403-4404, 4406-4407, 4409-4410, 4412-4413, 4415-4416, 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4686-4687, 4689-4690, 4692-4693, 4695-4696, 4698-4699, 4701-4702, 4704-4705, 4707-4708, 4710-4711, 4713-4714, 4716-4717, 4719-4720, 4722-4723, 4725-4726, 4728-4729, 4731-4732, 4734-4735, 4737-4738, 4740-4741, 4743-4744, 4746-4747, 4749-4750, 4752-4753, 4755-4756, 4758-4759, 4761-4762, 4764-4765, 4767-4768, 4770-4771, 4773-4774, 4776-4777, 4779-4780, 4782-4783, 4785-4786, 4788-4789, 4791-4792, 4794-4795, 4797-4798, 4800-4801, 4803-4804, 4806-4807, 4809-4810, 4812-4813, 4815-4816, 4818-4819, 4821-4822, 4824-4825, 4827-4828, 4830-4831, 4833-4834, 4836-4837, 4839-4840, 4842-4843, 4845-4846, 4848-4849, 4851-4852, 4854-4855, 4857-4858, 4860-4861, 4862-4863, 4865-4866, 4868-4869, 4871-4872, 4874-4875, 4877-4878, 4880-4881, 4883-4884, 4886-4887, 4889-4890, 4892-4893, 4895-4896, 4898-4899, 4901-4902, 4904-4905, 4907-4908, 4910-4911, 4913-4914, 4916-4917, 4919-4920, 4922-4923, 4925-4926, 4928-4929, 4931-4932, 4934-4935, 4937-4938, 4940-4941, 4943-4944, 4946-4947, 4949-4950, 4952-4953, 4955-4956, 4958-4959, 4961-4962, 4964-4965, 4967-4968, 4970-4971, 4973-4974, 4976-4977, 4979-4980, 4982-4983, 4985-4986, 4988-4989, 4991-4992, 4994-4995, 4997-4998, 5000-5001, 5003-5004, 5006-5007, 5009-5010, 5012-5013, 5014-5015, 5017-5018, 5020-5021, 5023-5024, 5026-5027, 5029-5030, 5032-5033, 5034-5035, 5037-5038, 5040-5041, 5043-5044, 5046-5047, 5049-5050, 5052-5053, 5054-5055, 5057-5058, 5060-5061, 5062-5063, 5065-5066, 5068-5069, 5071-5072, 5074-5075, 5077-5078, 5080-5081, 5083-5084, 5086-5087, 5089-5090, 5092-5093, 5095-5096, 5098-5099, 5101-5102, 5104-5105, 5107-5108, 5110-5111, 5113-5114, 5116-5117, 5119-5120, 5122-5123, 5125-5126, 5128-5129, 5131-5132, 5134-5135, 5137-5138, 5140-5141, 5143-5144, 5146-5147, 5149-5150, 5152-5153, 5155-5156, 5158-5

Query Summary:

Quad IS (Antioch North (3812117) OR Antioch South (3712187) OR Jersey Island (3812116) OR Bouldin Island (3812115) OR Brentwood (3712186) OR Woodward Island (3712185) OR Tassajara (3712177) OR Byron Hot Springs (3712176) OR Clifton Court Forebay (3712175))
 AND Federal Listing Status IS (Endangered OR Threatened OR Proposed Endangered OR Proposed Threatened OR Candidate) OR State Listing Status IS (Endangered OR Threatened OR Candidate Endangered OR Candidate Threatened)

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CNDDDB Element Query Results

Scientific Name	Common Name	Taxonomic Group	Element Code	Total Occs	Returned Occs	Federal Status	State Status	Global Rank	State Rank	CA Rare Plant Rank	Other Status	Habitats
Acipenser medirostris pop. 1	green sturgeon - southern DPS	Fish	AFCAA01031	14	2	Threatened	None	G2T1	S1	null	AFS_VU-Vulnerable, IUCN_EN-Endangered	Aquatic, Estuary, Marine bay, Sacramento/San Joaquin flowing waters
Agelaius tricolor	tricolored blackbird	Birds	ABPBXB0020	955	11	None	Threatened	G1G2	S2	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_EN-Endangered, USFWS_BCC-Birds of Conservation Concern	Freshwater marsh, Marsh & swamp, Swamp, Wetland
Ambystoma californiense pop. 1	California tiger salamander - central California DPS	Amphibians	AAAAA01181	1273	214	Threatened	Threatened	G2G3T3	S3	null	CDFW_WL-Watch List, IUCN_VU-Vulnerable	Cismontane woodland, Meadow & seep, Riparian woodland, Valley & foothill grassland, Vernal pool, Wetland
Amsinckia grandiflora	large-flowered fiddleneck	Dicots	PDBOR01050	9	4	Endangered	Endangered	G1	S1	1B.1	SB_UCBG-UC Botanical Garden at Berkeley	Cismontane woodland, Valley & foothill grassland
Apodemia mormo langei	Lange's metalmark butterfly	Insects	IILEPH7012	1	1	Endangered	None	G5T1	S1	null	null	Interior dunes
Bombus crotchii	Crotch bumble bee	Insects	IIHYM24480	437	1	None	Candidate Endangered	G2	S2	null	IUCN_EN-Endangered	null
Bombus occidentalis	western bumble bee	Insects	IIHYM24252	306	4	None	Candidate Endangered	G3	S1	null	IUCN_VU-Vulnerable, USFS_S-Sensitive	null
Branchinecta conservatio	Conservancy fairy shrimp	Crustaceans	ICBRA03010	53	1	Endangered	None	G2	S2	null	IUCN_EN-Endangered	Valley & foothill grassland, Vernal pool, Wetland
Branchinecta longiantenna	longhorn fairy shrimp	Crustaceans	ICBRA03020	23	5	Endangered	None	G2	S2	null	IUCN_EN-Endangered	Valley & foothill grassland, Vernal pool, Wetland
Branchinecta lynchi	vernal pool fairy shrimp	Crustaceans	ICBRA03030	796	21	Threatened	None	G3	S3	null	IUCN_VU-Vulnerable	Valley & foothill grassland, Vernal pool, Wetland
Buteo swainsoni	Swainson's hawk	Birds	ABNKC19070	2561	71	None	Threatened	G5	S4	null	BLM_S-Sensitive, IUCN_LC-Least Concern	Great Basin grassland, Riparian forest, Riparian woodland, Valley & foothill grassland
Chloropyron molle ssp. molle	soft salty bird's-beak	Dicots	PDSCR0J0D2	27	1	Endangered	Rare	G2T1	S1	1B.2	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Marsh & swamp, Salt marsh, Wetland
Eryngium racemosum	Delta button-celery	Dicots	PDAPI0Z0S0	26	1	None	Endangered	G1	S1	1B.1	null	Riparian scrub, Wetland
Erysimum capitatum var.	Contra Costa wallflower	Dicots	PDBRA16052	4	4	Endangered	Endangered	G5T1	S1	1B.1	SB_CalBG/RSABG-California/Rancho Santa Ana	Interior dunes

angustatum											Botanic Garden	
Hypomesus transpacificus	Delta smelt	Fish	AFCHB01040	29	12	Threatened	Endangered	G1	S1	null	AFS_TH-Threatened, IUCN_CR-Critically Endangered	Aquatic, Estuary
Lasthenia conjugens	Contra Costa goldfields	Dicots	PDAST5L040	36	1	Endangered	None	G1	S1	1B.1	SB_UCBG-UC Botanical Garden at Berkeley	Alkali playa, Cismontane woodland, Valley & foothill grassland, Vernal pool, Wetland
Laterallus jamaicensis coturniculus	California black rail	Birds	ABNME03041	303	22	None	Threatened	G3T1	S2	null	BLM_S-Sensitive, CDFW_FP-Fully Protected, IUCN_EN-Endangered	Brackish marsh, Freshwater marsh, Marsh & swamp, Salt marsh, Wetland
Lepidurus packardii	vernal pool tadpole shrimp	Crustaceans	ICBRA10010	330	2	Endangered	None	G3	S3	null	IUCN_EN-Endangered	Valley & foothill grassland, Vernal pool, Wetland
Masticophis lateralis euryxanthus	Alameda whipsnake	Reptiles	ARADB21031	167	18	Threatened	Threatened	G4T2	S2	null	null	Chaparral, Cismontane woodland, Coastal scrub, Valley & foothill grassland
Oenothera deltooides ssp. howellii	Antioch Dunes evening-primrose	Dicots	PDONA0C0B4	10	9	Endangered	Endangered	G5T1	S1	1B.1	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_UCBG-UC Botanical Garden at Berkeley	Interior dunes
Oncorhynchus mykiss irideus pop. 11	steelhead - Central Valley DPS	Fish	AFCHA0209K	31	2	Threatened	None	G5T2Q	S2	null	AFS_TH-Threatened	Aquatic, Sacramento/San Joaquin flowing waters
Rana boylei pop. 4	foothill yellow-legged frog - central coast DPS	Amphibians	AAABH01054	178	1	Proposed Threatened	Endangered	G3T2	S2	null	BLM_S-Sensitive, USFS_S-Sensitive	Aquatic, Riparian forest, Riparian scrub, Riparian woodland, South coast flowing waters
Rana draytonii	California red-legged frog	Amphibians	AAABH01022	1686	184	Threatened	None	G2G3	S2S3	null	CDFW_SSC-Species of Special Concern, IUCN_VU-Vulnerable	Aquatic, Artificial flowing waters, Artificial standing waters, Freshwater marsh, Marsh & swamp, Riparian forest, Riparian scrub, Riparian woodland, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters, South coast flowing waters, South coast standing waters, Wetland
Reithrodontomys raviventris	salt-marsh harvest mouse	Mammals	AMAFF02040	144	7	Endangered	Endangered	G1G2	S3	null	CDFW_FP-Fully Protected, IUCN_EN-Endangered	Marsh & swamp, Wetland
Riparia riparia	bank swallow	Birds	ABPAU08010	299	1	None	Threatened	G5	S3	null	BLM_S-Sensitive, IUCN_LC-Least Concern	Riparian scrub, Riparian woodland
Sidalcea keckii	Keck's checkerbloom	Dicots	PDMAL110D0	50	1	Endangered	None	G2	S2	1B.1	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Cismontane woodland, Ultramafic, Valley & foothill grassland
Spirinchus thaleichthys	longfin smelt	Fish	AFCHB03010	46	9	Candidate	Threatened	G5	S1	null	IUCN_LC-Least Concern	Aquatic, Estuary
Thaleichthys pacificus	eulachon	Fish	AFCHB04010	10	1	Threatened	None	G5	S1	null	IUCN_LC-Least Concern	Aquatic, Klamath/North coast flowing waters
Thamnophis gigas	giant gartersnake	Reptiles	ARADB36150	373	11	Threatened	Threatened	G2	S2	null	IUCN_VU-Vulnerable	Marsh & swamp, Riparian scrub, Wetland
Vulpes macrotis mutica	San Joaquin kit fox	Mammals	AMAJA03041	1020	32	Endangered	Threatened	G4T2	S3	null	null	Chenopod scrub, Valley & foothill grassland

SciName	ComName	TaxonGrou	ElmCode	FedList	CallList	GRank	SRank	RPlantRan	OthrStatus	OccNumbe	EONdx	Mapndx	ElmDate	SiteDate	Sensitive	OccRank	Presence	Accuracy	AccuracyO	Trend	OccType	County	Quad	Elevation	Latitude	Longitude	UTM	PLSS	Location	LocDetails	Ecological	ThreatList	Threat	General	OwnerMgt	LastUpdate	KeyQuad	UTMZone	UTME	UTMN								
Rana drayt	California r Amphibian	AAABH010	Threatener	None		G2G3	S2S3			CDFW_SSC	198	1543	33470	20020509	20020509	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Alameda	Byron Hot	1240	37.76924	-121.709	Zone-10 N-TO2S, R02E 0.5 MILE N	FELLERS SI	HABITAT	CONSISTS	OF A	STOCK	PI 3	ADULTS	EBRPD-BRL	#####	Byron Hot	10	613681	4180996							
Rana drayt	California r Amphibian	AAABH010	Threatener	None		G2G3	S2S3			CDFW_SSC	193	1552	33465	19940513	19940513	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos	Antioch So	440	37.93702	-121.864	Zone-10 N-TO2N, R02I	NORTH OF	SIDNEY FLA	HABITAT	CONSISTS	OF A	STOCK	PI 1	ADULT A	EBRPD-BLA	#####	Antioch So	10	599813	4203430						
Rana drayt	California r Amphibian	AAABH010	Threatener	None		G2G3	S2S3			CDFW_SSC	197	1553	33469	19940518	19940518	N	C-Fair	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos	Byron Hot	425	37.79813	-121.684	Zone-10 N-TO1S, R03E	2.9 MILES	NNE OF	BRL	HABITAT	C	Non-native	POSSIBLE	T >30	ADULT	EBRPD-BRL	#####	Byron Hot	10	615863	4184233					
Rana drayt	California r Amphibian	AAABH010	Threatener	None		G2G3	S2S3			CDFW_SSC	135	1790	33114	19820118	19820118	N	U-Unknown	Presumed	Circular fe:	50	Unknown	Natural/Na	Contra Cos	Antioch So	600	37.89727	-121.859	Zone-10 N-TO1N, R02I	MARSH	CREEK, 1	MILE	HABITAT	C	Developm	THREATS	IF 1	ADULT	O	UNKNOWN	#####	Antioch So	10	600275	4195030				
Ambystom	California t Amphibian	AAAAA011	Threatener	Threatener		G2G3T3	S3			CDFW_WL	20	1791	33110	2006XXXX	2006XXXX	N	A-Excellent	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos	Antioch So	360	37.93762	-121.805	Zone-10 N-TO1N, R02I	WEST	END	STE	R0DYI	HABITAT	C	Dam/Inunc	THREATS	>100	LARV	UNKNOWN	#####	Antioch So	10	604976	4199566				
Masticophi	Alameda w Reptiles	ARADB210	Threatener	Threatener		G4T2	S2				36	1792	33163	20060517	20060517	N	B-Good	Presumed	Non-specif	30	Unknown	Natural/Na	Contra Cos	Antioch So	850	37.95488	-121.865	Zone-10 N-TO1N, R01I	"SOMERSV	MAPPED	TI	HABITAT	C	Vehicle	col	THREATEN	1	FEMALE	E	EBRPD-BLA	#####	Antioch So	10	599706	4201416			
Rana drayt	California r Amphibian	AAABH010	Threatener	None		G2G3	S2S3			CDFW_SSC	129	2106	33108	19980624	19980624	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos	Byron Hot	400	37.81027	-121.678	Zone-10 N-TO1S, R03E	3.5 MILES	SW OF	BYRC	HABITAT	C	FENCED	AN	UNKNC	PVT	#####	Byron Hot	10	616393	4185587						
Rana drayt	California r Amphibian	AAABH010	Threatener	None		G2G3	S2S3			CDFW_SSC	130	2107	75118	20110705	20110705	N	C-Fair	Presumed	Non-specif	30	Unknown	Natural/Na	Contra Cos	Byron Hot	220	37.81211	-121.666	Zone-10 N-TO1S, R03E	2.5 MILES	(FEATURE	P	HABITAT	IS	Grazing	C	VEHICLE	TF	SEC	29	POI	CCA	COUN	#####	Byron Hot	10	617439	4185807	
Ambystom	California t Amphibian	AAAAA011	Threatener	Threatener		G2G3T3	S3			CDFW_WL	23	2108	33105	20170501	20170501	N	B-Good	Presumed	Non-specif	30	Unknown	Natural/Na	Contra Cos	Clifton Cou	61	37.81968	-121.625	Zone-10 N-TO1S, R03E	ABOUT	1.3	W	POLYGG	STOCK	POI	Grazing	N	CATTLE	GR	306	JUVEN	CCA	COUN	#####	Clifton Cou	10	620990	4186699	
Ambystom	California t Amphibian	AAAAA011	Threatener	Threatener		G2G3T3	S3			CDFW_WL	24	2109	33104	19970716	19970716	N	C-Fair	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos	Byron Hot	60	37.83562	-121.633	Zone-10 N-TO1S, R03E	0.2 MILE	SI	NEAR	NOR	HABITAT	C	Improper	t	POSSIBLE	T	>100	LARV	CCA	COUN	#####	Byron Hot	10	620247	4188456	
Rana drayt	California r Amphibian	AAABH010	Threatener	None		G2G3	S2S3			CDFW_SSC	127	2110	93802	20100217	20100217	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos	Byron Hot	140	37.83455	-121.663	Zone-10 N-TO1S, R03E	1.8 MILES	SW OF	BYRC	HABITAT	C	Grazing	POSSIBLE	T	5	ADULTS	E	BRPD	#####	Byron Hot	10	617624	4188300			
Ambystom	California t Amphibian	AAAAA011	Threatener	Threatener		G2G3T3	S3			CDFW_WL	25	2111	95853	20170605	20170605	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na	Contra Cos	Byron Hot	140	37.83372	-121.664	Zone-10 N-TO1S, R03E	1.8 MILES	'	MAPPED	TI	1982-2010	Grazing	N	POSSIBLE	T	1	ADULT	SI	E	BRPD	#####	Byron Hot	10	617555	4188207	
Rana drayt	California r Amphibian	AAABH010	Threatener	None		G2G3	S2S3			CDFW_SSC	128	2113	33107	19940426	19940426	N	C-Fair	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos	Byron Hot	120	37.84447	-121.663	Zone-10 N-TO1S, R03E	1.5 MILES	WEST	OF	BY	HABITAT	C	Grazing	POSSIBLE	T	AN	UNKNC	PVT	#####	Byron Hot	10	617615	4189400			
Rana drayt	California r Amphibian	AAABH010	Threatener	None		G2G3	S2S3			CDFW_SSC	125	4056	30850	19940518	19940518	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Alameda	Byron Hot	1040	37.77185	-121.698	Zone-10 N-TO2S, R02E	0.5 MILE	NE	OF	BRUS-	HABITAT	CONSISTS	OF	A	SPRING-	I	2	ADULT	FI	E	BRPD-BRL	#####	Byron Hot	10	614694	4181300
Ambystom	California t Amphibian	AAAAA011	Threatener	Threatener		G2G3T3	S3			CDFW_WL	70	4057	B6547	2002XXXX	2002XXXX	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Alameda	Byron Hot	920	37.77485	-121.697	Zone-10 N-TO2S, R02E	0.5 MILE	N	SITE	NAMES	HABITAT	CONSISTED	OF	A	BERME	2	LARVAE	E	BRPD-BRL	#####	Byron Hot	10	614787	4181634		
Ambystom	California t Amphibian	AAAAA011	Threatener	Threatener		G2G3T3	S3			CDFW_WL	71	4058	30849	20150508	20150508	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na	Alameda	Byron Hot	1239	37.76891	-121.709	Zone-10 N-TO2S, R02E	0.3 MILE	W	PONDS	BPI	HABITAT	CONSISTED	OF	A	30-F	T	100+	LARV	LIVERMOR	#####	Byron Hot	10	613669	4180960		
Ambystom	California t Amphibian	AAAAA011	Threatener	Threatener		G2G3T3	S3			CDFW_WL	72	4060	30848	19940513	19940513	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos	Antioch So	450	37.96728	-121.837	Zone-10 N-TO1N, R01I	0.5 MILE	SW	OF	CONT	HABITAT	CONSISTS	OF	A	125-F	T	X	2	LARVAE	E	BRPD-COI	#####	Antioch So	10	602116	4202822
Ambystom	California t Amphibian	AAAAA011	Threatener	Threatener		G2G3T3	S3			CDFW_WL	73	4061	30847	19940513	19940513	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos	Antioch So	900	37.96726	-121.86	Zone-10 N-TO1N, R01I	0.25 MILE	EAST	OF	SO	HABITAT	CONSISTS	OF	AN	80-F	T	X	10	LARVAE	E	BRPD-BLA	#####	Antioch So	10	600172	4202795
Oenothera	Antioch Du Dicots	PDONA0CC	Endangere	Endangere		G5T1	S1	18.1		SB_UCBG/	9	5204	26065	20110423	20110423	N	C-Fair	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos	Jersey Islar	19	38.00379	-121.729	Zone-10 N-TO2N, R02E	ALONG	LE	NORTH	SID	FINE	SAND	Non-native	THREATEN	12-20	PLAN	CITY	OF	OLA	#####	Jersey Islar	10	611567	4206997		
Ambystom	California t Amphibian	AAAAA011	Threatener	Threatener		G2G3T3	S3			CDFW_WL	107	5680	25540	1992XXXX	1992XXXX	N	U-Unknown	Presumed	Circular fe:	50	Unknown	Natural/Na	Alameda	Byron Hot	875	37.76377	-121.662	Zone-10 N-TO2S, R03E	2.5 MILES	EAST	OF	BRI	2007	AERIAL	PHOTO	SHOWS	THA	'	SHAFFER	SI	UNKNOWN	#####	Byron Hot	10	617881	4180448		
Ambystom	California t Amphibian	AAAAA011	Threatener	Threatener		G2G3T3	S3			CDFW_WL	108	5681	25537	19920515	19940518	N	U-Unknown	Presumed	Specific bo	10	Unknown	Natural/Na	Alameda	Byron Hot	820	37.78018	-121.699	Zone-10 N-TO2S, R02E	ALONG	S	SIDE	OF	NEW	HABITAT	C	Road/trail	-	CONSTRUC	SHAFFER	SI	UNKNOWN	#####	Byron Hot	10	614559	4182223		
Ambystom	California t Amphibian	AAAAA011	Threatener	Threatener		G2G3T3	S3			CDFW_WL	109	5682	25546	19920515	19920515	N	U-Unknown	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos	Byron Hot	950	37.78022	-121.709	Zone-10 N-TO2S, R02E	SOUTH	SIDE	OF	NEW	HABITAT	C	Road/trail	-	CONSTRUC	SHAFFER	SI	UNKNOWN	#####	Byron Hot	10	613729	4182215			
Ambystom	California t Amphibian	AAAAA011	Threatener	Threatener		G2G3T3	S3			CDFW_WL	110	5683	25547	19920515	19920515	N	U-Unknown	Presumed	Specific bo	10	Unknown	Natural/Na	Alameda		Byron Hot	780	37.78131	-121.704	Zone-10 N-TO2S, R02E	2.2 MI	E	O	JUST	NORT	HABITAT	CONSISTS	OF	A	BERM	PC	SHAFFER	SI	UNKNOWN	#####	Byron Hot	10	614158	4182342
Ambystom	California t Amphibian	AAAAA011	Threatener	Threatener		G2G3T3	S3			CDFW_WL	111	5685	25535	20190215	20190215	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na	Contra Cos	Byron Hot	476	37.79635	-121.681	Zone-10 N-TO1S, R03E	EITHER	SID	SHAFFER	SI	HABITAT	C	Road/trail	-	CONSTRUC	7	JUVENILE	E	BRPD	PV	#####	Byron Hot	10	616102	4184039	
Ambystom	California t Amphibian	AAAAA011	Threatener	Threatener		G2G3T3	S3			CDFW_WL	112	5686	25544	19920515	19920515	N	U-Unknown	Presumed	Circular fe:	40	Unknown	Natural/Na	Contra Cos	Byron Hot	120	37.8286	-121.66	Zone-10 N-TO1S, R03E	ABOUT	2.1	MAPPED	G	HABITAT	CONSISTED	OF	A	VERNA	SHAFER	SI	PVT	VAQU	#####	Byron Hot	10	617916	4187644		
Rana drayt	California r Amphibian	AAABH010	Threatener	None		G2G3	S2S3			CDFW_SSC	102	5687	25536	20150404	20150404	N	C-Fair	Presumed	Specific bo	20	Fluctuating	Natural/Na	Contra Cos	Byron Hot	300	37.83363	-121.685	Zone-10 N-TO1S, R03E	PONDS	AB	FEATUR	R	PACIFIC	TREE	FROG	WESTERN	TO	ADULTS	FC	CCWD-LOS	#####	Byron Hot	10	615689	4188171			
Rana drayt	California r Amphibian	AAABH010	Threatener	None		G2G3	S2S3			CDFW_SSC	117	5813	25560	19811112	19811112	N	U-Unknown	Presumed	Circular fe:	50	Unknown	Natural/Na	Contra Cos	Tassajara	780	37.7685	-121.782	Zone-10 N-TO2S, R02E	JUST	NORTH	OF	THE	IF	HABITAT	C	Dam/Inunc	THREATEN	1	ADULT	FI	UNKNOWN	#####	Tassajara	10	607290	4180829		
Rana drayt	California r Amphibian	AAABH010	Threatener	None		G2G3	S2S3			CDFW_SSC	116	5814	25559	19811121	19811121	N	U-Unknown	Presumed	Circular fe:	50	Unknown	Natural/Na	Contra Cos	Tassajara	1025	37.77917	-121.776	Zone-10 N-TO2S, R02E	ALONG	MORGAN	TERI	HABITAT	C	Dam/Inunc	THREATEN</													

Masticophi Alameda w Reptiles	ARADB210	Threatener	Threatener	G4T2	S2		25	12104	17062	19900625	19900625	N	A-Excellent	Presumed	Circular fe:	50	Unknown	Natural/Na	Contra	Cos	Tassajara	(	1780	37.84592	-121.803	Zone-10	N-TO1S, R02E	1.2 MILES S OF MAPPE	T I OAK WOOD Grazing LIVESTOCK SNAKE OBS EBRPD-MC	*****	Tassajara	(	10	605319	4189395	
Apodemia Lange's me Insects	ILLEPH7012	Endangere	None		G5T1	S1		12922	72474	20080829	20080829	Y	U-Unknown	Presumed	Non-spezif	30	Decreasing	Natural/Na	Contra	Cos	Antioch Nc	(	10											0		
Rana drayt California r Amphibian	AAABH010	Threatener	None		G2G3	S2S3		13529	33473	19940512	19940512	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra	Cos	Tassajara	(	1760	37.83329	-121.818	Zone-10	N-TO1S, R01E	3.7 MILES NNE OF TAS HABITAT	CONSISTS OF A STOCK P I AN UNKNK EBRPD-MC	*****	Tassajara	(	10	603979	4187976	
Rana drayt California r Amphibian	AAABH010	Threatener	None		G2G3	S2S3		13530	33472	19940512	19940512	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra	Cos	Tassajara	(	1960	37.82544	-121.811	Zone-10	N-TO1S, R01E	TRIBUTARY TO MARS HABITAT	CONSISTS OF A STOCK P I BOTH ADU EBRPD-MC	*****	Tassajara	(	10	604646	4187113	
Rana drayt California r Amphibian	AAABH010	Threatener	None		G2G3	S2S3		13531	33471	20150430	20150430	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na	Contra	Cos	Tassajara	(	2000	37.82089	-121.794	Zone-10	N-TO1S, R02E	ABOUT 300 NEAR JUNG HABITAT	CONSISTED OF STOCK P I AN UNKNK EBRPD-MC	*****	Tassajara	(	10	606118	4186627	
Rana drayt California r Amphibian	AAABH010	Threatener	None		G2G3	S2S3		13583	17143	19900716	19900716	N	A-Excellent	Presumed	Circular fe:	50	Unknown	Natural/Na	Contra	Cos	Antioch So		550	37.94353	-121.825	Zone-10	N-TO1N, R01I	BLACK DIAMOND MINE, BLACK DI	Grazing EBRPD-BLA	*****	Antioch So		10	603223	4200200		
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			13589	17085	19891126	19891126	N	C-Fair	Presumed	Circular fe:	50	Unknown	Natural/Na	Contra	Cos	Antioch So		300	37.95539	-121.806	Zone-10	N-TO1N, R01I	EMPIRE MINE RD, 0.9 MI S OF LONE	TREE RD INTERSECTION, SE ANT PVT-NORTI	*****	Antioch So		10	604924	4201538		
Oenothera Antioch Du Dicots	PDONA0CC	Endangere	Endangere	G5T1	S1	1B.1		13827	10622	20010414	20010414	N	C-Fair	Presumed	Specific bo	20	Fluctuating	Natural/Na	Contra	Cos	Antioch Nc		40	38.01371	-121.783	Zone-10	N-TO2N, R02I	DUNES EAS SARDIS UN GROWING	Non-native INVASIVE E90 PLANTS PVT, USFW	*****	Antioch Nc		10	606798	4208835		
Oenothera Antioch Du Dicots	PDONA0CC	Endangere	Endangere	G5T1	S1	1B.1		13828	10588	20010407	20010407	N	C-Fair	Presumed	Specific bo	20	Decreasing	Natural/Na	Contra	Cos	Antioch Nc		10	38.01575	-121.796	Zone-10	N-TO2N, R02I	DUNES EAS STAMM UN GROWING	Non-native SAND EXC/ MANU PLA USFW	*****	Antioch Nc		10	605693	4208246		
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			13984	17089	20160411	20160411	N	C-Fair	Presumed	Non-spezif	30	Unknown	Natural/Na	Alameda	Midway	(3		549	37.74482	-121.635	Zone-10	N-TO2S, R03E	1.7 MI OF I MAPPED F I OPEN, GRA	Grazing | C HEAVY COI OBSERVED UNKNOW	*****	Altamont	(	10	620283	4178381	
Oenothera Antioch Du Dicots	PDONA0CC	Endangere	Endangere	G5T1	S1	1B.1		14543	10851	20110610	20110610	N	C-Fair	Presumed	Specific bo	20	Fluctuating	Transplant	Sacramento	Jersey Islar		10	10	38.1176	-121.685	Zone-10	N-TO3N, R03I	NORTHEAS NORTHERN APPEARS T	Non-native THREATEN TRANSLAID DPR-BRAN	*****	Jersey Islar		10	615239	4219680		
Rana drayt California r Amphibian	AAABH010	Threatener	None		G2G3	S2S3		15615	89562	20191002	20191002	N	B-Good	Presumed	Non-spezif	30	Fluctuating	Natural/Na	Contra	Cos	Byron Hot		300	37.84099	-121.723	Zone-10	N-TO1S, R02E	KELLOGG C 1940 SPECI HISTORICA	Dam/Innuc DAM CON/ COLLECTE	CCWD-LOS	*****	Byron Hot		10	612321	4188940	
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			16693	70506	20170511	20170511	N	A-Excellent	Presumed	Specific bo	10	Unknown	Natural/Na	Contra	Cos	Byron Hot		175	37.84502	-121.683	Zone-10	N-TO1S, R03E	CREEK IMP INTERMITT FARM PON	Non-native POSSIBLE C 1 ADULT O	EBRPD-VA	*****	Byron Hot		10	615855	4189437	
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			16985	34032	20170511	20180522	N	A-Excellent	Presumed	Specific bo	10	Unknown	Natural/Na	Contra	Cos	Byron Hot		870	37.80957	-121.703	Zone-10	N-TO1S, R02E	2.3 MI SE C SITE NAME GRASSLAN	Non-native POSSIBLE T MANY JUV	PVT, CCWC	*****	Byron Hot		10	614173	4185479	
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			17575	34022	19811121	19811121	N	C-Fair	Presumed	Specific bo	10	Unknown	Natural/Na	Contra	Cos	Byron Hot		100	37.82684	-121.642	Zone-10	N-TO1S, R02E	ARMSTRO ROADSIDE, GRASSLAN	Non-native BULLFROG ONE ADUL	PVT	*****	Byron Hot		10	619501	4187471	
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			17594	34029	19820214	19820214	N	X-None	Possibly Ex	Specific bo	10	Unknown	Natural/Na	Contra	Cos	Clifton Cou		40	37.83652	-121.624	Zone-10	N-TO1S, R03E	ROADSIDE, BYRON HO FARM PON	Non-native POSSIBLE C 1 ADULT O	PVT	*****	Clifton Cou		10	621105	4188569	
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			17609	34020	20170517	20170517	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na	Contra	Cos	Byron Hot		161	37.84638	-121.673	Zone-10	N-TO1S, R03E	1.1 MILES 'S SITES: PON	HABITAT C Non-native POSSIBLE T 640	JUVENIL PVT	*****	Byron Hot		10	616733	4189600	
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			18023	34023	20180203	20180203	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na	Contra	Cos	Byron Hot		544	37.81638	-121.695	Zone-10	N-TO1S, R03E	ABOUT 2.3 PONDS 18, STOCK	PO Non-native POSSIBLE C 44	JUVENIL EBRPD	*****	Byron Hot		10	614900	4186245	
Oenothera Antioch Du Dicots	PDONA0CC	Endangere	Endangere	G5T1	S1	1B.1		18813	10368	20081006	20081006	N	U-Unknown	Presumed	Specific bo	20	Unknown	Transplant	Contra	Cos	Antioch Nc		5	38.03349	-121.869	Zone-10	N-TO2N, R01I	SOUTHERN MAPPED W IN	SAND DUNES. 10 PLANTS	EBRPD	*****	Antioch Nc		10	599260	4210135	
Oenothera Antioch Du Dicots	PDONA0CC	Endangere	Endangere	G5T1	S1	1B.1		18814	10328	1984XXXX	1984XXXX	N	U-Unknown	Presumed	Circular fe:	50	Unknown	Transplant	Contra	Cos	Antioch North	(38121:	820	38.03964	-121.878	Zone-10	N-TO2N, R01I	ON THE WEST END OF IN	SAND DUNES. ASSC ONLY APP	10 PLANTS PVT, REG P	*****	Honker Bay		10	598480	4210807	
Oenothera Antioch Du Dicots	PDONA0CC	Endangere	Endangere	G5T1	S1	1B.1		18815	10673	19780718	20110509	N	X-None	Possibly Ex	Circular fe:	50	Unknown	Natural/Na	Contra	Cos	Antioch Nc		50	38.00491	-121.764	Zone-10	N-TO2N, R02I	E 18TH ST, EXACT LOCATION	UNK Developm HOUSING I 1	PLANT OI PVT	*****	Antioch Nc		10	608501	4207080	
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			21100	76552	20150403	20150403	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra	Cos	Byron Hot		760	37.822	-121.709	Zone-10	N-TO1S, R02E	SPRING (ST POND D6. I SPRING,	FA Non-native POSSIBLE C 27	JUVENIL CCWD-LOS	*****	Byron Hot		10	613662	4186851	
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			21411	34018	20150403	20150403	N	C-Fair	Presumed	Specific bo	20	Fluctuating	Natural/Na	Contra	Cos	Byron Hot		560	37.83224	-121.707	Zone-10	N-TO1S, R02E	UNNAMED POND D4 I HABITAT	C Foot traffic POSSIBLE T 329	JUVEN CCWD-LOS	*****	Byron Hot		10	613773	4187989	
Rana drayt California r Amphibian	AAABH010	Threatener	None		G2G3	S2S3		21450	31328	19820214	19820214	N	U-Unknown	Presumed	Specific bo	20	Unknown	Natural/Na	Contra	Cos	Antioch So		400	37.88749	-121.817	Zone-10	N-TO1N, R01I	MARSH CREEK, FROM HABITAT	C Dam/Innuc THREATS II 1	ADULT O UNKNOW	*****	Antioch So		10	604027	4193991	
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			21645	34028	19820213	20011030	N	X-None	Possibly Ex	Specific bo	10	Unknown	Natural/Na	Contra	Cos	Byron Hot		30	37.86385	-121.636	Zone-10	N-TO1S, R03E	ROADSIDE, 1982: FAR	FARM PON Agriculture 1982: POS	I 1 ADULT O PVT	*****	Byron Hot		10	620013	4191586	
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			21694	34033	19820610	19820610	N	B-Good	Presumed	Circular fe:	40	Unknown	Natural/Na	Contra	Cos	Byron Hot		260	37.85261	-121.67	Zone-10	N-TO1S, R02E	ABOUT 0.8 MI S OF CA	AREA DESC Non-native POSSIBLE	C 1 ADULT E UNKNOW	*****	Byron Hot		10	617004	4190296	
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			21695	34019	19820407	19820407	N	U-Unknown	Presumed	Circular fe:	50	Unknown	Natural/Na	Contra	Cos	Byron Hot		100	37.84611	-121.654	Zone-10	N-TO1S, R03E	1.2 MI W SPRINGS O SPRINGS,	F Non-native POSSIBLE C 1	ADULT O PVT	*****	Byron Hot		10	618459	4189595	
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			21841	34027	19810213	19810213	N	U-Unknown	Presumed	Specific bo	10	Unknown	Natural/Na	Contra	Cos	Byron Hot		687	37.81565	-121.683	Zone-10	N-TO1S, R03E	NW SIDE O FARM PON FARM	PON Non-native POSSIBLE C 2	ADULTS	(EBRPD	*****	Byron Hot		10	615914	4186178
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			21936	34024	19820214	19820214	N	U-Unknown	Presumed	Specific bo	10	Unknown	Natural/Na	Alameda	Byron Hot		300	37.78249	-121.629	Zone-10	N-TO2S, R03E	2.3 AIR MI ROADSIDE, GRASSLAN	Non-native POSSIBLE C 1	ADULT O PVT	*****	Byron Hot		10	620700	4182567		
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			22050	68168	20070921	20070921	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na	Alameda	Byron Hot		700	37.77306	-121.669	Zone-10	N-TO2S, R03E	TRIBUTARY 1989: 2 FAI	HABITAT C Developm POSSIBLE	C 6 AD & 14. PVT, DWR	*****	Byron Hot		10	617238	4181471		
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			22414	22174	19910228	19910228	N	X-None	Possibly Ex	Circular fe:	50	Unknown	Natural/Na	Contra	Cos	Clifton Cou		40	37.83196	-121.625	Zone-10	N-TO1S, R03E	NW OF THI MAPPED T I KNOWN	Bf Developm THREATEN 1	ADULT SI CCA COU	*****	Clifton Cou		10	620979	4188061	
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			22496	34025	20170605	20170605	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na	Contra	Cos	Byron Hot		404	37.80647	-121.659	Zone-10	N-TO1S, R03E	ALONG DIP BRUSHY CF	NON-NATI Foot traffic POSSIBLE	T 1 ADULT O EBRPD-BYF	*****	Byron Hot		10	618053	4185190	
Reithrodor salt-marsh Mammals	AMAFF020	Endangere	Endangere	G1G2	S3			23682	10497	19850327	19850327	N	U-Unknown	Presumed	Non-spezif	30	Unknown	Natural/Na	Contra	Cos	Antioch North	(38121:	38.02116	-121.833	Zone-10	N-TO2N, R01I	MARSHLA 23 INDIVIDUALS	CAPTI Developm AREA PROPOSED	FOR PVT-US STI	*****	Antioch Nc		10	602474	4208806		
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			24441	10724	19820410	19820410	N	U-Unknown	Presumed	Specific bo	20	Unknown	Natural/Na	Alameda	Altamont	(	800	37.75115	-121.731	Zone-10	N-TO2S, R02E	LOS VAQUI MVZ #674: FARM/	STO Developm INTRODUC 2	COLLECTI CCWD-LOS	*****	Byron Hot		10	611826	4178963	
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			24935	24338	20180522	20180522	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra	Cos	Byron Hot		820	37.8035	-121.697	Zone-10	N-TO1S, R02E	ABOUT 2.5 VASCO WII	FARM PON Non-native POSSIBLE	C 88 LARVAE PVT, EBRP	*****	Byron Hot		10	614707	4184813	
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			24980	76708	20150404	20150404	N	B-Good	Presumed	Specific bo	20	Fluctuating	Natural/Na	Contra	Cos	Byron Hot		280	37.83762	-121.695	Zone-10	N-TO1S, R03E	2.7 MILES: PONDS AN	HABITAT C Grazing | N POSSIBLE	C COLLECTE CCWD-LOS	*****	Byron Hot		10	614791	4188601	
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			24985	10740	19820410	1992XXXX	N	X-None	Possibly Ex	Non-spezif	40	Decreasing	Natural/Na	Contra	Cos	Byron Hot		400	37.81934	-121.733	Zone-10	N-TO1S, R02E	LOS VAQUI MVZ #674: FARM/	STO Developm INTRODUC 2	COLLECTI CCWD-LOS	*****	Byron Hot		10	611531	4186527	
Ambystom California t Amphibian	AAAAO11	Threatener	Threatener	G2G3T3	S3			25033	33108	19821226	19821226	N	U-Unknown																								

Branchinca vernalis	poo	Crustacean	ICBRA0303	Threatened	None	G3	S3	IUCN_VU-V	219	41752	41752	20170214	20170214	N	B-Good	Presumed	Non-specific	30	Unknown	Natural/Na	Contra Cos Clifton Cou	100	37.8247	-121.633	Zone-10	N-T01S, R03E	VICINITY O BYRON RAI	GRAZED ANNUAL AND ALKALI GR. MANY ADULTS	CCA COUN	*****	Byron Hot	10	620302	4187245										
Ambystoma californicum	t	Amphibian	AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	375	41846	41846	19930910	19930910	N	U-Unknown	Presumed	Specific	10	Unknown	Natural/Na	Contra Cos Brentwood	139	37.90438	-121.724	Zone-10	N-T01N, R02I	COWELL R/ STOCK PO	AREA INDI	Development/DEVELOP	LARVA OBS	UNKNOWN	*****	Brentwood	10	612146	4195973								
Ambystoma californicum	t	Amphibian	AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	376	41847	41847	19930910	19930910	N	U-Unknown	Presumed	Specific	10	Unknown	Natural/Na	Contra Cos Brentwood	200	37.90511	-121.75	Zone-10	N-T01N, R02I	COWELL R/ POOL IN	DI	NON-NATI	Development/DEVELOP	LARVA OBS	UNKNOWN	*****	Brentwood	10	609896	4196023							
Ambystoma californicum	t	Amphibian	AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	377	41849	41849	20030327	20030327	N	B-Good	Presumed	Specific	20	Unknown	Natural/Na	Contra Cos Brentwood	200	37.90269	-121.732	Zone-10	N-T01N, R02I	COWELL R/ 1993: STO	(NON-NATI) Developm	DEVELOP/LARVA OBS	PVT-COWE	*****	Brentwood	10	611458	4195776									
Ambystoma californicum	t	Amphibian	AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	378	41850	41850	20030327	20030327	N	B-Good	Presumed	Specific	10	Unknown	Natural/Na	Contra Cos Brentwood	260	37.8789	-121.734	Zone-10	N-T01N, R02I	COWELL R/ 1993: STO	C	GRAZED, N	Development/DEVELOP	LARVA OBS	PVT-COWE	*****	Brentwood	10	611319	4195364							
Ambystoma californicum	t	Amphibian	AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	379	41851	41851	20050412	20050412	N	B-Good	Presumed	Non-specific	30	Unknown	Natural/Na	Contra Cos Brentwood	200	37.89718	-121.727	Zone-10	N-T01N, R02I	COWELL R/ STOCK PO	N HABITAT C	Development/THREATEN	LARVA OBS	PVT	*****	Brentwood	10	611898	4195170								
Ambystoma californicum	t	Amphibian	AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	380	41852	41852	19930910	19930910	N	U-Unknown	Presumed	Non-specific	30	Unknown	Natural/Na	Contra Cos Brentwood	200	37.88319	-121.734	Zone-10	N-T01N, R02I	COWELL R/ STOCK PO	P	PRIMARILY	Development/DEVELOP	LARVA OBS	UNKNOWN	*****	Brentwood	10	611304	4193609							
Ambystoma californicum	t	Amphibian	AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	381	41854	41854	19930910	19930910	N	U-Unknown	Presumed	Specific	10	Unknown	Natural/Na	Contra Cos Brentwood	200	37.88488	-121.744	Zone-10	N-T01N, R02I	COWELL R/ STOCK PO	P	PRIMARILY	Development/DEVELOP	LARVA OBS	UNKNOWN	*****	Brentwood	10	610468	4193786							
Ambystoma californicum	t	Amphibian	AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	382	41855	41855	20030528	20030528	N	B-Good	Presumed	Specific	20	Unknown	Natural/Na	Contra Cos Brentwood	220	37.89111	-121.751	Zone-10	N-T01N, R02I	COWELL R/ 1993: STO	C	GRAZED	VALLEY SINK	'SITE	NEW 10	SEP	199	DPR	*****	Brentwood	10	609845	4194469				
Ambystoma californicum	t	Amphibian	AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	383	41856	41856	19930910	19930910	N	U-Unknown	Presumed	Specific	10	Unknown	Natural/Na	Contra Cos Brentwood	230	37.88322	-121.712	Zone-10	N-T01N, R02I	COWELL R/ STOCK PO	N	NON-NATI) Developm	DEVELOP/LARVA OBS	UNKNOWN	*****	Brentwood	10	613305	4193640								
Ambystoma californicum	t	Amphibian	AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	384	41857	41857	19930910	19930910	N	U-Unknown	Presumed	Specific	20	Unknown	Natural/Na	Contra Cos Brentwood	160	37.88386	-121.704	Zone-10	N-T01N, R02I	COWELL R/ STOCK PO	N	NON-NATI) Developm	DEVELOP/LARVA OBS	UNKNOWN	*****	Brentwood	10	613934	4193720								
Ambystoma californicum	t	Amphibian	AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	385	41860	41860	19930910	19930910	N	U-Unknown	Presumed	Specific	10	Unknown	Natural/Na	Contra Cos Brentwood	270	37.89478	-121.767	Zone-10	N-T01N, R02I	COWELL R/ POOL #P1.	NON-NATI) Developm	DEVELOP/ UNKNOW	UNKNOWN	*****	Antioch So	10	608428	4194857									
Ambystoma californicum	t	Amphibian	AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	386	41861	41861	19930528	20030528	N	B-Good	Presumed	Specific	20	Unknown	Natural/Na	Contra Cos Antioch So	240	37.88936	-121.757	Zone-10	N-T01N, R02I	COWELL R/ 1993	OBSE	GRAZED V/ Other	IF	GRAZINC	10	SEP	199	DPR	*****	Antioch So	10	609305	4194267				
Branchinca vernalis	poo	Crustacean	ICBRA0303	Threatened	None	G3	S3	IUCN_VU-V	224	41966	41966	19970109	19970109	N	B-Good	Presumed	Specific	10	Unknown	Natural/Na	Contra Cos Brentwood	210	37.89163	-121.742	Zone-10	N-T01N, R02I	COWELL R/ VERNAL	PC	GRASSLAND	WITH	SEASONALLY	P	MANY	OBSP	PVT	*****	Brentwood	10	610631	4194537				
Masticophis lateralis	Alameda w	Reptiles	ARADB210	Threatened	Threatened	G4T2	S2	CDFW_SSC	51	42097	42097	19990606	19990606	N	B-Good	Presumed	Specific	10	Unknown	Natural/Na	Contra Cos Antioch So	915	37.9127	-121.865	Zone-10	N-T01N, R01E	0.6 MILE	N	MAPPED	T	HABITAT	CONSISTS	OF	A	CHAPARR	1	INDIVIDU	EBRPD, PV	*****	Antioch So	10	599753	4196736	
Masticophis lateralis	Alameda w	Reptiles	ARADB210	Threatened	Threatened	G4T2	S2	CDFW_SSC	52	42098	42098	19990603	19990603	N	B-Good	Presumed	Circular	95	Unknown	Natural/Na	Contra Cos Antioch So	915	37.92159	-121.875	Zone-10	N-T01N, R01E	VICINITY	O	MAPPED	T	HABITAT	CONSISTS	OF	A	CHAPARR	3	INDIVIDU	SAVE	MOU	*****	Antioch So	10	598874	4197712
Lasthenia c.	Contra Cos	Dicots	PDA5T5104	Endangered	None	G1	S1	1B.1 SB_UCBG-I	8	42501	10572	18950407	1921XXXX	N	X-None	Extirpated	Circular	90	Unknown	Natural/Na	Contra Cos Antioch So	50	38.00282	-121.803	Zone-10	N-T02N, R02I	ANTIOCH. EXACT	LOC	DESCRIBED	Development/AREA	DEVE	OCCURREN	UNKNOW	UNKNOWN	*****	Antioch Nc	10	605091	4206803					
Ambystoma californicum	t	Amphibian	AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	393	42534	42534	19980622	19980622	N	U-Unknown	Presumed	Specific	20	Unknown	Natural/Na	Contra Cos Antioch So	250	37.95501	-121.78	Zone-10	N-T01N, R02I	WEST	SIDE	OF	DEER	V.	HABITAT	CONSISTS	OF	A	RESERV	C	OBSERVED	UNKNOWN	*****	Antioch So	10	607223	4201526
Ambystoma californicum	t	Amphibian	AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	394	42535	42535	19980622	19980622	N	U-Unknown	Presumed	Specific	10	Unknown	Natural/Na	Contra Cos Antioch So	300	37.93924	-121.788	Zone-10	N-T01N, R02I	0.5 MILE	NORTH	OF	ET	HABITAT	CONSISTS	OF	A	STOCK	P	OBSERVED	PVT	*****	Antioch So	10	606485	4199766	
Ambystoma californicum	t	Amphibian	AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	395	42536	42536	19980622	19980622	N	U-Unknown	Presumed	Specific	10	Unknown	Natural/Na	Contra Cos Antioch So	380	37.94565	-121.807	Zone-10	N-T01N, R01E	WEST	SIDE	OF	EMPIRE	HABITAT	CONSISTS	OF	A	STOCK	P	OBSERVED	UNKNOWN	*****	Antioch So	10	604829	4200456	
Ambystoma californicum	t	Amphibian	AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	396	42537	42537	19980622	19980622	N	U-Unknown	Presumed	Specific	20	Unknown	Natural/Na	Contra Cos Antioch So	370	37.94276	-121.791	Zone-10	N-T01N, R02I	1 MILE	NW	OF	THE	IN	HABITAT	CONSISTS	OF	A	SERIES	O	OBSERVED	PVT	*****	Antioch So	10	606268	4200154
Ambystoma californicum	t	Amphibian	AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	399	42797	42797	19990429	19990429	N	B-Good	Presumed	Specific	20	Unknown	Natural/Na	Contra Cos Antioch So	680	37.90276	-121.869	Zone-10	N-T01N, R01E	NORTH	SID	SHAFFER	S	HABITAT	C	Grazing	POSSIBLE	T	CITS	PRESE	PVT	*****	Antioch So	10	599402	4195628	
Rana draytoni	r	Amphibian	AAABH010	Threatened	None	G2G3	S2S3	CDFW_SSC	371	42798	42797	20130724	20130724	N	B-Good	Presumed	Specific	20	Unknown	Natural/Na	Contra Cos Antioch So	680	37.90276	-121.869	Zone-10	N-T01N, R01E	NORTH	SID	SHAFFER	S	HABITAT	C	Grazing	POSSIBLE	T	PRESENT	IN	EBRPD	*****	Antioch So	10	599402	4195628	
Rana draytoni	r	Amphibian	AAABH010	Threatened	None	G2G3	S2S3	CDFW_SSC	384	42970	42970	20050223	20050223	N	B-Good	Presumed	Specific	20	Unknown	Natural/Na	Alameda Clifton Cou	220	37.78299	-121.611	Zone-10	N-T02S, R03E	NORTH	SID	SITE	IS	KNC	HABITAT	C	Grazing	THREATEN	1	FEMALE	I	DWR	*****	Clifton Cou	10	622296	4182646
Rana draytoni	r	Amphibian	AAABH010	Threatened	None	G2G3	S2S3	CDFW_SSC	385	42971	42971	20040811	20040811	N	B-Good	Presumed	Specific	20	Unknown	Natural/Na	Alameda Clifton Cou	190	37.78368	-121.615	Zone-10	N-T02S, R03E	NORTH	EM	PRIMARY	S	HABITAT	C	Grazing	THREATEN	1	ADULT	O	DWR	*****	Clifton Cou	10	621989	4182718	
Lepidurus	v	Crustacean	ICBRA1001	Endangered	None	G3	S3	IUCN_EN-E	161	43813	89593	20190307	20190307	N	A-Excellent	Presumed	Non-specific	30	Unknown	Natural/Na	Salerno Antioch Nc	0	38.0942	-121.875	Zone-10	N-T03N, R01E	MONTEZUMI	COMPLEX	(ALKALINE	V	Other	La	2000	SURV	100S	OBSE	PVT	*****	Antioch Nc	10	598263	4216864		
Riparia ripidula	bank	swall	Birds	None	Threatened	G5	S2	BLM_S-Ser	201	44076	44076	20000601	20000601	N	U-Unknown	Presumed	Specific	10	Unknown	Natural/Na	Sacramento Jersey Islar	5	38.11885	-121.684	Zone-10	N-T03N, R03I	BRANNAN	SANDY	OUTCROPS	ON	WEST	LEVEE	BANK	OF	SEVERAL	O	DPR	BRANI	*****	Jersey Islar	10	615374	4219820	
Masticophis lateralis	Alameda w	Reptiles	ARADB210	Threatened	Threatened	G4T2	S2	CDFW_SSC	55	44444	44444	20030527	20030527	N	U-Unknown	Presumed	Specific	20	Unknown	Natural/Na	Contra Cos Tassajara (1000	37.80109	-121.757	Zone-10	N-T01S, R02E	JUST	EAST	WESTERN	I	1990: COASTAL	SCRUE	1990	QUAF	6	ADULTS	(CCWD	LOS	*****	Tassajara (10	609470	4184474
Rana draytoni	r	Amphibian	AAABH010	Threatened	None	G2G3	S2S3	CDFW_SSC	415	44474	44474	1989XXXX	1989XXXX	N	U-Unknown	Presumed	Circular	140	Unknown	Natural/Na	Alameda Clifton Cou	140	37.77394	-121.578	Zone-10	N-T01S, R04E	STOCK	PO	MAPPED	AS	BEST	COULD	BE	DETERMINE	FR	1	ADULT	F	UNKNOWN	*****	Clifton Cou	10	625266	4181686
Branchinca vernalis	poo	Crustacean	ICBRA0303	Threatened	None	G3	S3	IUCN_VU-V	288	45107	45107	20010302	20010302	N	B-Good	Presumed	Specific	20	Unknown	Natural/Na	Contra Cos Woodward	5	37.90544	-121.616	Zone-10	N-T01N, R03I	1 MILE	NNW	WETLANDS	HABITAT	C	Development/THREATEN	500	INDIV	PVT	*****	Woodward	10	621660	4196226				
Rana draytoni	r	Amphibian	AAABH010	Threatened	None	G2G3	S2S3	CDFW_SSC	450	45708	45708	20100216	20100216	N	C-Fair	Presumed	Specific	20	Unknown	Natural/Na	Contra Cos Byron Hot	200	37.83505	-121.615	Zone-10	N-T01S, R02E	ALONG	N	DETECTION	SMALL	CRE	Grazing	CATTLE	GR	1	ADULT	C							

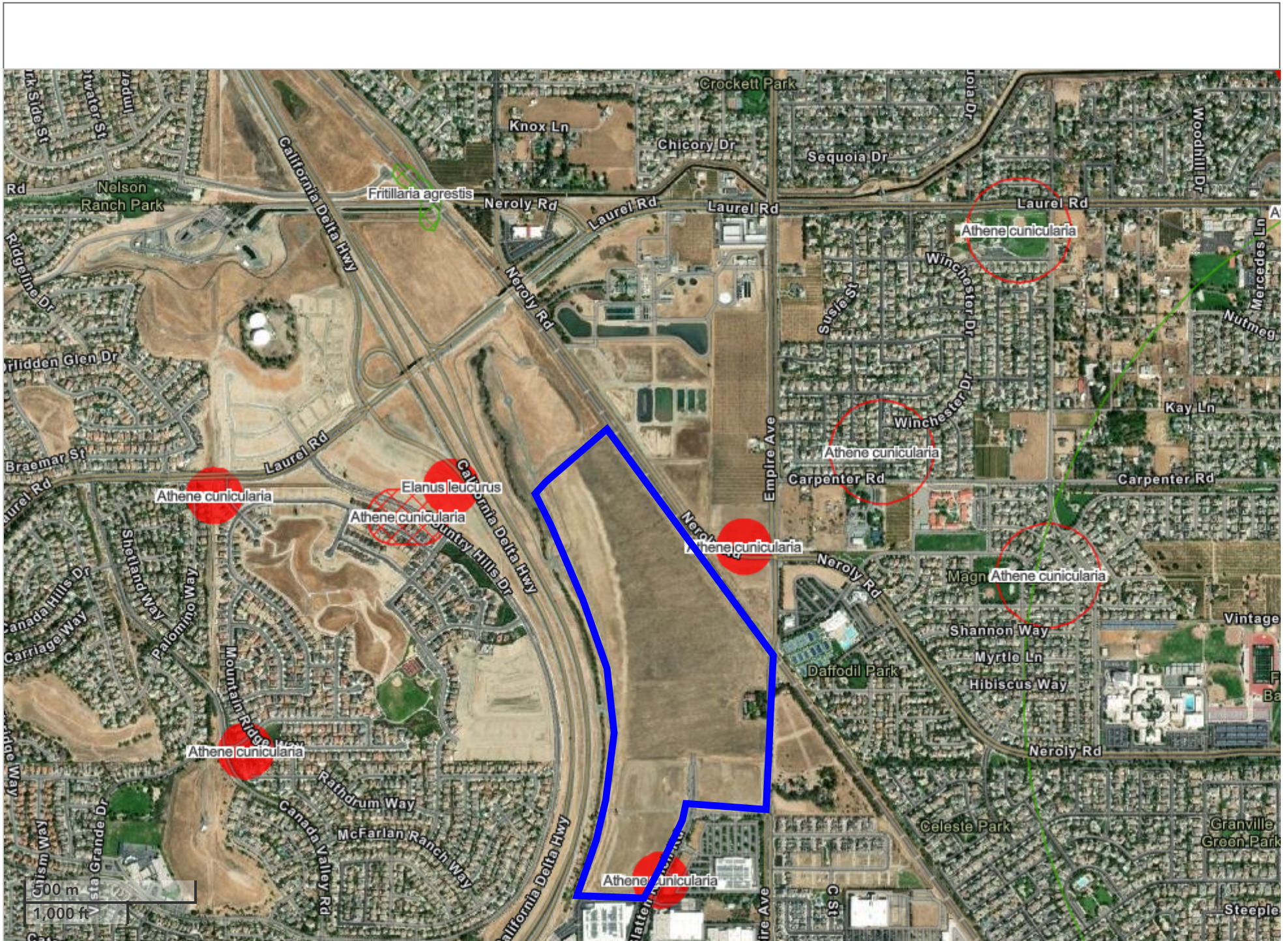
Buteo swai Swainson's Birds	ABNKC190 None	Threatened G5	S4	BLM_S-Ser	1217	51721	51721	20000629	20000629	N	U-Unknown	Presumed	Specific bo	10	Unknown	Natural/Na	San Joaqui Union Islan	2	37.78563	-121.501	Zone-10	N-T02S, R04E	OLD RIVER VICINITY O 1993 NEST TREE WAS A COTTONV COPULATIC UNKNOW	#####	Union Islan	10	632031	4183090	
Buteo swai Swainson's Birds	ABNKC190 None	Threatened G5	S4	BLM_S-Ser	1219	51729	51729	20020627	20020627	N	U-Unknown	Presumed	Specific bo	20	Unknown	Natural/Na	San Joaqui Clifton Cou	10	37.79097	-121.51	Zone-10	N-T02S, R04E	WEST BAN 1993 DETA 1993 NEST Road/trail-THREATEN ADULT FEN UNKNOW	#####	Clifton Cou	10	631170	4183668	
Buteo swai Swainson's Birds	ABNKC190 None	Threatened G5	S4	BLM_S-Ser	1229	51767	51767	20030426	20030426	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	San Joaqui Clifton Cou	50	37.76139	-121.519	Zone-10	N-T02S, R04E	0.2 MILE NORTH OF GI NEST TREE DEVELOPEM THREATEN 1 ADULT O PVT	#####	Clifton Cou	10	630437	4180373	
Oenothera Antioch Du Dicots	PDONA0CC	Endangere	G5T1	SB_CalBG/	10	51824	51824	20120828	20120828	N	D-Poor	Presumed	Specific bo	20	Unknown	Natural/Na	Contra Cos Antioch Nc	15	38.01661	-121.767	Zone-10	N-T02N, R02I	EAST ANTI PLANTS LO DISTURBEL DEVELOPEM DEVELOPV 24 PLANTS PVT-GAYLC	#####	Antioch Nc	10	608255	4208375	
Buteo swai Swainson's Birds	ABNKC190 None	Threatened G5	S4	BLM_S-Ser	1252	52076	52076	20030624	20030624	N	D-Poor	Presumed	Circular fe:	40	Unknown	Natural/Na	San Joaqui Clifton Cou	55	37.78139	-121.538	Zone-10	N-T02S, R04E	JUST SOUTH OF MOU' NEST TREE DEVELOPEM THREATEN ACTIVE NE: PVT	#####	Clifton Cou	10	628271	4182567	
Rana drayt California r Amphibian AAABH010	Threatened None	G2G3	S2S3	CDFW_SSC	666	52296	52296	20080409	201407XX	N	B-Good	Presumed	Specific bo	10	Fluctuating	Natural/Na	Contra Cos Byron Hot :	1075	37.78997	-121.719	Zone-10	N-T02S, R02E	HEADWATI POND GL; [SMALL STC Non-native NON-NATI] NONE 198 C CWD-L0S	#####	Byron Hot :	10	612824	4183286	
Ambystom California t Amphibian AAAAA011	Threatened Threatened	G2G3T3	S3	CDFW_WL	604	52297	52296	20150404	20150404	N	C-Fair	Presumed	Specific bo	10	Fluctuating	Natural/Na	Contra Cos Byron Hot :	1075	37.78997	-121.719	Zone-10	N-T02S, R02E	HEADWATI G1 STOCK I HABITAT C Non-native THREATEN LARVAE IN CCWD-L0S	#####	Byron Hot :	10	612824	4183286	
Lepidurus j vernal poo Crustacean ICBRA1001	Endangere None	G3	S3	IUCN_EN-E	177	52749	52749	20030306	20030306	N	C-Fair	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos Antioch So	330	37.95363	-121.803	Zone-10	N-T01N, R02I	EAST SIDE I POOL IS M HABITAT C DEVELOPEM THREATEN >20 ADULT PVT	#####	Antioch So	10	605120	4201345	
Branchinec vernal poo Crustacean ICBRA0303	Threatened None	G3	S3	IUCN_VU-V	352	52751	52749	20030306	20030306	N	C-Fair	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos Antioch So	330	37.95363	-121.803	Zone-10	N-T01N, R02I	EAST SIDE I POOL IS M HABITAT C DEVELOPEM THREATEN >100 ADULT PVT	#####	Antioch So	10	605120	4201345	
Branchinec vernal poo Crustacean ICBRA0303	Threatened None	G3	S3	IUCN_VU-V	353	52754	52754	20030306	20030306	N	C-Fair	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos Antioch So	260	37.94514	-121.789	Zone-10	N-T01N, R02I	SOUTH EDGE OF LONE HABITAT C DEVELOPEM THREATEN >100 ADUL PVT	#####	Antioch So	10	606368	4200419	
Branchinec vernal poo Crustacean ICBRA0303	Threatened None	G3	S3	IUCN_VU-V	354	52755	52755	20030306	20030306	N	C-Fair	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos Antioch So	260	37.94232	-121.792	Zone-10	N-T01N, R02I	BETWEEN LONE TREE HABITAT C DEVELOPEM THREATEN >100 ADUL PVT	#####	Antioch So	10	606172	4200103	
Ambystom California t Amphibian AAAAA011	Threatened Threatened	G2G3T3	S3	CDFW_WL	619	53683	53683	20160411	20160411	N	C-Fair	Presumed	Circular fe:	40	Unknown	Natural/Na	Alameda Midway (3	332	37.74955	-121.597	Zone-10	N-T02S, R03E	0.3 MILE N POND WAS HABITAT C DEVELOPEM GOLF COUI ~75 LARVA PVT-MOU	#####	Midway (3	10	623585	4178954	
Hypomesu Delta smel Fish	AFCHB010	Threatened Endangere	G1	AFS_TH-Th	4	54487	54487	20040213	20040213	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Sacramento Antioch Nc	0	38.04643	-121.815	Zone-10	N-T02N, R01I	E MILE SE OF THE CO HABITAT CONSISTS OF A SMALL C 1 JUVENILE UNKNOW	#####	Antioch Nc	10	603938	4211629	
Buteo swai Swainson's Birds	ABNKC190 None	Threatened G5	S4	BLM_S-Ser	1312	55815	55799	20060428	20060428	N	C-Fair	Presumed	Specific bo	20	Unknown	Natural/Na	Contra Cos Brentwood	10	37.98891	-121.681	Zone-10	N-T02N, R03I	EAST SIDE I NEST TREE IS A EUCALYPTUS; SUR 2 ADULTS (PVT	#####	Brentwood	10	615794	4205405	
Buteo swai Swainson's Birds	ABNKC190 None	Threatened G5	S4	BLM_S-Ser	1313	55816	55800	20100426	20100426	N	A-Excellent	Presumed	Non-spezif	30	Unknown	Natural/Na	San Joaqui Woodward	10	37.9401	-121.531	Zone-10	N-T01N, R04I	ALONG TH 2 POLYGQ 2000: PROBABLE NEST TREE WAS 2 ADULTS I UNKNOW	#####	Woodward	10	629060	4200187	
Masticophi Alameda w Reptiles	ARADB210	Threatened Threatened	G4T2	S2	63	56505	56489	20000414	20000414	N	B-Good	Presumed	Non-spezif	30	Unknown	Natural/Na	Contra Cos Antioch So	900	37.87995	-121.87	Zone-10	N-T01S, R01E	1.6 MILE NOR NE 1/4 OF HABITAT C Grazing POSSIBLY T 1 ADULT F VASC MOU	#####	Antioch So	10	599362	4193096	
Ambystom California t Amphibian AAAAA011	Threatened Threatened	G2G3T3	S3	CDFW_WL	666	57197	57181	20030212	20030212	N	B-Good	Presumed	Non-spezif	400	Unknown	Natural/Na	Contra Cos Antioch So	900	37.98684	-121.87	Zone-10	N-T02N, R01I	AREA M OF THE HABITAT C Other THREATEN 3 ADULTS (PVT	#####	Antioch So	10	599190	4204957	
Masticophi Alameda w Reptiles	ARADB210	Threatened Threatened	G4T2	S2	68	57893	57877	20030623	20030623	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na	Contra Cos Antioch So	650	37.94109	-121.824	Zone-10	N-T01N, R01I	SOUTH OF MAPPED T I HABITAT CONSISTS OF CHAPARRA 2 ADULTS (EBRPD-BLA	#####	Antioch So	10	603324	4199931	
Rana drayt California r Amphibian AAABH010	Threatened None	G2G3	S2S3	CDFW_SSC	781	59113	59077	20040407	20040407	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos Byron Hot :	595	37.81872	-121.698	Zone-10	N-T01S, R02E	1.75 MILE EAST OF VA HABITAT CONSISTS OF GRAZED N I CRFL LARV. PVT-VAQU	#####	Byron Hot :	10	614583	4186500	
Rana drayt California r Amphibian AAABH010	Threatened None	G2G3	S2S3	CDFW_SSC	782	59114	59078	20040407	20040407	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos Byron Hot :	340	37.82184	-121.678	Zone-10	N-T01S, R03E	2.75 MILES EAST OF V. HABITAT CONSISTS OF GRAZED N I CRFL LARV. PVT-VAQU	#####	Byron Hot :	10	616351	4186871	
Rana drayt California r Amphibian AAABH010	Threatened None	G2G3	S2S3	CDFW_SSC	783	59115	59079	20040407	20040407	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos Byron Hot :	330	37.81898	-121.674	Zone-10	N-T01S, R03E	3.1 MILES EAST OF VA HABITAT CONSISTS OF GRAZED N I CRFL LARV. PVT-VAQU	#####	Byron Hot :	10	616738	4186559	
Rana drayt California r Amphibian AAABH010	Threatened None	G2G3	S2S3	CDFW_SSC	784	59116	59080	20040407	20040407	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos Byron Hot :	255	37.82402	-121.672	Zone-10	N-T01S, R03E	3 MILES EAST OF VASC HABITAT CONSISTS OF GRAZED N I CRFL LARV. PVT-VAQU	#####	Byron Hot :	10	616860	4187120	
Rana drayt California r Amphibian AAABH010	Threatened None	G2G3	S2S3	CDFW_SSC	785	59122	59086	20170601	20170601	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos Byron Hot :	225	37.8364	-121.675	Zone-10	N-T01S, R03E	2.5 MI WNW OF BYRO 2004: GRAZED NON-NATIVE GRA S LARVAE OE PVT-VAQU	#####	Byron Hot :	10	616612	4188490	
Ambystom California t Amphibian AAAAA011	Threatened Threatened	G2G3T3	S3	CDFW_WL	670	59123	59087	20170605	20170605	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos Byron Hot :	155	37.82503	-121.662	Zone-10	N-T01S, R03E	1.1 MILES I SITE NAME HABITAT C Grazing HEAVY CAT LARVAE OE EBRPD-VA S	#####	Byron Hot :	10	617734	4187245	
Ambystom California t Amphibian AAAAA011	Threatened Threatened	G2G3T3	S3	CDFW_WL	671	59131	44496	20040407	20040407	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos Byron Hot :	165	37.8247	-121.665	Zone-10	N-T01S, R03E	POND ON I POND IS LC HABITAT CONSISTS OF GRAZED N I CTS LARVA PVT-VAQU	#####	Byron Hot :	10	617510	4187205	
Ambystom California t Amphibian AAAAA011	Threatened Threatened	G2G3T3	S3	CDFW_WL	672	59133	59097	20170503	20170503	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos Byron Hot :	225	37.82211	-121.671	Zone-10	N-T01S, R03E	3.1 MILES I SITE NAME HABITAT CONSISTED OF GRAZED I LARVAE OE EBRPD-VA S	#####	Byron Hot :	10	616937	4186910	
Ambystom California t Amphibian AAAAA011	Threatened Threatened	G2G3T3	S3	CDFW_WL	673	59137	59079	20170503	20170503	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos Byron Hot :	315	37.81898	-121.674	Zone-10	N-T01S, R03E	3.25 MILES SITE NAME HABITAT CONSISTS OF GRAZED N I CTS LARVA EBRPD-VA S	#####	Byron Hot :	10	616738	4186559	
Ambystom California t Amphibian AAAAA011	Threatened Threatened	G2G3T3	S3	CDFW_WL	674	59138	59078	20180203	20180203	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos Byron Hot :	340	37.82184	-121.678	Zone-10	N-T01S, R03E	ABOUT 2.9 SITE NAME HABITAT C Other J Erc BREACHED CTS LARVA EBRPD-VA S	#####	Byron Hot :	10	616351	4186871	
Reithrodor salt-marsh Mammals	AMAFF020	Endangere Endangere	G1G2	S3	CDFW_FP-I	172	59276	59240	20040625	20040625	N	C-Fair	Presumed	Non-spezif	30	Unknown	Natural/Na	Solano Antioch Nc	0	38.07295	-121.826	Zone-10	N-T03N, R01I	COLLINSV I SECTIONS : W END CO Non-native GOOD HAB ONE COLLE PVT, DOD	#####	Antioch Nc	10	602996	4214560
Buteo swai Swainson's Birds	ABNKC190 None	Threatened G5	S4	BLM_S-Ser	1489	62679	62642	20150401	20150401	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na	Contra Cos Woodward	6	37.93366	-121.61	Zone-10	N-T01N, R03I	WEST SIDE MAPPED T I NEST TREE: Recreation THREATEN NEST DISCI PVT	#####	Woodward	10	622185	4199366	
Laterallus j California t Birds	ABNME03C None	Threatened G3T1	S2	BLM_S-Ser	123	62990	62936	19920423	19920423	N	U-Unknown	Presumed	Specific bo	20	Unknown	Natural/Na	San Joaqui Bouldin Isl:	0	38.03934	-121.52	Zone-10	N-T02N, R04I	SMALL ISL/ TAPED CALLS PLAYED AT SMALL ISLAND TO T TAPED CAL UNKNOW	#####	Bouldin Isl:	10	629224	4211203	
Laterallus j California t Birds	ABNME03C None	Threatened G3T1	S2	BLM_S-Ser	124	62993	62939	19930413	19930413	N	U-Unknown	Presumed	Specific bo	20	Unknown	Natural/Na	Contra Cos Bouldin Isl:	0	38.00715	-121.624	Zone-10	N-T02N, R03I	ISLAND CO TAPED CALLS ALSO PLAYED ON THE TWO ISL/ TAPED CAL UNKNOW	#####	Bouldin Isl:	10	620819	4207502	
Laterallus j California t Birds	ABNME03C None	Threatened G3T1	S2	BLM_S-Ser	125	62995	62941	19930608	19930608	N	U-Unknown	Presumed	Non-spezif	30	Unknown	Natural/Na	San Joaqui Bouldin Isl:	0	38.00742	-121.547	Zone-10	N-T02N, R04I	ISLAND IN SURVEY AR FRESHWATER MARSH. TAPED CAL UNKNOW	#####	Bouldin Isl:	10	627590	4207635	
Ambystom California t Amphibian AAAAA011	Threatened Threatened	G2G3T3	S3	CDFW_WL	698	63045	62972	20050515	20050515	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na	Contra Cos Antioch So	213	37.9398	-121.772	Zone-10	N-T01N, R02I	JUST EAST LOCATION HABITAT C DEVELOPEM THREATEN UNKNOW PVT	#####	Antioch So	10	607929	4199847	
Ambystom California t Amphibian AAAAA011	Threatened Threatened	G2G3T3	S3	CDFW_WL	699	63053	62980	20060119	20060119	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos Antioch So	211	37.93088	-121.768	Zone-10	N-T01N, R02I	0.5 MILE EAST OF DEE I HABITAT CONSISTS OF A STOCK P I UNKNOW PVT	#####	Antioch So	10	608265	4198861	
Ambystom California t Amphibian AAAAA011	Threatened Threatened	G2G3T3	S3	CDFW_WL	700	63055	62982	200201XX	200201XX	N	B-Good	Presumed	Non-spezif	30	Unknown	Natural/Na	Contra Cos Antioch So	177	37.93538	-121.754	Zone-10	N-T01N, R02I	1.25 MILES EAST OF DI HABITAT CONSISTS OF A POND. UNKNOW PVT	#####	Antioch So	10	609505	4199377	
Ambystom California t Amphibian AAAAA011	Threatened Threatened	G2G3T3	S3	CDFW_WL	701	63593	63501	20030528	20030528	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na	Contra Cos Antioch So	242	37.88816	-121.754	Zone-10	N-T01N, R02I	SOUTH SIDE OF BRION 10 M X 10 M STOCKPICK SITE NOW 28 MAY 20 DPR	#####	Antioch So	10	609546	4194138	
Buteo swai Swainson's Birds	ABNKC190 None	Threatened G5	S4	BLM_S-Ser	1600	63712	63617	20050629	2005XXXX	N	X-None	Extirpated	Specific bo	10	Decreasing	Natural/Na	Contra Cos Brentwood	10	37.99088	-121.669	Zone-10	N-T02N, R03I	NORTH EDI 2005 NEST NEST TREE WAS A WA THREATEN 2 ADULTS / PVT	#####	Brentwood	10	616849	4205639	
Rana drayt California r Amphibian AAABH010	Threatened None	G2G3	S2S3	CDFW_SSC	862	64142	64047	20090224	20090224	N	C-Fair	Presumed	Specific bo	20	Unknown	Natural/Na	Contra Cos Clifton Cou	20	37.83073	-121.602	Zone-10	N-T01S, R03E	ITALIAN SI 3 LOCATIO GRASSLAN Road/trail; POSSIBLE T 2 OBSERVE CCA COUN	#####	Clifton Cou	10	622992	4187955	
Rana drayt California r Amphibian AAABH010	Threatened None	G2G3	S2S3	CDFW_SSC	864	64337	64242	20020312	20020312	N	A-Excellent	Presumed	Specific bo	700	Unknown	Natural/Na	Alameda Livermore	700	37.52721	-121.8	Zone-10	N-T02S, R02E	WEST BRAI MAPPED T RIPARIAN (DEVELOPEM THREATEN 28 ADULTS PVT	#####	Tassajara (	10	605700	4179056
Ambystom California t Amphibian AAAAA011	Threatened Threatened	G2G3T3	S3	CDFW_WL	722	64359	64280	20180608	20180608	N	C-Fair	Presumed	Specific bo	20	Unknown	Natural/Na	Contra Cos Livermore	611	37.75389	-121.851	Zone-10	N-T02S, R01E	ABOUT 1 N. MOLLER R I HABITAT C DEVELOPEM THREATEN 1 ADULT D PVT	#####	Tassajara				

Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	747	68186	68035	20060804	20060804	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	1362	37.85072	-121.855	Zone-10 N- T01S, R01E UNNAMED STOCK POI HABITAT CONSISTS OF A CONSTRI BREEDING DPR-MOUI	*****	Tassajara (	10	600696	4189870
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	757	68320	68169	20171031	20171031	N	B-Good	Presumed	Non-specif	30	Unknown	Natural/Na Alameda Byron Hot :	401	37.77504	-121.639	Zone-10 N- T02S, R03E WEST OF B MAPPED T SURROUNDING Grazing | C ATTELE RA 1 ADULT F DWR	*****	Byron Hot :	10	619869	4181728	
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	758	68321	68170	20020129	20020129	N	A-Excellent	Presumed	Specific bo	20	Unknown	Natural/Na Alameda Byron Hot :	600	37.77807	-121.659	Zone-10 N- T02S, R03E ABOUT 2.7 MAPPED T SURROUNDING AREA IS NON-NAT1 3 ADULTS | DWR	*****	Byron Hot :	10	618051	4182038	
Rana drayt California r Amphibian AAABH010 Threatener None G2G3	S2S3	CDFW_SSC	933	68409	68256	20050513	20050513	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Antioch So	203	37.93972	-121.773	Zone-10 N- T01N, R021 SAND CREEK, JUST EA: HABITAT C Developm THREATEN 6 ADULTS (PVT	*****	Antioch So	10	607788	4199837	
Rana drayt California r Amphibian AAABH010 Threatener None G2G3	S2S3	CDFW_SSC	934	68411	38739	2006XXXX	2006XXXX	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Antioch So	255	37.93122	-121.784	Zone-10 N- T01N, R021 JUST SOUTH OF EMPFI HABITAT C Developm THREATS I > 10 TADPC PVT	*****	Antioch So	10	606881	4198881	
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	769	68414	68414	A0332	20150729	20150729	U-Unknown	Presumed	Non-specif	30	Unknown	Natural/Na Alameda Altamont (	619	37.74649	-121.709	Zone-10 N- T02S, R02E NORTH EN SW PLYG1 2015: MITIGATION POND CONSTF LARGE POF LIVERMOR	*****	Altamont (	10	613712	4178472
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	776	68428	76724	20130430	201407XX	N	C-Fair	Presumed	Specific bo	20	Decreasing	Natural/Na Contra Cos Byron Hot :	550	37.82223	-121.721	Zone-10 N- T01S, R02E W SIDE OF PONDS D7 SEMIPERM Dam/Inunc POSSIBLE T CTS PRESEI CCWD-LOS	*****	Byron Hot :	10	612562	4186862	
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	777	68430	68275	20190913	20190913	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot :	230	37.86215	-121.728	Zone-10 N- T01S, R02E POND 1.8 I POND B6W SEMIPERM Developme POSSIBLE T CTS PRESEI CCWD-LOS	*****	Byron Hot :	10	611877	4191283	
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	778	68431	68276	20190913	20190913	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot :	320	37.85779	-121.724	Zone-10 N- T01S, R02E 1.8 MI SW POND B4. I HABITAT C Developme CATTELE. W >200 LARV CCWD-LOS	*****	Byron Hot :	10	612214	4190803	
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	779	68432	76633	20150703	20150703	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot :	380	37.8575	-121.734	Zone-10 N- T01S, R02E ABOUT 1.4 POND B5. HABITAT DESCRIBED A POSSIBLE T 31 FOUND CCWD-LOS	*****	Byron Hot :	10	611407	4190760	
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	780	68434	76634	20150410	20150410	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot :	990	37.84568	-121.741	Zone-10 N- T01S, R02E ABOUT 1 N POND M2. STOCK POND. 2013 AE POSSIBLE T PRESENT 1 CCWD-LOS	*****	Byron Hot :	10	610811	4189441	
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	781	68435	68280	20150410	20150410	N	C-Fair	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	600	37.84702	-121.762	Zone-10 N- T01S, R02E ABOUT 2 N POND L1. STOCK POND. THE POND APPEAR 7 CTS OBSE CCWD-LOS	*****	Tassajara (	10	608898	4189563
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	782	68436	76671	20150410	20150410	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	530	37.84509	-121.775	Zone-10 N- T01S, R02E LOS VAQUI POND L2. I HABITAT CHARACTERIZED AS A S T1 CTS OBSE CCWD-LOS	*****	Tassajara (	10	607798	4189335
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	783	68437	25556	20130424	201407XX	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	600	37.83829	-121.769	Zone-10 N- T01S, R02E POND ABO POND K2. STOCK POND. RED-LEGGED FROG 60 LARVAE CCWD-LOS	*****	Tassajara (	10	608317	4188588
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	784	68439	76722	20150409	20150409	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	630	37.8346	-121.756	Zone-10 N- T01S, R02E POND ABO POND K3. STOCK POND IN GRASSLAND WITI 23 OBSERV CCWD-LOS	*****	Tassajara (	10	609442	4188193
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	785	68442	68285	20150409	20150409	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	670	37.84078	-121.754	Zone-10 N- T01S, R02E LOS VAQUI POND K1. HABITAT CHARACTERIZED AS A S T90 LARVAE CCWD-LOS	*****	Tassajara (	10	609629	4188881
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	786	68443	76679	20150703	20150703	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na Contra Cos Tassajara (	1900	37.81373	-121.774	Zone-10 N- T01S, R02E ABOUT 1.2 MITIGATIO SITE CHARACTERIZED AS A STOCK LARVAE(E) F CCWD-LOS	*****	Tassajara (	10	607952	4185857
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	787	68444	76479	20150409	20150409	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	1420	37.79092	-121.766	Zone-10 N- T02S, R02E LOS VAQUI POND I9. STOCK POND. RED-LEGGED FROG 8 CTS OBSE CCWD-LOS	*****	Tassajara (	10	608676	4183335
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	788	68445	76451	20150406	20150406	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na Contra Cos Tassajara (	1370	37.78003	-121.762	Zone-10 N- T02S, R02E LOS VAQUI PONDS H1 H1 WAS CONSIDERED A KEY STOC LARVAE FC CCWD-LOS	*****	Tassajara (	10	609034	4182131
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	789	68446	76435	20150409	20150409	N	U-Unknown	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	1370	37.77743	-121.759	Zone-10 N- T02S, R02E ABOUT 1.5 POND H3. SITE CHARACTERIZED AS A STOCK 10 LARVAE CCWD-LOS	*****	Tassajara (	10	609316	4181846
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	790	68447	76755	199304XX	2014XXXX	N	C-Fair	Presumed	Specific bo	10	Unknown	Natural/Na Alameda Byron Hot :	1025	37.76905	-121.724	Zone-10 N- T02S, R02E 1 MILE E O STOCK POND G9, SE SIDE N VASCC UNCLEAR I 5 LARVAE I CCWD-LOS	*****	Byron Hot :	10	612393	4180958	
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	791	68448	76510	20150406	20150406	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot :	990	37.79136	-121.727	Zone-10 N- T02S, R02E POND I N I STOCK POI STOCK POI Foot traffic POSSIBLE T NONE OBSE CCWD-LOS	*****	Byron Hot :	10	612106	4183430	
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	792	68449	76517	20140428	20140428	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot :	820	37.79047	-121.743	Zone-10 N- T02S, R02E 1.7 MILES I STOCK POI STOCK POI Foot traffic POSSIBLE T NONE OBSE CCWD-LOS	*****	Byron Hot :	10	610658	4183311	
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	793	68451	76527	20160501	20160501	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot :	550	37.79988	-121.74	Zone-10 N- T01S, R02E 1.9 MILES I MITIGATIO SEMIPERM Grazing | POSSIBLE C 14 LARVAE CCWD-LOS	*****	Byron Hot :	10	610968	4184360	
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	794	68453	76530	20130917	2014XXXX	N	U-Unknown	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot :	500	37.80162	-121.731	Zone-10 N- T01S, R02E SOUTH SID POND F8. I STOCK POI Altered flo POSSIBLE T 100+ LARV CONTRA C	*****	Byron Hot :	10	611674	4184563	
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	795	68454	76536	20150703	20150703	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na Contra Cos Byron Hot :	800	37.80002	-121.722	Zone-10 N- T01S, R02E PONDS AB MAPPED T HABITAT C Foot traffic POTENTIAL 2 LARVAE I CCWD-LOS	*****	Byron Hot :	10	612511	4184397	
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	796	68458	76475	20150409	20150409	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	1330	37.78867	-121.759	Zone-10 N- T02S, R02E LOS VAQUI MITIGATIO STOCK POND. NONE DETI CCWD-LOS	*****	Tassajara (	10	609266	4183094
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	797	68459	76542	20150404	20150404	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot :	695	37.80154	-121.716	Zone-10 N- T01S, R02E POND ABO KEY STOCK STOCK POI Foot traffic POSSIBLE T PRESENT B CCWD-LOS	*****	Byron Hot :	10	613021	4184572	
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	798	68462	76548	20150404	20150404	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot :	860	37.80459	-121.712	Zone-10 N- T01S, R02E POND ABO MAPPED T STOCK POI Foot traffic POSSIBLE T NONE OBSE CONTRA C	*****	Byron Hot :	10	613418	4184916	
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	799	68463	76584	20150403	20150403	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot :	240	37.84846	-121.691	Zone-10 N- T01S, R03E ABOUT 1.8 POND D1. I STOCK POND. 2014 AERIAL PHOTO 23 LARVAE UNKNOW	*****	Byron Hot :	10	615144	4189808	
Laterallus j California t Birds	ABNME03(None Threatener G3T1	S2	BLM_S-Ser	136	69045	68638	20060619	20060619	N	A-Excellent	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Antioch Nc	6	38.03749	-121.862	Zone-10 N- T02N, R01I BROWNS I: 2004 LOCA HABITAT CONSISTS OF A NEARLY I 3 DETECTE EBRPD	*****	Antioch Nc	10	599847	4205886
Masticophi Alameda w Reptiles	ARADB210 Threatener Threatener G4T2	S2		87	69363	68819	20050429	20050429	N	A-Excellent	Presumed	Non-specif	30	Unknown	Natural/Na Contra Cos Antioch So	305	37.97261	-121.862	Zone-10 N- T02N, R01I SOMMERS' 1990'S OBS: HABITAT SI Vehicle col THREATEN AT LEAST 1 EBRPD-BLA	*****	Antioch So	10	599948	4203387
Rana drayt California r Amphibian AAABH010 Threatener None G2G3	S2S3	CDFW_SSC	951	69706	68276	20150403	20150403	N	B-Good	Presumed	Specific bo	10	Fluctuating	Natural/Na Contra Cos Byron Hot :	303	37.85779	-121.724	Zone-10 N- T01S, R03E 1.8 MI SW POND B4. HABITAT CONSISTED OF A "KEY" S NONE DETI CCWD-LOS	*****	Byron Hot :	10	612214	4198033	
Rana drayt California r Amphibian AAABH010 Threatener None G2G3	S2S3	CDFW_SSC	952	69742	76708	20150404	20150404	N	B-Good	Presumed	Specific bo	20	Fluctuating	Natural/Na Contra Cos Byron Hot :	280	37.83762	-121.695	Zone-10 N- T01S, R03E 2.7 MILES : PONDS AN HABITAT CONSISTED C CCWD IS SI PRESENT 1 CCWD-LOS	*****	Byron Hot :	10	614791	4188601	
Buteo swai Swainson's Birds	ABNKC190 None Threatener G5	S4	BLM_S-Ser	1681	69955	69177	20070419	20070419	N	C-Fair	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Brentwood	145	37.94565	-121.749	Zone-10 N- T01N, R02I 0.15 MILE SE OF THE I NEST TREE Developm THREATEN SWAINSON PVT	*****	Brentwood	10	609923	4200523
Buteo swai Swainson's Birds	ABNKC190 None Threatener G5	S4	BLM_S-Ser	1684	69974	69196	2010XXXX	2010XXXX	N	C-Fair	Presumed	Non-specif	30	Unknown	Natural/Na Contra Cos Brentwood	90	37.90005	-121.717	Zone-10 N- T01N, R02I ALONG M AT LEAST 2 2007: NEST Developm THREATEN 2 NESTS AC UNKNOW	*****	Brentwood	10	612762	4195501
Rana drayt California r Amphibian AAABH010 Threatener None G2G3	S2S3	CDFW_SSC	981	71407	70504	20040512	20040512	N	C-Fair	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	547	37.76417	-121.867	Zone-10 N- T02S, R01E TASSAJARA CREEK, WE HABITAT CONSISTS OF A CREEK W 2 ADULTS (PVT	*****	Tassajara (	10	599759	4180254
Rana drayt California r Amphibian AAABH010 Threatener None G2G3	S2S3	CDFW_SSC	982	71408	70505	20060322	20170601	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot :	175	37.83944	-121.679	Zone-10 N- T01S, R03E 1.9 MILES : ECCCHCP V EPHEMERAL POND IN NON-NATIV I LARVA O EBRPD	*****	Byron Hot :	10	616205	4188822	
Rana drayt California r Amphibian AAABH010 Threatener None G2G3	S2S3	CDFW_SSC	983	71409	70506	20060322	20060322	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot :	175	37.84502	-121.683	Zone-10 N- T01S, R03E CREEK IMP MAPPED T HABITAT CONSISTED OF NON-NAT1 DETECTED EBRPD-VAI	*****	Byron Hot :	10	615855	4189437	
Rana drayt California r Amphibian AAABH010 Threatener None G2G3	S2S3	CDFW_SSC	984	71410	70507	20060511	20060511	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot :	168	37.84653	-121.673	Zone-10 N- T01S, R03E I.3 MILES SSW OF THE HABITAT CONSISTS OF NON-NAT1 I EGG MAS PVT-VAQU	*****	Byron Hot :	10	616725	4189617	
Buteo swai Swainson's Birds	ABNKC190 None Threatener G5	S4	BLM_S-Ser	1712	71412	70508	20060420	20060420	N	C-Fair	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Brentwood	68	37.95325	-121.703	Zone-10 N- T01N, R02I ON THE SW SITE WHERE NEST TREE DEVELOPS HOUSING I 1 JUVENILE PVT	*****	Brentwood	10	613981	4201422
Buteo swai Swainson's Birds	ABNKC190 None Threatener G5	S4	BLM_S-Ser	1713	71415	70510	20060419	20060419	N	C-Fair	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Brentwood	12	37.98555	-121.668	Zone-10 N- T02N, R03I EAST SIDE OF KNIGHT: NEST TREE IS A EUCALYPTUS; SUR 2 ADULTS (UNKNOW	*****	Brentwood	10	616992	4205048
Buteo swai Swainson's Birds	ABNKC190 None Threatener G5	S4	BLM_S-Ser	1714	71420	70516	20060427	20060427	N	C-Fair	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Brentwood	47	37.97291	-121.699	Zone-10 N- T02N, R02I SOUTH OF NEST TREE NEST TREE IS A EUCALYPTUS; SUR 2 ADULTS (UNKNOW	*****	Brentwood	10	614306	4203609
Ambystom California t Amphibian AAAAA011 Threatener Threatener G2G3T3	S3	CDFW_WL	821	71445	70539	20170426	20170426	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot :	140	37.85196	-121.661	Zone-10 N- T01S, R03E 1 MILE SSE MAPPED T HABITAT C Foot traffic POSSIBLE T LARVAE "I PVT-VAQU	*****	Byron Hot :	10	617812	4190234	
Laterallus j California t Birds	ABNME03(None Threatener G3T1	S2	BLM_S-Ser	174	71474	60061	20050430	2																

Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1299	77426	76475	20150409	20150409	N	U-Unknow	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (1270	37.78867	-121.759	Zone-10 N-T02S, R02E POND ABO POND I10. 1998-99 DETECTIONS I RESERVOIR NONE IN 1' CCWD-LOS	#####	Tassajara (10	609266	4183094
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1300	77428	76479	20150409	20150409	N	U-Unknow	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (1400	37.79092	-121.766	Zone-10 N-T02S, R02E POND ABO POND I9, K FORAGING Altered flo RESERVOIR NONE 1981 CCWD-LOS	#####	Tassajara (10	608676	4183335
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1301	77430	B6328	20171208	20171208	N	B-Good	Presumed	Specific bo	20	Fluctuating	Natural/Na Alameda I Byron Hot	911	37.77729	-121.721	Zone-10 N-T02S, R02E ABOUT 1 N STOCK PON 1998-99 DI Non-native PREDATOR NONE 1981 CCWD-LOS	#####	Byron Hot	10	612623	4181876
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1302	77431	76483	20180419	20180419	N	C-Fair	Presumed	Specific bo	20	Fluctuating	Natural/Na Contra Cos Byron Hot	800	37.77701	-121.732	Zone-10 N-T02S, R02E ALONG UP FEATURES G6, G7 & G Altered flo NOT MAN/ PRESENT A CCWD-LOS	#####	Byron Hot	10	611629	4181831
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1303	77439	76493	20180418	20180418	N	C-Fair	Presumed	Specific bo	20	Fluctuating	Natural/Na Contra Cos Byron Hot	880	37.78254	-121.731	Zone-10 N-T02S, R02E PONDS AL STOCK POA SCATTERED Non-native CHURNAL (NONE FOU CCWD-LOS	#####	Byron Hot	10	611773	4182446
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1304	77457	76510	20170503	20170503	N	C-Fair	Presumed	Specific bo	20	Fluctuating	Natural/Na Contra Cos Byron Hot	965	37.79136	-121.727	Zone-10 N-T02S, R02E POND IN U STOCK PON 1998-99 DETECTIONS DURING DANNE NONE IN 1' CCWD-LOS	#####	Byron Hot	10	612106	4183430
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1305	77462	76517	20150410	20150410	N	B-Good	Presumed	Specific bo	10	Fluctuating	Natural/Na Contra Cos Byron Hot	820	37.79047	-121.743	Zone-10 N-T02S, R02E 1.7 MILES I STOCK POA 1998-1999 Dam/Inuncc RESERVOIR PRESENT S' CCWD-LOS	#####	Byron Hot	10	610658	4183311
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1306	77472	76527	201407XX	201407XX	N	B-Good	Presumed	Specific bo	10	Fluctuating	Natural/Na Contra Cos Byron Hot	550	37.79988	-121.74	Zone-10 N-T01S, R02E 1.9 MILES I SEMIPERM 2014 AERIAL SHOWS L WATER LEI NOT SURVI CCWD-LOS	#####	Byron Hot	10	610968	4184360
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1307	77475	76530	201407XX	201407XX	N	C-Fair	Presumed	Specific bo	10	Fluctuating	Natural/Na Contra Cos Byron Hot	500	37.80162	-121.731	Zone-10 N-T01S, R02E SOUTH SID POND F8. MANMAD Dam/Inuncc THREATEN NONE IN 1' CCWD-LOS	#####	Byron Hot	10	611674	4184563
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1308	77481	76536	201407XX	201407XX	N	C-Fair	Presumed	Specific bo	20	Fluctuating	Natural/Na Contra Cos Byron Hot	800	37.80002	-121.722	Zone-10 N-T01S, R02E PONDS ABI POND F7 VALLEY GRASSLANDS WITH SCATTI NONE 1981 CCWD-LOS	#####	Byron Hot	10	612511	4184397
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1309	77489	76542	201407XX	201407XX	N	B-Good	Presumed	Specific bo	10	Fluctuating	Natural/Na Contra Cos Byron Hot	695	37.80154	-121.716	Zone-10 N-T01S, R02E POND ABO KEY STOCK HABITAT DESCRIBED AS VALLEY G NONE 1981 CCWD-LOS	#####	Byron Hot	10	613021	4184572
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1310	77494	76548	201407XX	201407XX	N	B-Good	Presumed	Specific bo	10	Fluctuating	Natural/Na Contra Cos Byron Hot	860	37.80459	-121.712	Zone-10 N-T01S, R02E POND ABO POND F5. 1998-1999 OBSERVATIONS MADE NONE 1981 CCWD-LOS	#####	Byron Hot	10	613418	4184916
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1311	77495	76549	201407XX	201407XX	N	U-Unknow	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot	750	37.80796	-121.712	Zone-10 N-T01S, R02E POND ABO STOCK PON 1998-1999 OBSERVATIONS MADE NOT SURVI CCWD-LOS	#####	Byron Hot	10	613386	4185290
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1312	77496	76550	20130423	201407XX	N	C-Fair	Presumed	Specific bo	10	Fluctuating	Natural/Na Contra Cos Byron Hot	520	37.80779	-121.722	Zone-10 N-T01S, R02E ABOUT 3 N POND F4. 1998-1999 OBSERVAT POSSIBLIT NOT SURVI CCWD-LOS	#####	Byron Hot	10	612540	4185259
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1313	77497	76551	20130422	201407XX	N	B-Good	Presumed	Specific bo	680	37.81346	-121.71	Zone-10 N-T01S, R02E 1.8 MILES I STOCK HABITAT DESCRIBED AS VALLEY G AT F1, EGG CCWD-LOS	#####	Byron Hot	10	613582	4185902			
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1314	77498	76552	20080407	201407XX	N	B-Good	Presumed	Specific bo	10	Fluctuating	Natural/Na Contra Cos Byron Hot	760	37.822	-121.709	Zone-10 N-T01S, R02E SPRING (ST POND D6. NONE DUR CCWD-LOS	#####	Byron Hot	10	613662	4186851
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1315	77514	76559	20190930	20190930	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na Contra Cos Byron Hot	250	37.84256	-121.704	Zone-10 N-T01S, R02E PONDS IN I STOCK POA STOCK POND & MARS I NOT MAN/ PRESENT I CCWD-LOS	#####	Byron Hot	10	614022	4189138
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1316	77533	76563	20150403	20150403	N	B-Good	Presumed	Specific bo	10	Fluctuating	Natural/Na Contra Cos Byron Hot	225	37.84818	-121.704	Zone-10 N-T01S, R02E N SIDE OF I STOCK POA OBSERVATIONS MADE DURING D. DETECTION CCWD-LOS	#####	Byron Hot	10	614064	4189763
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1318	77564	76584	20190930	20190930	N	B-Good	Presumed	Specific bo	10	Fluctuating	Natural/Na Contra Cos Byron Hot	240	37.84846	-121.691	Zone-10 N-T01S, R03E ABOUT 1.8 POND D1, I STOCK POA OTHER I Wc PERMITTEE NONE FOU CCWD-LOS	#####	Byron Hot	10	615144	4189808
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1319	77575	76631	20150403	20150403	N	C-Fair	Presumed	Specific bo	270	37.8592	-121.69	Zone-10 N-T01S, R03E 0.3 MI E OI POND C2 I CALIFORNIA TIGER SALAMANDER 2 ADULTS I CCWD-LOS	#####	Byron Hot	10	615236	4191002			
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1320	77576	76633	20150403	20150403	N	C-Fair	Presumed	Specific bo	380	37.8575	-121.734	Zone-10 N-T01S, R02E ABOUT 1.4 POND B5, I CALIFORNIA TIGER SAI RESERVOIR NONE IN 1' CCWD-LOS	#####	Byron Hot	10	611407	4190760			
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1321	77577	70765	20150410	20150410	N	C-Fair	Presumed	Specific bo	750	37.85	-121.746	Zone-10 N-T01S, R02E 1.3 MI NW POND M1, 1998-1999 Dam/Inuncc RESERVOIR NONE IN S' CCWD-LOS	#####	Byron Hot	10	610325	4189914			
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1322	77578	76634	20161108	20161108	N	C-Fair	Presumed	Specific bo	840	37.84568	-121.741	Zone-10 N-T01S, R02E ABOUT 1.8 POND M2. PRIOR TO I Dam/Inuncc RESERVOIR NONE IN 1' CCWD-LOS	#####	Byron Hot	10	610811	4189441			
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1323	77579	68285	20150410	20150410	N	B-Good	Presumed	Specific bo	670	37.84078	-121.754	Zone-10 N-T01S, R02E POND ABO POND K1, I 1998-1999 OBSERVAT RESERVOIR NONE IN 1' CCWD-LOS	#####	Tassajara (	10	609629	4188881		
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1324	77580	76635	20150410	20150410	N	C-Fair	Presumed	Specific bo	10	Fluctuating	Natural/Na Contra Cos Tassajara (590	37.83924	-121.76	Zone-10 N-T01S, R02E LOS VAQUI POND K5W OBSERVAT Dam/Inuncc RESERVOIR ALL LIFE ST CCWD-LOS	#####	Tassajara (10	609147	4188704
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1325	77589	76644	20150410	20150410	N	X-None	Possibly Ex Specific bo	490	37.82818	-121.76	Zone-10 N-T01S, R02E ABOUT 1.8 THE MAPPI WETLANDS Dam/Inuncc INUNDATE METAMOR CCWD-LOS	#####	Tassajara (	10	609136	4187476			
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1326	77617	76671	20150410	20150410	N	B-Good	Presumed	Specific bo	530	37.84509	-121.775	Zone-10 N-T01S, R02E LOS VAQUI POND L2. I MANMADE POND SUR RESERVOIR NONE FOU CCWD-LOS	#####	Tassajara (	10	607798	4189335		
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1327	77625	76679	20150409	20150409	N	B-Good	Presumed	Specific bo	1900	37.81373	-121.774	Zone-10 N-T01S, R02E ABOUT 1.2 FEATURE R 1998-1999 Groundwa PREDATIOI NONE FOU CCWD-LOS	#####	Tassajara (	10	607952	4185857		
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1328	77634	76688	20130422	201407XX	N	C-Fair	Presumed	Specific bo	300	37.82754	-121.682	Zone-10 N-T01S, R02E 2.5 MILES I STOCK POA HABITAT WAS A MANMADE PONI NONE IN 1' CCWD-LOS	#####	Byron Hot	10	615966	4187499			
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1330	77681	76722	20150410	20150410	N	B-Good	Presumed	Specific bo	630	37.8346	-121.756	Zone-10 N-T01S, R02E POND ABO POND K3, I OBSERVAT Dam/Inuncc RESERVOIR NONE FOU CCWD-LOS	#####	Tassajara (	10	609442	4188193		
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1331	77692	76724	201310XX	201407XX	N	C-Fair	Presumed	Specific bo	550	37.82223	-121.721	Zone-10 N-T01S, R02E W SIDE OF POND D7 ROLLING G Dam/Inuncc RESERVOIR D7: ADULT CCWD-LOS	#####	Byron Hot	10	612562	4186862			
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1333	77714	76755	20080416	201407XX	N	D-Poor	Presumed	Specific bo	1025	37.76905	-121.724	Zone-10 N-T02S, R02E 1 MILE E O STOCK POA LACK OF WATER LIKELY PREVENTS NOT SURVI CCWD-LOS	#####	Byron Hot	10	612393	4180958			
Rana drayt California r Amphibian AAABH010 Threatener None	G2G3	S253	CDFW_SSC	1334	77718	76761	20150409	20150409	N	B-Good	Presumed	Specific bo	1980	37.81702	-121.788	Zone-10 N-T01S, R02E ABOUT 1.3 POND I2, I PACIFIC TR OTHER I No PREDATIOI 3 ADULTS I CCWD-LOS	#####	Tassajara (	10	606707	4186206		
Masticophi Alameda w Reptiles	ARADB210	Threatener Threatener G4T2	S2	120	79943	78985	XXXXXXX	XXXXXXX	X	U-Unknow	Presumed	Specific bo	685	37.78072	-121.745	Zone-10 N-T02S, R02E LOS VAQUI MAPPED TO PROVIDED COORDINATES. LOS V I REPORTE CCWD-LOS	#####	Byron Hot	10	610521	4182227			
Masticophi Alameda w Reptiles	ARADB210	Threatener Threatener G4T2	S2	121	79951	78990	19810422	19810422	N	X-None	Possibly Ex Circular fe	90	Unknown	Natural/Na Contra Cos Byron Hot	385	37.81505	-121.733	Zone-10 N-T01S, R02E ON TOPO: OCCURREN RESERVOIR Dam/Inuncc DISPLACED 2 SNAKES I CCWD-LOS	#####	Byron Hot	10	611510	4186050	
Masticophi Alameda w Reptiles	ARADB210	Threatener Threatener G4T2	S2	122	79955	78993	XXXXXXX	XXXXXXX	X	U-Unknow	Presumed	Specific bo	195	37.84945	-121.695	Zone-10 N-T01S, R03E ALONG KEI NEAR "WATERSHED OFFICES." MAPPED TO C I REPORTE CCWD-LOS	#####	Byron Hot	10	614791	4189913			
Masticophi Alameda w Reptiles	ARADB210	Threatener Threatener G4T2	S2	123	79956	78994	19980819	19980819	N	U-Unknow	Presumed	Specific bo	340	37.86598	-121.768	Zone-10 N-T01S, R02E MIWOK TR ROUND VALLEY REGIONAL PARK. MAPPED TO C I REPORTE EBRPD-ROI	#####	Tassajara (	10	608352	4191660		
Masticophi Alameda w Reptiles	ARADB210	Threatener Threatener G4T2	S2	128	79964	79004	19760523	19760523	N	U-Unknow	Presumed	Specific bo	610	37.89047	-121.847	Zone-10 N-T01N, R01I ON MARSH COLLECTED DEAD FRO Vehicle col THREATEN I INDIVIDU UNKNOW	#####	Antioch So	10	601356	4194289			
Hypomesu Delta smel Fish	AFCHB010-Threatener	Endangere G1	S1	18	80897	79902	2006XXXX	2007XXXX	N	U-Unknow	Presumed	Specific bo	0	37.9715	-121.52	Zone-10 N-T02N, R04I EMPIRE CU 20 MM SUI 20 MM SURVEY SAMPLES LARVAL LARVAL SM UNKNOW	#####	Woodward	10	629993	4203686			
Hypomesu Delta smel Fish	AFCHB010-Threatener	Endangere G1	S1	19	80900	79905	2004XXXX	2007XXXX	N	U-Unknow	Presumed	Specific bo	0	37.94056	-121.559	Zone-10 N-T01N, R04I OLD RIVER 20 MM SUI 20 MM SURVEY SAMPLES LARVAL LARVAL SM UNKNOW	#####	Woodward	10	626621	4200199			
Hypomesu Delta smel Fish	AFCHB010-Threatener	Endangere G1	S1	20	80902	79907	2005XXXX	2007XXXX	N	U-Unknow	Presumed	Specific bo	1	38.05395	-121.511	Zone-10 N-T02N, R04I BURNS RE I 20 MM SUI 20 MM SURVEY SAMPLES LARVAL LARVAL SM UNKNOW	#####	Bouldin Isl	10	630638	4212848			
Hypomesu Delta smel Fish	AFCHB010-Threatener	Endangere G1	S1	21	80907	79912	2005XXXX	2007XXXX	N	U-Unknow	Presumed	Specific bo	5	37.8593	-121.569	Zone-10 N-T01S, R04E OLD RIVER 20 MM SUI TO SAMPLE ENTIRE WATER COLU LARVAL SM UNKNOW	#####	Clifton Cou	10	625898	4191170			
Hypomesu Delta smel Fish	AFCHB010-Threatener	Endangere G1	S1	22	80909	79914	2005XXXX	2005XXXX	N	U-Unknow	Presumed	Specific bo	0	38.02615	-121.583	Zone-10 N-T02N, R04I HOLLAND I 20 MM SUI 20 MM SURVEY SAMPLES LARVAL LARVAL SM UNKNOW	#####	Bouldin Isl	10	624362	4209664			
Hypomesu Delta smel Fish	AFCHB010-Threatener	Endangere G1	S1	23	80911	79917	2007XXXX	2007XXXX	N	U-Unknow	Presumed	Specific bo	0	38.04827	-121.595	Zone-10 N-T02N, R03I FRANKS TR 20 MM SUI TO SAMPLE ENTIRE WATER COLU LARVAL SM DPR-FRANI	#####	Bouldin Isl	10	623255	4212102			
Hypomesu Delta smel Fish	AFCHB010-Threatener	Endangere G1	S1	24	80913	79921	2006XXXX	2007XXXX	N	U-Unknow	Presumed	Specific bo	0	38.07953	-121.57	Zone-10 N-T03N, R04I SAN JOAQUI 20 MM SUI TO MM SURVEY SAMPLES LARVAL STA 815: O UNKNOW	#####	Bouldin Isl	10	625391	4215604			
Hypomesu Delta smel Fish	AFCHB010-Threatener	Endangere G1	S1	25	80918	79927	2006XXXX	2007XXXX	N	U-Unknow	Presumed	Specific bo	0	38.10128	-121.598	Zone-10 N-T03N, R03I WEBB REA BAY STUDY THE BAY STUDY SAMPLES FISH, S' ONE SMOEL UNKNOW	#####	Bouldin Isl	10	622921	4217980			
Hypomesu Delta smel Fish	AFCHB010-Threatener	Endangere G1	S1	26	80929	79941	2005XXXX	2007XXXX	N	U-Unknow	Presumed	Specific bo	0	38.088										

Ambystom California t Amphibian AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	923	90492	76631	20150403	20150403	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot	240	37.8592	-121.69	Zone-10 N-T01S, R03E 0.3 MI E OI POND C2, J RED-LEGGED FROGS (1998, 1999) CTS NOTEC CCWD-LOS	Byron Hot	10	615236	4191002
Ambystom California t Amphibian AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	924	90509	76469	20150409	20150409	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	1075	37.78307	-121.756	Zone-10 N-T02S, R02E ABOUT 1.7 STOCK POI STOCK POND. OTHER SPECIES FOI DETECTED CCWD-LOS	Tassajara (	10	609573	4182475
Rana drayt California r Amphibian AAABH010	Threatened	None	G2G3	S2S3	CDFW_SSC	1372	90572	89574	20150409	20150409	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	1150	37.80489	-121.77	Zone-10 N-T01S, R02E POND ABO POND 18W APPARENTLY NOT PART OF EARLY ADJUNCTS CCWD-LOS	Tassajara (	10	608304	4184881
Rana drayt California r Amphibian AAABH010	Threatened	None	G2G3	S2S3	CDFW_SSC	1373	90573	89575	19951128	19951128	N	X-None	Extirpated	Circular fe	50	Unknown	Natural/Na Contra Cos Byron Hot	400	37.83686	-121.73	Zone-10 N-T01S, R02E VICINITY O MAPPED T THIS REACTI Dam/Inunc CONSTRUCT 3 ADULT M CCWD-LOS	Byron Hot	10	611759	4188474
Branchinec Conservan:Crustacean ICBRA0301	Endangered	None	G2	S2	IUCN_EN-E	37	90589	89593	20110330	20110330	N	U-Unknown	Presumed	Non-specif	30	Unknown	Natural/Na Solano Antioch Nc	10	38.0942	-121.875	Zone-10 N-T03N, R01M MONTEZUIA COMPLE:ALKALINE VERNAL POI (RESTORATI) DETECTED PVT	Antioch Nc	10	598623	4216864
Spirinchus longfin sm Fish	AFCHB030: Candidate	Threatened	G5	S1	IUCN_LC-Li	17	90695	89700	20120411	20120927	N	U-Unknown	Presumed	Non-specif	30	Decreasing	Natural/Na Contra Cos Jersey Islar	0	38.11975	-121.697	Zone-10 N-T03N, R02I SACRAMEN 6 USFWS B A KEY SPAI Altered flo DIVERSION 396 COLLEI UNKNOW	Jersey Islar	10	614216	4219903
Spirinchus longfin sm Fish	AFCHB030: Candidate	Threatened	G5	S1	IUCN_LC-Li	29	90749	89748	20120605	20120619	N	U-Unknown	Presumed	Non-specif	30	Decreasing	Natural/Na Solano Antioch Nc	0	38.17179	-121.957	Zone-10 N-T04N, R01M MONTEZUII INCLUDES :SUISUN M/ Altered flo DIVERSION 20 MM (SK UNKNOW	Denverton	10	591359	4225390
Spirinchus longfin sm Fish	AFCHB030: Candidate	Threatened	G5	S1	IUCN_LC-Li	33	90759	89752	20120507	20120927	N	U-Unknown	Presumed	Non-specif	30	Unknown	Natural/Na Contra Cos Terminus	0	38.02622	-121.76	Zone-10 N-T02N, R02I SAN JOAQU MNEY SPE/ SAN JOAQU Altered flo DIVERSION OVER 2000 UNKNOW	Antioch Nc	10	608826	4209450
Spirinchus longfin sm Fish	AFCHB030: Candidate	Threatened	G5	S1	IUCN_LC-Li	43	90760	89753	20120305	20120305	N	U-Unknown	Presumed	Circular fe	90	Decreasing	Natural/Na Contra Cos Clifton Cou	0	37.85937	-121.569	Zone-10 N-T01S, R04E OLD RIVER MAPPED T ASSEMBLA Altered flo ENTRAINM O FROM NE UNKNOW	Clifton Cou	10	625862	4191177
Spirinchus longfin sm Fish	AFCHB030: Candidate	Threatened	G5	S1	IUCN_LC-Li	34	90765	89757	20120305	20120305	N	U-Unknown	Presumed	Non-specif	30	Decreasing	Natural/Na San Joaqui Terminus	0	38.10488	-121.491	Zone-10 N-T03N, R04I LITTLE POT CDFW MOI UPSTREAM Altered flo BAY-DELTA NO LONG UNKNOW	Terminus	10	632268	4218527
Spirinchus longfin sm Fish	AFCHB030: Candidate	Threatened	G5	S1	IUCN_LC-Li	38	90772	89765	20120423	20120913	N	U-Unknown	Presumed	Non-specif	30	Unknown	Natural/Na Contra Cos Bouldin Isl	0	38.04822	-121.595	Zone-10 N-T02N, R03I FRANKS TR CDFW STA TRIBUTARY Altered flo BAY-DELTA NONE DETI DPR, UNKN	Bouldin Isl	10	623239	4212096
Spirinchus longfin sm Fish	AFCHB030: Candidate	Threatened	G5	S1	IUCN_LC-Li	39	90773	89766	20120312	20120312	N	U-Unknown	Presumed	Circular fe	90	Unknown	Natural/Na Contra Cos Clifton Cou	15	37.82577	-121.52	Zone-10 N-T02N, R04I MIDDLE RI MAPPED T POSSIBLE S Altered flo BAY-DELTA NONE CAU UNKNOW	Woodward	10	629993	4203686
Spirinchus longfin sm Fish	AFCHB030: Candidate	Threatened	G5	S1	IUCN_LC-Li	40	90775	89767	20120305	20120305	N	U-Unknown	Presumed	Non-specif	30	Unknown	Natural/Na Contra Cos Woodward	-5	37.94165	-121.562	Zone-10 N-T01N, R04I OLD RIVER MAPPED T POSSIBLE S Altered flo BAY-DELTA NONE CAU UNKNOW	Woodward	10	626236	4200316
Spirinchus longfin sm Fish	AFCHB030: Candidate	Threatened	G5	S1	IUCN_LC-Li	41	90776	89768	19800617	20120927	N	U-Unknown	Presumed	Non-specif	30	Unknown	Natural/Na San Joaqui Woodward	-10	37.92156	-121.528	Zone-10 N-T01N, R04I MIDDLE RI MAPPED T POSSIBLE S Altered flo BAY-DELTA CATCH OF UNKNOW	Woodward	10	629421	4198134
Buteo swai Swainson's Birds	ABNKC190 None	Threatened	G5	S4	BLM_S-Ser	2383	90793	89785	20080421	20080421	N	A-Excellent	Presumed	Circular fe	40	Unknown	Natural/Na Contra Cos Clifton Cou	10	37.86182	-121.553	Zone-10 N-T01S, R04E ISLAND IN MAPPED T NEST IN SMALL CLUSTER OF RIPA NESTING P UNKNOW	Clifton Cou	10	627312	4191471
Buteo swai Swainson's Birds	ABNKC190 None	Threatened	G5	S4	BLM_S-Ser	2384	90794	89786	20090401	20090401	N	U-Unknown	Presumed	Circular fe	50	Unknown	Natural/Na Contra Cos Clifton Cou	10	37.84062	-121.539	Zone-10 N-T01S, R04E ISLAND IN MAPPED T 1993 NEST IN OREGON ASH. SURV NESTING P UNKNOW	Clifton Cou	10	628542	4189137
Buteo swai Swainson's Birds	ABNKC190 None	Threatened	G5	S4	BLM_S-Ser	2385	90797	89789	20150402	20150402	N	U-Unknown	Presumed	Non-specif	30	Unknown	Natural/Na Alameda J Clifton Cou	0	37.81546	-121.557	Zone-10 N-T01S, R04E ALONG THI MAPPED T 2009: NEST Other | Ve TRAFFIC CC 2 NESTING UNKNOW	Clifton Cou	10	627014	4186321
Buteo swai Swainson's Birds	ABNKC190 None	Threatened	G5	S4	BLM_S-Ser	2435	90975	89961	20020313	20020313	N	U-Unknown	Presumed	Circular fe	40	Unknown	Natural/Na Contra Cos Brentwood	0	37.99879	-121.659	Zone-10 N-T02N, R03I ALONG JER MAPPED T NEST IN OAK. 1 ADULT S/DPR-CASW	Brentwood	10	617705	4206528
Oenothera Antioch Du Dicot	PDONA0CC	Endangere	Endangere	G5T1	SB_CalBG/	12	91353	90308	20000623	20000623	N	U-Unknown	Presumed	Circular fe	90	Unknown	Natural/Na Contra Cos Brentwood (3712186)	37.97057		-121.706	Zone-10 N-T02N, R02I MIDWAY B EXACT LOCATION UNKNOW. MAPPED AS BI ONLY SOUI UNKNOW	Brentwood	10	613667	4203340
Thaleichth eulachon Fish	AFCHB040: Threatener	None	G5	S1	IUCN_LC-Li	7	91936	90894	19840427	19840427	N	U-Unknown	Presumed	Circular fe	60	Unknown	Natural/Na Contra Cos Clifton Cou	15	37.82577	-121.596	Zone-10 N-T01S, R03E J.E. SKINNE MAPPED TO FISH FACI Surface wa ENTRAINM 1 EULACH DFG, DWR	Clifton Cou	10	623586	4187413
Ambystom California t Amphibian AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	958	92474	91362	20110401	20110401	N	A-Excellent	Presumed	Specific bo	20	Unknown	Natural/Na Alameda | Livermore	716	37.75083	-121.834	Zone-10 N-T02S, R01E LAKE AT N MAPPED T LARGE PER Grazing POSSIBLY T 3 LARGE (6 EBRPD	Tassajara (	10	602692	4178809
Oncorhynch steelhead - Fish	AFCHA020: Threatener	None	G5T2Q	S2	AFS_TH-TH	26	92631	91589	201309XX	201309XX	N	U-Unknown	Presumed	Non-specif	30	Decreasing	Natural/Na Alameda J Clifton Court Forebay	37.8165		-121.558	Zone-10 N-T01S, R04E TRACY FIS MAPPED G A HIGH PEI Altered flo EMIGRATI YRLY SALV/ DWR, UNK	Clifton Cou	10	622908	4186435
Oncorhynch steelhead - Fish	AFCHA020: Threatener	None	G5T2Q	S2	AFS_TH-TH	27	92687	91603	20120507	20120507	N	U-Unknown	Presumed	Non-specif	30	Decreasing	Natural/Na Contra Cos Lathrop (3712173)	38.10457		-121.6	Zone-10 N-T03N, R03I SACRAMEN AREA OF D LOWER Riv Non-native ENTRAINM ANNUAL SI UNKNOW	Bouldin Isl	10	626752	4218343
Branchinec vernal poo Crustacean ICBRA0303	Threatened	None	G3	S3	IUCN_VU-V	667	94261	89593	20110330	20110330	N	U-Unknown	Presumed	Non-specif	30	Unknown	Natural/Na Solano Antioch Nc	15	38.0942	-121.875	Zone-10 N-T03N, R01M MONTEZUIA COMPLE:ALKALINE VERNAL POOLS IN ANN FOUND IN PVT	Antioch Nc	10	598623	4216864
Branchinec vernal poo Crustacean ICBRA0303	Threatened	None	G3	S3	IUCN_VU-V	668	94264	93118	20100311	20100311	N	U-Unknown	Presumed	Specific bo	20	Unknown	Natural/Na Contra Cos Antioch So	250	37.91452	-121.772	Zone-10 N-T01N, R02I SW SIDE DI MAPPED T VERNAL PC Road/trail / POTENTIAL I-100 FOU PVT	Antioch So	10	607958	4197042
Branchinec vernal poo Crustacean ICBRA0303	Threatened	None	G3	S3	IUCN_VU-V	669	94269	93122	20100209	20100209	N	A-Excellent	Presumed	Circular fe	40	Unknown	Natural/Na Alameda Clifton Cou	123	37.79081	-121.609	Zone-10 N-T02S, R02E SAW OF CLIF MAPPED T OPEN SPACE USED FOR CATTLE G I MALE AN UNKNOW	Clifton Cou	10	622467	4183516
Branchinec vernal poo Crustacean ICBRA0303	Threatened	None	G3	S3	IUCN_VU-V	670	94272	93125	20100216	20100216	N	U-Unknown	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot	110	37.83072	-121.643	Zone-10 N-T01S, R03E WEST SIDE MAPPED T POOL IN GRAZED, TRAMPLED ARE 1 FEMALE / EBRPD-BYF	Byron Hot	10	619445	4187901
Branchinec longhorn f: Crustacean ICBRA0302	Endangere	None	G2	S2	IUCN_EN-E	12	94517	93381	20180215	20180405	N	U-Unknown	Presumed	Specific bo	20	Unknown	Natural/Na Alameda Byron Hot	1065			*SENSITIVE PLEASE CO SEASONAL Non-native POTENTIAL THREAT FROM NON-N	Byron Hot	10	0	
Branchinec vernal poo Crustacean ICBRA0303	Threatened	None	G3	S3	IUCN_VU-V	680	94518	94813	201205XX	201205XX	N	U-Unknown	Presumed	Circular fe	60	Unknown	Natural/Na Contra Cos Byron Hot	900	37.8045	-121.69	Zone-10 N-T01S, R03E SOUZA ROI MAPPED G SEASONAL Developm POTENTIAL HOLOTYPE EBRPD	Byron Hot	10	615330	4184932
Branchinec vernal poo Crustacean ICBRA0303	Threatened	None	G3	S3	IUCN_VU-V	681	94519	93382	1983XXXX	1983XXXX	N	U-Unknown	Presumed	Circular fe	40	Unknown	Natural/Na Contra Cos Byron Hot	800	37.8146	-121.708	Zone-10 N-T01S, R02E LOS VAQUI MAPPED T AREA DESI Grazing GRAZING / DETECTED CCWD-LOS	Byron Hot	10	613748	4186031
Ambystom California t Amphibian AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	964	94744	93592	20130205	20130205	N	A-Excellent	Presumed	Specific bo	10	Unknown	Natural/Na Alameda Clifton Cou	180	37.7792	-121.597	Zone-10 N-T02S, R03E ABOUT 1.2 MAPPED T HABITAT CONSISTING OF A MANMA 13 ADULTS DWR	Clifton Cou	10	612586	4182245
Ambystom California t Amphibian AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	965	94751	93619	20170501	20170501	N	A-Excellent	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Clifton Cou	40	37.82321	-121.608	Zone-10 N-T01S, R03E ABOUT 0.5 MAPPED T HABITAT CONSISTED C POSSIBLE T 2 LARVAE (PVT	Clifton Cou	10	622536	4187113
Ambystom California t Amphibian AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	966	94821	76482	20150406	20150406	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot	950	37.77732	-121.721	Zone-10 N-T02S, R02E ABOUT 1 N STOCK POI VALLEY GR Non-native PREDATOR NO INCIDE CCWD-LOS	Byron Hot	10	612651	4181879
Ambystom California t Amphibian AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	967	94822	93697	20140109	20140109	N	U-Unknown	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot	580	37.79023	-121.669	Zone-10 N-T02S, R03E 3.1 AIR MIL MAPPED T HABITAT C Foot traffic PREDATOR T 1 JUVENILE PVT	Byron Hot	10	617212	4183375
Ambystom California t Amphibian AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	968	94925	93794	20170425	20170425	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na Contra Cos Byron Hot	96	37.83494	-121.651	Zone-10 N-T01S, R03E VASCO RD, MAPPED T HABITAT C Foot traffic POSSIBLE T 3-10 EGG M EBRPD	Byron Hot	10	618666	4188358
Ambystom California t Amphibian AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	969	94994	70765	20150410	20150410	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot	750	37.85	-121.746	Zone-10 N-T01S, R02E 1.3 MI NW POND M1. HABITAT C Developm POSSIBLE T PRESENT B CCWD-LOS	Byron Hot	10	610325	4189914
Ambystom California t Amphibian AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	970	94996	93862	20170502	20170502	N	U-Unknown	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot	60	37.8521	-121.681	Zone-10 N-T01S, R03E ABOUT 1.2 MAPPED T HABITAT CONSISTED C POSSIBLE T MORE THA CCWD-LOS	Byron Hot	10	616031	4190225
Ambystom California t Amphibian AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	971	94998	76550	20150404	20150404	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot	520	37.80779	-121.722	Zone-10 N-T01S, R02E ABOUT 3 N POND F4. I HABITAT C Developm POSSIBLE T CTS NOTEC CCWD-LOS	Byron Hot	10	612540	4185259
Ambystom California t Amphibian AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	972	95003	93868	19990108	19990108	N	U-Unknown	Presumed	Circular fe	50	Unknown	Natural/Na Contra Cos Brentwood	70	37.8814	-121.677	Zone-10 N-T01S, R03E ABOUT 1.2 MAPPED TO PROVIDED COORDINATES. LOCA 3 M AND 5 UNKNOW	Brentwood	10	616345	4193482
Thamnoph giant garte Reptiles	ARADB361	Threatened	Threatened	G2	IUCN_VU-V	359	95080	93953	20140417	20140417	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Bouldin Isl	0	38.05409	-121.627	Zone-10 N-T02N, R03I ABOUT 0.9 MAPPED T SNAKE FOI Other | Bic VEHICLES (3 FOUND, /PVT	Jersey Islar	10	620495	4212707
Rana drayt California r Amphibian AAABH010	Threatened	None	G2G3	S2S3	CDFW_SSC	1374	95099	93971	20120812	20120812	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Alameda Clifton Cou	420	37.75181	-121.61	Zone-10 N-T02S, R03E ABOUT 2 N MAPPED T POND A ORV activit VEHICLE TR 8 ADULT CI PVT	Clifton Cou	10	622416	4179187
Rana drayt California r Amphibian AAABH010	Threatened	None	G2G3	S2S3	CDFW_SSC	1375	95146	94013	20100329	20100329	N	D-Poor	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Clifton Cou	60	37.81491	-121.607	Zone-10 N-T01S, R03E SW OF CLIF MAPPED T HABITAT C Non-native POSSIBLE T POSSIBLE F DWR	Clifton Cou	10	622623	4186194
Ambystom California t Amphibian AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	980	95971	25536	20150404	20150404	N	U-Unknown	Presumed	Specific bo	20	Unknown	Natural/Na Contra Cos Byron Hot	300	37.83363	-121.685	Zone-10 N-T01S, R03E PONDS ABI MAPPED T HABITAT C Grazing POSSIBLE T NOTED AS CCWD-LOS	Byron Hot	10	615689	4188171
Ambystom California t Amphibian AAAAA011	Threatened	Threatened	G2G3T3	S3	CDFW_WL	981	95997	76420	20160501	20160501	N	C-Fair	Presumed	Specific bo	20	Unknown	Natural/Na Alameda Byron Hot	925	37.76819</						

Agelaius tri tricolorod I Birds	ABPBX00:None	Threatened G1G2	S2	BLM_S-Ser	942	103401	76482	20080425	20080425	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot	920	37.77732	-121.721	Zone-10 N- T02S, R02E ABOUT 1 N MAPPED A STOCK POND SURROUNDED BY V/ABOUT 20C CCWD-LOS	#####	Byron Hot	10	612651	4181879						
Buteo swai Swainson's Birds	ABNKC190 None	Threatened G5	S4	BLM_S-Ser	2690	103422	A1826	20160329	20160329	N	C-Fair	Presumed	Circular fe:	40	Unknown	Natural/Na Contra Cos Antioch So	116	37.99229	-121.776	Zone-10 N- T02N, R02I NORTH EN MAPPED T I2015 NEST OTHER PLANNED I NESTING P PVT, CITY C	#####	Antioch So	10	607521	4205666						
Thamnoph giant garte Reptiles	ARADB361 Threatened	Threatened G2	S2	IUCN_VU-V	404	103608	A2016	20160415	20160415	N	A-Excellent	Presumed	Circular fe:	40	Unknown	Natural/Na Sacramento Antioch Nc	0	38.03933	-121.784	Zone-10 N- T02N, R02I LEVEE AT V MAPPED T I FOUND ON LEEVE ROAD ADJACEN 1 JUVENILE DWR	#####	Antioch Nc	10	606668	4210876						
Thamnoph giant garte Reptiles	ARADB361 Threatened	Threatened G2	S2	IUCN_VU-V	405	103609	A2017	20160412	20160412	N	A-Excellent	Presumed	Circular fe:	40	Unknown	Natural/Na Sacramento Antioch Nc	0	38.03332	-121.767	Zone-10 N- T02N, R02I LEVEE AT S MAPPED T I FOUND ON LEEVE ROAD ADJACEN 1 JUVENILE DWR	#####	Antioch Nc	10	608167	4210229						
Thamnoph giant garte Reptiles	ARADB361 Threatened	Threatened G2	S2	IUCN_VU-V	406	103610	A2018	20150430	20150430	N	C-Fair	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Jersey Islar	0	38.05251	-121.659	Zone-10 N- T02N, R03I SW SIDE O JERSEY ISL/ FOUND ON Waterway TRAFFIC, L1 1 ADULT F(UNKNOWN)	#####	Jersey Islar	10	617674	4212490						
Thamnoph giant garte Reptiles	ARADB361 Threatened	Threatened G2	S2	IUCN_VU-V	407	103613	A2019	20160505	20160505	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na Sacramento Jersey Islar	0	38.09424	-121.647	Zone-10 N- T03N, R03I S SIDE OF T MAPPED T I LEVEE ROA Waterway VEHICLR T F JUVENILE S DWR	#####	Jersey Islar	10	618677	4217136						
Buteo swai Swainson's Birds	ABNKC190 None	Threatened G5	S4	BLM_S-Ser	2692	103661	A2064	20160427	20160427	N	A-Excellent	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Antioch So	345	37.91109	-121.778	Zone-10 N- T01N, R02I ABOUT 0.5 MAPPED T I NEST IN O/ Other TRANSMIS: FEMALE OI CONTRA C	#####	Antioch So	10	607418	4196654						
Agelaius tri tricolorod I Birds	ABPBX00:None	Threatened G1G2	S2	BLM_S-Ser	987	103872	A2263	1993XXXX	19940423	N	U-Unknown	Presumed	Circular fe:	60	Unknown	Natural/Na Alameda Livermore	759	37.747	-121.819	Zone-10 N- T02S, R01E ABOUT 0.6 MAPPED A TALL GREEN MUSTARD FIELD IN 1 BREEDING UNKNOWN	#####	Livermore	10	604063	4178401						
Ambystom California t Amphibian AAAAA011 Threatened	Threatened G2G3T3	S3	CDFW_WL	1029	103926	A2311		20160511	20160511	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Antioch So	672	37.8939	-121.821	Zone-10 N- T01N, R01I ABOUT 0.7 MAPPED T I STOCK POND IN NON-NATIVE ANI 10 LARVAE PVT	#####	Antioch So	10	603699	4194699						
Laterallus j California t Birds	ABNME03(None	Threatened G3T1	S2	BLM_S-Ser	292	104996	A3362	20100413	20100413	N	U-Unknown	Presumed	Circular fe:	40	Unknown	Natural/Na Contra Cos Woodward	4	37.9934	-121.579	Zone-10 N- T02N, R04I ALONG OLI MAPPED T I MARSH.		Woodward	10	624801	4206036						
Laterallus j California t Birds	ABNME03(None	Threatened G3T1	S2	BLM_S-Ser	293	104999	A3365	19920515	19920515	N	B-Good	Presumed	Circular fe:	40	Unknown	Natural/Na Contra Cos Bouldin Isl	10	38.0014	-121.568	Zone-10 N- T02N, R04I WITHIN CC BLACK RAIL HABITAT C Recreation POSSIBLE T 1 RAIL RESI UNKNOWN	#####	Bouldin Isl	10	625718	4206938						
Laterallus j California t Birds	ABNME03(None	Threatened G3T1	S2	BLM_S-Ser	294	105001	A3367	20100413	20100413	N	U-Unknown	Presumed	Circular fe:	40	Unknown	Natural/Na San Joaqui Bouldin Isl	6	38.0111	-121.557	Zone-10 N- T02N, R04I WITHIN CC BLACK RAIL MARSH AND RIPARIAN SHRUB-SC 2 AURAL D UNKNOWN	#####	Bouldin Isl	10	626693	4208029						
Laterallus j California t Birds	ABNME03(None	Threatened G3T1	S2	BLM_S-Ser	295	105002	A3368	20100317	20100317	N	U-Unknown	Presumed	Specific bo	10	Unknown	Natural/Na San Joaqui Woodward	6	37.9917	-121.51	Zone-10 N- T02N, R04I LATHAM S BLACK RAIL MARSH.		Woodward	10	630810	4205941						
Laterallus j California t Birds	ABNME03(None	Threatened G3T1	S2	BLM_S-Ser	296	105008	A3374	20100414	20100414	N	U-Unknown	Presumed	Specific bo	10	Unknown	Natural/Na San Joaqui Bouldin Isl	0	38.04678	-121.529	Zone-10 N- T02N, R04I ALONG MII MAPPED A MARSH.		Bouldin Isl	10	629058	4212026						
Laterallus j California t Birds	ABNME03(None	Threatened G3T1	S2	BLM_S-Ser	324	105442	A3790	20140515	20140515	N	U-Unknown	Presumed	Specific bo	20	Unknown	Natural/Na Contra Cos Jersey Islar	7	38.01383	-121.739	Zone-10 N- T02N, R02I S BANK OF FEATURE II FRESHWATER MARSH DOMINATE REPORTED PVT-DUPO	#####	Jersey Islar	10	610720	4208100						
Rana drayt California r Amphibian AABH010 Threatened	None G2G3	S2S3	CDFW_SSC	1471	108195	A6435		20170131	20170131	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na Contra Cos Antioch So	630	37.8929	-121.828	Zone-10 N- T01N, R01I N OF MAR MAPPED T I DETECTED Other | No APPARENT APPROXIM PVT	#####	Antioch So	10	603067	4194579						
Ambystom California t Amphibian AAAAA011 Threatened	Threatened G2G3T3	S3	CDFW_WL	1044	108240	A6479		20161210	20161210	N	C-Fair	Presumed	Specific bo	10	Unknown	Natural/Na Alameda Altamont (	1011	37.74972	-121.647	Zone-10 N- T02S, R03E ALTAMONT MAPPED T I LEACHATE Landfill ACTIVE, PE 1 ADULT M PVT	#####	Altamont (	10	619237	4187909				
Buteo swai Swainson's Birds	ABNKC190 None	Threatened G5	S4	BLM_S-Ser	2742	110039	A8258	20170417	20170417	N	C-Fair	Presumed	Circular fe:	40	Unknown	Natural/Na Sacramento Jersey Islar	0	38.11876	-121.662	Zone-10 N- T03N, R03I S SIDE SEVI MAPPED T I NEST IN LIVE OAK IN RIPARIAN CC 7 ADULTS (PVT	#####	Jersey Islar	10	617306	4219838						
Buteo swai Swainson's Birds	ABNKC190 None	Threatened G5	S4	BLM_S-Ser	2755	112966	B1078	20170616	20170616	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Jersey Islar	2	38.00595	-121.666	Zone-10 N- T02N, R03I ABOUT 0.8 MAPPED T I NEST IN DEAD TOP OF LARGE COT 2 ADULTS / DWR	#####	Jersey Islar	10	617089	4207314						
Buteo swai Swainson's Birds	ABNKC190 None	Threatened G5	S4	BLM_S-Ser	2763	114646	B2712	20170706	20170706	N	A-Excellent	Presumed	Specific bo	10	Unknown	Natural/Na Sacramento Jersey Islar	0	38.03314	-121.741	Zone-10 N- T02N, R02I SOUTH ENI MAPPED T I NEST IN EUCALYPTUS TREE SURR(NESTING P RECLAMAT	#####	Jersey Islar	10	610459	4210239						
Ambystom California t Amphibian AAAAA011 Threatened	Threatened G2G3T3	S3	CDFW_WL	1079	114656	B2724		20170524	20170524	N	A-Excellent	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	1257	37.78721	-121.782	Zone-10 N- T02S, R02E ABOUT 1.3 ON ROUNE STOCK POND IN STEEP DRAINAGE 10 LARVAE PVT	#####	Tassajara (	10	607220	4182904				
Ambystom California t Amphibian AAAAA011 Threatened	Threatened G2G3T3	S3	CDFW_WL	1080	114720	B7055		20170601	20170601	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot	175	37.83944	-121.679	Zone-10 N- T01S, R03E 1.9 MILES / ECCCHCP V 90'X170'X3.6' EPHEMERAL POND 1 LARVA O EBRPD	#####	Byron Hot	10	616205	4188822						
Ambystom California t Amphibian AAAAA011 Threatened	Threatened G2G3T3	S3	CDFW_WL	1081	114723	B2788		20170605	20170605	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot	100	37.84124	-121.662	Zone-10 N- T01S, R03E ABOUT 1.7 VASCO HIL 60'X150'X4' EPHEMERAL STOCK P 2 LARVAE (EBRPD	#####	Byron Hot	10	617688	4189043						
Ambystom California t Amphibian AAAAA011 Threatened	Threatened G2G3T3	S3	CDFW_WL	1082	115490	B3573		20171016	20171016	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	2035	37.8205	-121.792	Zone-10 N- T01S, R02E POND ABO MAPPED T I LIVESTOCK Hybridizati POSSIBLE I 7 LARVAE (EBRPD-MC	#####	Tassajara (	10	606311	4186587				
Ambystom California t Amphibian AAAAA011 Threatened	Threatened G2G3T3	S3	CDFW_WL	1087	116662	B3747		20171031	20171031	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na Alameda Clifton Cou	491	37.76828	-121.627	Zone-10 N- T02S, R03E 1.1-1.3 MI MAPPED T I SEASONAL Grazing | CATTLE RA 3 LARVAE (PVT	#####	Byron Hot	10	620961	4180994						
Buteo swai Swainson's Birds	ABNKC190 None	Threatened G5	S4	BLM_S-Ser	2806	116924	B4009	20170705	20170705	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Clifton Cou	0	37.83803	-121.598	Zone-10 N- T01S, R03E CLIFTON CI MAPPED T I NEST TREE Vehicle col VEHICLR ST NESTING P DWR	#####	Clifton Cou	10	623379	4188771						
Branchinec longhorn f: Crustacean ICBRA0302 Endangere	None G2	S2	IUCN_EN-E	22	118488	B5521		20180403	20180410	Y	U-Unknown	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Byron Hot	604														
Branchinec longhorn f: Crustacean ICBRA0302 Endangere	None G2	S2	IUCN_EN-E	23	118489	B5522		20171207	20180216	Y	U-Unknown	Presumed	Specific bo	20	Unknown	Natural/Na Alameda Byron Hot	883														
Ambystom California t Amphibian AAAAA011 Threatened	Threatened G2G3T3	S3	CDFW_WL	1152	119374	B6321		20190423	20190423	N	B-Good	Presumed	Non-spezif	30	Unknown	Natural/Na Alameda Altamont (	617	37.74982	-121.748	Zone-10 N- T02S, R02E BETWEEN I CALIFORNI. NON-NATI Other | Dis ROAD TRAI 6 ADULTS / PVT	#####	Altamont (	10	610263	4178795				
Ambystom California t Amphibian AAAAA011 Threatened	Threatened G2G3T3	S3	CDFW_WL	1153	119379	B6323		20190130	20190130	N	C-Fair	Presumed	Specific bo	20	Unknown	Natural/Na Alameda Byron Hot	1050	37.76049	-121.738	Zone-10 N- T02S, R02E N VASCO RD, 2.5 MILE GRAZED GI Developm RISK OF EN 1 JUVENILE PVT	#####	Byron Hot	10	611192	4179992						
Ambystom California t Amphibian AAAAA011 Threatened	Threatened G2G3T3	S3	CDFW_WL	1156	119387	B6333		20170605	20180625	N	A-Excellent	Presumed	Specific bo	10	Unknown	Natural/Na Alameda Livermore	689	37.74931	-121.788	Zone-10 N- T02S, R02E 0.6 MILE S/ SITE NAME POND IN NON-NATIVE GRASSLAN LARVAE FC UNKNOWN	#####	Livermore	10	606778	4178692						
Ambystom California t Amphibian AAAAA011 Threatened	Threatened G2G3T3	S3	CDFW_WL	1171	119448	B6390		20170512	20170512	N	A-Excellent	Presumed	Specific bo	20	Unknown	Natural/Na Contra Cos Tassajara (	853	37.7659	-121.847	Zone-10 N- T02S, R01E 1 MILE SOUTHEAST OF POND IN GRASSLAND		Tassajara (	10	610523	4180468				
Ambystom California t Amphibian AAAAA011 Threatened	Threatened G2G3T3	S3	CDFW_WL	1173	119461	B6404		20190625	20190625	N	A-Excellent	Presumed	Specific bo	20	Unknown	Natural/Na Contra Cos Tassajara (	771	37.76346	-121.808	Zone-10 N- T02S, R01E AT MANNI CAYETANO 8 MITIGATION WETLAND PONDS / DETECTED PVT	#####	Tassajara (	10	605007	4180240				
Ambystom California t Amphibian AAAAA011 Threatened	Threatened G2G3T3	S3	CDFW_WL	1174	119464	B6406		20180514	20180514	N	A-Excellent	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	2194	37.80838	-121.797	Zone-10 N- T01S, R02E 0.25 MILE WEST OF M TURBID SEASONAL STOCK POND f 13 LARVAE PVT	#####	Tassajara (	10	605899	4185236				
Ambystom California t Amphibian AAAAA011 Threatened	Threatened G2G3T3	S3	CDFW_WL	1175	119466	B6409		20140325	20140325	N	A-Excellent	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	817	37.76603	-121.837	Zone-10 N- T02S, R01E 1.5 MILES / MAPPED T I CATTLE/HORSE RANCH, RUDERAL 1 ADULT O UNKNOWN	#####	Tassajara (	10	602436	4180493				
Ambystom California t Amphibian AAAAA011 Threatened	Threatened G2G3T3	S3	CDFW_WL	1176	119469	B7671		20150409	20150409	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	1980	37.81702	-121.788	Zone-10 N- T01S, R02E 0.5 MILES I POND I2. STOCK POND IN GRASSLAND/OAK NONE DETI CCWD-LOS	#####	Tassajara (	10	609707	4186206				
Ambystom California t Amphibian AAAAA011 Threatened	Threatened G2G3T3	S3	CDFW_WL	1177	119479	B7644		20140428	20140428	N	B-Good	Presumed	Specific bo	20	Unknown	Natural/Na Contra Cos Tassajara (	490	37.82818	-121.76	Zone-10 N- T01S, R02E LOS VAQUI/ SITES K6W, PONDS IN ' Dam/Inunc RESERVOIR BREEDING CCWD-LOS	#####	Tassajara (	10	606136	4187476				
Ambystom California t Amphibian AAAAA011 Threatened	Threatened G2G3T3	S3	CDFW_WL	1178	119483	B7635		20150703	20150703	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	590	37.83924	-121.76	Zone-10 N- T01S, R02E 1.7 MILES / SITE NAME POND IN VALLEY GRASSLANDS W/ BREEDING CCWD-LOS	#####	Tassajara (	10	609147	4188704				
Ambystom California t Amphibian AAAAA011 Threatened	Threatened G2G3T3	S3	CDFW_WL	1179	119484	B6424		20180111	20180111	N	B-Good	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	801	37.85427	-121.756	Zone-10 N- T01S, R02E POND ALONG HARDY / POND IN OPEN SPACE/RANGE LAI 16 LARVAE EBRPD-ROI	#####	Tassajara (	10	609454	4190376				
Ambystom California t Amphibian AAAAA011 Threatened	Threatened G2G3T3	S3	CDFW_WL	1180	119485	B6425		2002XXXX	2002XXXX	N	U-Unknown	Presumed	Specific bo	10	Unknown	Natural/Na Contra Cos Tassajara (	481	37.84597	-121.781	Zone-										



Appendix B

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Annual

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

**East Lone Tree Specific Plan Project
Bay Area AQMD Air District, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Regional Shopping Center	1,530.18	1000sqft	87.82	1,530,176.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2032
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	203.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage updated to represent total acreage of project site.

Demolition - Demolition material amount representative of existing buildings located on parcel 3. Square footage estimated using ArcGIS.

Construction Phase - Architectural coating assumed to start two weeks after the initiation of building construction, and last for the same duration.

Water Mitigation - Compliant with MWELO.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	110.00	1,550.00
tblConstructionPhase	PhaseEndDate	5/28/2032	1/9/2032
tblConstructionPhase	PhaseEndDate	7/25/2031	12/26/2031
tblConstructionPhase	PhaseEndDate	12/26/2031	1/16/2026
tblConstructionPhase	PhaseStartDate	12/27/2031	1/31/2026

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

tblConstructionPhase	PhaseStartDate	8/16/2025	1/17/2026
tblConstructionPhase	PhaseStartDate	7/26/2031	8/16/2025
tblLandUse	LandUseSquareFeet	1,530,180.00	1,530,176.00
tblLandUse	LotAcreage	35.13	87.82

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					
2024	0.1844	1.7565	1.4883	3.0300e-003	0.5342	0.0801	0.6143	0.2671	0.0741	0.3412	0.0000	266.1175	266.1175	0.0760	4.8000e-004	268.1583
2025	0.2849	2.6903	2.8725	6.2300e-003	0.8519	0.1126	0.9645	0.3330	0.1036	0.4366	0.0000	547.8010	547.8010	0.1730	3.5000e-004	552.2308
2026	1.6124	3.2110	4.0577	0.0143	0.7804	0.0851	0.8654	0.2124	0.0804	0.2928	0.0000	1,336.2801	1,336.2801	0.0956	0.0967	1,367.4926
2027	1.7309	3.3000	4.1046	0.0146	0.8213	0.0866	0.9079	0.2235	0.0820	0.3054	0.0000	1,370.1490	1,370.1490	0.0953	0.0991	1,402.0492
2028	1.7158	3.2725	4.0274	0.0143	0.8181	0.0861	0.9042	0.2226	0.0814	0.3041	0.0000	1,344.7563	1,344.7563	0.0941	0.0964	1,375.8445
2029	1.7141	3.2633	3.9879	0.0141	0.8213	0.0861	0.9074	0.2235	0.0815	0.3050	0.0000	1,328.9107	1,328.9107	0.0937	0.0944	1,359.3691
2030	1.6937	2.6222	3.9503	0.0144	0.8213	0.0323	0.8536	0.2235	0.0318	0.2553	0.0000	1,351.6388	1,351.6388	0.0352	0.0923	1,380.0348
2031	1.6828	2.5852	3.8706	0.0141	0.8130	0.0318	0.8448	0.2212	0.0313	0.2525	0.0000	1,321.8943	1,321.8943	0.0342	0.0896	1,349.4364
2032	0.0370	3.2900e-003	0.0113	3.0000e-005	2.7100e-003	8.0000e-005	2.7900e-003	7.2000e-004	8.0000e-005	8.0000e-004	0.0000	2.6812	2.6812	7.0000e-005	4.0000e-005	2.6944
Maximum	1.7309	3.3000	4.1046	0.0146	0.8519	0.1126	0.9645	0.3330	0.1036	0.4366	0.0000	1,370.1490	1,370.1490	0.1730	0.0991	1,402.0492

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Annual

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

2.1 Overall Construction

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					
2024	0.1844	1.7565	1.4883	3.0300e-003	0.5342	0.0801	0.6143	0.2671	0.0741	0.3412	0.0000	266.1172	266.1172	0.0760	4.8000e-004	268.1580
2025	0.2849	2.6903	2.8725	6.2300e-003	0.8519	0.1126	0.9645	0.3330	0.1036	0.4366	0.0000	547.8004	547.8004	0.1730	3.5000e-004	552.2301
2026	1.6124	3.2110	4.0577	0.0143	0.7804	0.0851	0.8654	0.2124	0.0804	0.2928	0.0000	1,336.2797	1,336.2797	0.0956	0.0967	1,367.4922
2027	1.7309	3.3000	4.1046	0.0146	0.8213	0.0866	0.9079	0.2235	0.0820	0.3054	0.0000	1,370.1486	1,370.1486	0.0953	0.0991	1,402.0488
2028	1.7158	3.2725	4.0274	0.0143	0.8181	0.0861	0.9042	0.2226	0.0814	0.3041	0.0000	1,344.7559	1,344.7559	0.0941	0.0964	1,375.8441
2029	1.7141	3.2633	3.9879	0.0141	0.8213	0.0861	0.9074	0.2235	0.0815	0.3050	0.0000	1,328.9103	1,328.9103	0.0937	0.0944	1,359.3687
2030	1.6937	2.6222	3.9503	0.0144	0.8213	0.0323	0.8536	0.2235	0.0318	0.2553	0.0000	1,351.6384	1,351.6384	0.0352	0.0923	1,380.0343
2031	1.6828	2.5852	3.8706	0.0141	0.8130	0.0318	0.8448	0.2212	0.0313	0.2525	0.0000	1,321.8939	1,321.8939	0.0342	0.0896	1,349.4360
2032	0.0370	3.2900e-003	0.0113	3.0000e-005	2.7100e-003	8.0000e-005	2.7900e-003	7.2000e-004	8.0000e-005	8.0000e-004	0.0000	2.6812	2.6812	7.0000e-005	4.0000e-005	2.6944
Maximum	1.7309	3.3000	4.1046	0.0146	0.8519	0.1126	0.9645	0.3330	0.1036	0.4366	0.0000	1,370.1486	1,370.1486	0.1730	0.0991	1,402.0488

	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
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	6-3-2024	9-2-2024	0.7643	0.7643

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

2	9-3-2024	12-2-2024	0.8630	0.8630
3	12-3-2024	3-2-2025	0.9723	0.9723
4	3-3-2025	6-2-2025	1.0159	1.0159
5	6-3-2025	9-2-2025	0.8785	0.8785
6	9-3-2025	12-2-2025	0.3105	0.3105
7	12-3-2025	3-2-2026	0.7232	0.7232
8	3-3-2026	6-2-2026	1.2687	1.2687
9	6-3-2026	9-2-2026	1.2603	1.2603
10	9-3-2026	12-2-2026	1.2650	1.2650
11	12-3-2026	3-2-2027	1.2543	1.2543
12	3-3-2027	6-2-2027	1.2618	1.2618
13	6-3-2027	9-2-2027	1.2535	1.2535
14	9-3-2027	12-2-2027	1.2579	1.2579
15	12-3-2027	3-2-2028	1.2617	1.2617
16	3-3-2028	6-2-2028	1.2559	1.2559
17	6-3-2028	9-2-2028	1.2478	1.2478
18	9-3-2028	12-2-2028	1.2519	1.2519
19	12-3-2028	3-2-2029	1.2407	1.2407
20	3-3-2029	6-2-2029	1.2484	1.2484
21	6-3-2029	9-2-2029	1.2404	1.2404
22	9-3-2029	12-2-2029	1.2443	1.2443
23	12-3-2029	3-2-2030	1.1276	1.1276
24	3-3-2030	6-2-2030	1.0818	1.0818
25	6-3-2030	9-2-2030	1.0739	1.0739
26	9-3-2030	12-2-2030	1.0794	1.0794
27	12-3-2030	3-2-2031	1.0722	1.0722
28	3-3-2031	6-2-2031	1.0777	1.0777
29	6-3-2031	9-2-2031	1.0699	1.0699
30	9-3-2031	12-2-2031	1.0753	1.0753

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

31	12-3-2031	3-2-2032	0.3433	0.3433
		Highest	1.2687	1.2687

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	6.7753	1.3000e-004	0.0140	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0273	0.0273	7.0000e-005	0.0000	0.0291
Energy	0.0193	0.1755	0.1474	1.0500e-003		0.0133	0.0133		0.0133	0.0133	0.0000	1,662.0669	1,662.0669	0.2416	0.0324	1,677.7479
Mobile	15.6176	15.7300	142.4542	0.2794	36.1674	0.1807	36.3480	9.6637	0.1684	9.8322	0.0000	27,507.3889	27,507.3889	1.7863	1.3390	27,951.0622
Waste						0.0000	0.0000		0.0000	0.0000	326.1436	0.0000	326.1436	19.2745	0.0000	808.0068
Water						0.0000	0.0000		0.0000	0.0000	35.9589	79.2418	115.2007	3.7062	0.0888	234.3052
Total	22.4122	15.9056	142.6157	0.2804	36.1674	0.1940	36.3614	9.6637	0.1818	9.8455	362.1025	29,248.7249	29,610.8274	25.0087	1.4601	30,671.1512

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.7753	1.3000e-004	0.0140	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0273	0.0273	7.0000e-005	0.0000	0.0291
Energy	0.0193	0.1755	0.1474	1.0500e-003		0.0133	0.0133		0.0133	0.0133	0.0000	1,662.0669	1,662.0669	0.2416	0.0324	1,677.7479
Mobile	15.6176	15.7300	142.4542	0.2794	36.1674	0.1807	36.3480	9.6637	0.1684	9.8322	0.0000	27,507.3889	27,507.3889	1.7863	1.3390	27,951.0622
Waste						0.0000	0.0000		0.0000	0.0000	326.1436	0.0000	326.1436	19.2745	0.0000	808.0068
Water						0.0000	0.0000		0.0000	0.0000	35.9589	74.7425	110.7014	3.7054	0.0887	229.7614
Total	22.4122	15.9056	142.6157	0.2804	36.1674	0.1940	36.3614	9.6637	0.1818	9.8455	362.1025	29,244.2257	29,606.3281	25.0079	1.4600	30,666.6075

	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
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.00	0.01	0.01

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	6/3/2024	10/18/2024	5	100	
2	Site Preparation	Site Preparation	10/19/2024	1/10/2025	5	60	
3	Grading	Grading	1/11/2025	8/15/2025	5	155	

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

4	Building Construction	Building Construction	1/17/2026	12/26/2031	5	1550
5	Paving	Paving	8/16/2025	1/16/2026	5	110
6	Architectural Coating	Architectural Coating	1/31/2026	1/9/2032	5	1550

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 2,295,264; Non-Residential Outdoor: 765,088; 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
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37

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

Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	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	6	15.00	0.00	61.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	490.00	251.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	98.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.6200e-003	0.0000	6.6200e-003	1.0000e-003	0.0000	1.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1122	1.0439	0.9854	1.9400e-003		0.0480	0.0480		0.0446	0.0446	0.0000	169.9802	169.9802	0.0476	0.0000	171.1692
Total	0.1122	1.0439	0.9854	1.9400e-003	6.6200e-003	0.0480	0.0546	1.0000e-003	0.0446	0.0456	0.0000	169.9802	169.9802	0.0476	0.0000	171.1692

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

3.2 Demolition - 2024

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	6.0000e-005	4.1400e-003	9.8000e-004	2.0000e-005	5.2000e-004	3.0000e-005	5.5000e-004	1.4000e-004	3.0000e-005	1.7000e-004	0.0000	1.7919	1.7919	6.0000e-005	2.8000e-004	1.8780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-003	1.1700e-003	0.0155	5.0000e-005	5.9300e-003	3.0000e-005	5.9600e-003	1.5800e-003	3.0000e-005	1.6000e-003	0.0000	4.5302	4.5302	1.2000e-004	1.2000e-004	4.5686
Total	1.8600e-003	5.3100e-003	0.0165	7.0000e-005	6.4500e-003	6.0000e-005	6.5100e-003	1.7200e-003	6.0000e-005	1.7700e-003	0.0000	6.3221	6.3221	1.8000e-004	4.0000e-004	6.4466

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.6200e-003	0.0000	6.6200e-003	1.0000e-003	0.0000	1.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1122	1.0439	0.9854	1.9400e-003		0.0480	0.0480		0.0446	0.0446	0.0000	169.9800	169.9800	0.0476	0.0000	171.1690
Total	0.1122	1.0439	0.9854	1.9400e-003	6.6200e-003	0.0480	0.0546	1.0000e-003	0.0446	0.0456	0.0000	169.9800	169.9800	0.0476	0.0000	171.1690

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

3.2 Demolition - 2024

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	6.0000e-005	4.1400e-003	9.8000e-004	2.0000e-005	5.2000e-004	3.0000e-005	5.5000e-004	1.4000e-004	3.0000e-005	1.7000e-004	0.0000	1.7919	1.7919	6.0000e-005	2.8000e-004	1.8780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-003	1.1700e-003	0.0155	5.0000e-005	5.9300e-003	3.0000e-005	5.9600e-003	1.5800e-003	3.0000e-005	1.6000e-003	0.0000	4.5302	4.5302	1.2000e-004	1.2000e-004	4.5686
Total	1.8600e-003	5.3100e-003	0.0155	7.0000e-005	6.4500e-003	6.0000e-005	6.5100e-003	1.7200e-003	6.0000e-005	1.7700e-003	0.0000	6.3221	6.3221	1.8000e-004	4.0000e-004	6.4466

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5175	0.0000	0.5175	0.2634	0.0000	0.2634	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0692	0.7066	0.4767	9.9000e-004		0.0320	0.0320		0.0294	0.0294	0.0000	86.9884	86.9884	0.0281	0.0000	87.6917
Total	0.0692	0.7066	0.4767	9.9000e-004	0.5175	0.0320	0.5494	0.2634	0.0294	0.2928	0.0000	86.9884	86.9884	0.0281	0.0000	87.6917

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

3.3 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1200e-003	7.3000e-004	9.7000e-003	3.0000e-005	3.7000e-003	2.0000e-005	3.7200e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	2.8268	2.8268	8.0000e-005	7.0000e-005	2.8508
Total	1.1200e-003	7.3000e-004	9.7000e-003	3.0000e-005	3.7000e-003	2.0000e-005	3.7200e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	2.8268	2.8268	8.0000e-005	7.0000e-005	2.8508

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5175	0.0000	0.5175	0.2634	0.0000	0.2634	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0692	0.7066	0.4767	9.9000e-004		0.0320	0.0320		0.0294	0.0294	0.0000	86.9883	86.9883	0.0281	0.0000	87.6916
Total	0.0692	0.7066	0.4767	9.9000e-004	0.5175	0.0320	0.5494	0.2634	0.0294	0.2928	0.0000	86.9883	86.9883	0.0281	0.0000	87.6916

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

3.3 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1200e-003	7.3000e-004	9.7000e-003	3.0000e-005	3.7000e-003	2.0000e-005	3.7200e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	2.8268	2.8268	8.0000e-005	7.0000e-005	2.8508
Total	1.1200e-003	7.3000e-004	9.7000e-003	3.0000e-005	3.7000e-003	2.0000e-005	3.7200e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	2.8268	2.8268	8.0000e-005	7.0000e-005	2.8508

3.3 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1200	0.0000	0.1200	0.0449	0.0000	0.0449	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.8900e-003	0.1009	0.0717	1.5000e-004		4.3500e-003	4.3500e-003		4.0000e-003	4.0000e-003	0.0000	13.3868	13.3868	4.3300e-003	0.0000	13.4950
Total	9.8900e-003	0.1009	0.0717	1.5000e-004	0.1200	4.3500e-003	0.1243	0.0449	4.0000e-003	0.0489	0.0000	13.3868	13.3868	4.3300e-003	0.0000	13.4950

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

3.3 Site Preparation - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.0000e-004	1.4000e-003	0.0000	5.7000e-004	0.0000	5.7000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4245	0.4245	1.0000e-005	1.0000e-005	0.4280
Total	1.6000e-004	1.0000e-004	1.4000e-003	0.0000	5.7000e-004	0.0000	5.7000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4245	0.4245	1.0000e-005	1.0000e-005	0.4280

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1200	0.0000	0.1200	0.0449	0.0000	0.0449	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.8900e-003	0.1009	0.0717	1.5000e-004		4.3500e-003	4.3500e-003		4.0000e-003	4.0000e-003	0.0000	13.3868	13.3868	4.3300e-003	0.0000	13.4950
Total	9.8900e-003	0.1009	0.0717	1.5000e-004	0.1200	4.3500e-003	0.1243	0.0449	4.0000e-003	0.0489	0.0000	13.3868	13.3868	4.3300e-003	0.0000	13.4950

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

3.3 Site Preparation - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.0000e-004	1.4000e-003	0.0000	5.7000e-004	0.0000	5.7000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4245	0.4245	1.0000e-005	1.0000e-005	0.4280
Total	1.6000e-004	1.0000e-004	1.4000e-003	0.0000	5.7000e-004	0.0000	5.7000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4245	0.4245	1.0000e-005	1.0000e-005	0.4280

3.4 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.7133	0.0000	0.7133	0.2832	0.0000	0.2832	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2249	2.1656	2.0407	4.8100e-003		0.0876	0.0876		0.0806	0.0806	0.0000	422.4232	422.4232	0.1366	0.0000	425.8387
Total	0.2249	2.1656	2.0407	4.8100e-003	0.7133	0.0876	0.8009	0.2832	0.0806	0.3638	0.0000	422.4232	422.4232	0.1366	0.0000	425.8387

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

3.4 Grading - 2025

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	3.4900e-003	2.1800e-003	0.0302	1.0000e-004	0.0123	6.0000e-005	0.0123	3.2600e-003	5.0000e-005	3.3100e-003	0.0000	9.1387	9.1387	2.3000e-004	2.3000e-004	9.2129
Total	3.4900e-003	2.1800e-003	0.0302	1.0000e-004	0.0123	6.0000e-005	0.0123	3.2600e-003	5.0000e-005	3.3100e-003	0.0000	9.1387	9.1387	2.3000e-004	2.3000e-004	9.2129

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.7133	0.0000	0.7133	0.2832	0.0000	0.2832	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2249	2.1656	2.0407	4.8100e-003		0.0876	0.0876		0.0806	0.0806	0.0000	422.4226	422.4226	0.1366	0.0000	425.8381
Total	0.2249	2.1656	2.0407	4.8100e-003	0.7133	0.0876	0.8009	0.2832	0.0806	0.3638	0.0000	422.4226	422.4226	0.1366	0.0000	425.8381

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

3.4 Grading - 2025

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	3.4900e-003	2.1800e-003	0.0302	1.0000e-004	0.0123	6.0000e-005	0.0123	3.2600e-003	5.0000e-005	3.3100e-003	0.0000	9.1387	9.1387	2.3000e-004	2.3000e-004	9.2129
Total	3.4900e-003	2.1800e-003	0.0302	1.0000e-004	0.0123	6.0000e-005	0.0123	3.2600e-003	5.0000e-005	3.3100e-003	0.0000	9.1387	9.1387	2.3000e-004	2.3000e-004	9.2129

3.5 Building Construction - 2026

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	0.1702	1.5525	2.0025	3.3600e-003		0.0657	0.0657		0.0618	0.0618	0.0000	288.7397	288.7397	0.0679	0.0000	290.4366
Total	0.1702	1.5525	2.0025	3.3600e-003		0.0657	0.0657		0.0618	0.0618	0.0000	288.7397	288.7397	0.0679	0.0000	290.4366

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

3.5 Building Construction - 2026

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	0.0308	1.3767	0.4121	6.0100e-003	0.2051	8.1500e-003	0.2132	0.0593	7.7900e-003	0.0671	0.0000	585.5133	585.5133	0.0124	0.0865	611.6025
Worker	0.1300	0.0783	1.1223	3.6900e-003	0.4821	2.1600e-003	0.4842	0.1282	1.9900e-003	0.1302	0.0000	351.5075	351.5075	8.1800e-003	8.5600e-003	354.2623
Total	0.1608	1.4550	1.5344	9.7000e-003	0.6871	0.0103	0.6974	0.1876	9.7800e-003	0.1973	0.0000	937.0208	937.0208	0.0206	0.0951	965.8648

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	0.1702	1.5525	2.0025	3.3600e-003		0.0657	0.0657		0.0618	0.0618	0.0000	288.7394	288.7394	0.0679	0.0000	290.4362
Total	0.1702	1.5525	2.0025	3.3600e-003		0.0657	0.0657		0.0618	0.0618	0.0000	288.7394	288.7394	0.0679	0.0000	290.4362

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

3.5 Building Construction - 2026

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	0.0308	1.3767	0.4121	6.0100e-003	0.2051	8.1500e-003	0.2132	0.0593	7.7900e-003	0.0671	0.0000	585.5133	585.5133	0.0124	0.0865	611.6025
Worker	0.1300	0.0783	1.1223	3.6900e-003	0.4821	2.1600e-003	0.4842	0.1282	1.9900e-003	0.1302	0.0000	351.5075	351.5075	8.1800e-003	8.5600e-003	354.2623
Total	0.1608	1.4550	1.5344	9.7000e-003	0.6871	0.0103	0.6974	0.1876	9.7800e-003	0.1973	0.0000	937.0208	937.0208	0.0206	0.0951	965.8648

3.5 Building Construction - 2027

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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

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

3.5 Building Construction - 2027

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	0.0317	1.4329	0.4265	6.1700e-003	0.2149	8.4800e-003	0.2234	0.0622	8.1100e-003	0.0703	0.0000	601.3603	601.3603	0.0129	0.0888	628.1479
Worker	0.1291	0.0753	1.1191	3.7600e-003	0.5053	2.1300e-003	0.5074	0.1344	1.9600e-003	0.1364	0.0000	360.6782	360.6782	7.8800e-003	8.5400e-003	363.4187
Total	0.1608	1.5082	1.5457	9.9300e-003	0.7202	0.0106	0.7308	0.1966	0.0101	0.2067	0.0000	962.0385	962.0385	0.0207	0.0974	991.5666

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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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

3.5 Building Construction - 2027

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	0.0317	1.4329	0.4265	6.1700e-003	0.2149	8.4800e-003	0.2234	0.0622	8.1100e-003	0.0703	0.0000	601.3603	601.3603	0.0129	0.0888	628.1479
Worker	0.1291	0.0753	1.1191	3.7600e-003	0.5053	2.1300e-003	0.5074	0.1344	1.9600e-003	0.1364	0.0000	360.6782	360.6782	7.8800e-003	8.5400e-003	363.4187
Total	0.1608	1.5082	1.5457	9.9300e-003	0.7202	0.0106	0.7308	0.1966	0.0101	0.2067	0.0000	962.0385	962.0385	0.0207	0.0974	991.5666

3.5 Building Construction - 2028

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	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671

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

3.5 Building Construction - 2028

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	0.0311	1.4192	0.4209	6.0300e-003	0.2141	8.3800e-003	0.2225	0.0619	8.0100e-003	0.0700	0.0000	587.1563	587.1563	0.0127	0.0867	613.2987
Worker	0.1220	0.0694	1.0669	3.6400e-003	0.5033	1.9900e-003	0.5053	0.1339	1.8300e-003	0.1357	0.0000	352.4270	352.4270	7.2400e-003	8.1400e-003	355.0343
Total	0.1530	1.4887	1.4878	9.6700e-003	0.7175	0.0104	0.7278	0.1959	9.8400e-003	0.2057	0.0000	939.5833	939.5833	0.0200	0.0948	968.3330

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	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667

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

3.5 Building Construction - 2028

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	0.0311	1.4192	0.4209	6.0300e-003	0.2141	8.3800e-003	0.2225	0.0619	8.0100e-003	0.0700	0.0000	587.1563	587.1563	0.0127	0.0867	613.2987
Worker	0.1220	0.0694	1.0669	3.6400e-003	0.5033	1.9900e-003	0.5053	0.1339	1.8300e-003	0.1357	0.0000	352.4270	352.4270	7.2400e-003	8.1400e-003	355.0343
Total	0.1530	1.4887	1.4878	9.6700e-003	0.7175	0.0104	0.7278	0.1959	9.8400e-003	0.2057	0.0000	939.5833	939.5833	0.0200	0.0948	968.3330

3.5 Building Construction - 2029

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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

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

3.5 Building Construction - 2029

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	0.0307	1.4086	0.4180	5.9100e-003	0.2150	8.3000e-003	0.2233	0.0622	7.9400e-003	0.0701	0.0000	575.7913	575.7913	0.0127	0.0849	601.4105
Worker	0.1160	0.0649	1.0290	3.5700e-003	0.5053	1.8700e-003	0.5072	0.1344	1.7200e-003	0.1361	0.0000	347.6204	347.6204	6.7400e-003	7.8700e-003	350.1331
Total	0.1467	1.4736	1.4470	9.4800e-003	0.7202	0.0102	0.7304	0.1966	9.6600e-003	0.2063	0.0000	923.4117	923.4117	0.0194	0.0928	951.5436

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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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

3.5 Building Construction - 2029

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	0.0307	1.4086	0.4180	5.9100e-003	0.2150	8.3000e-003	0.2233	0.0622	7.9400e-003	0.0701	0.0000	575.7913	575.7913	0.0127	0.0849	601.4105
Worker	0.1160	0.0649	1.0290	3.5700e-003	0.5053	1.8700e-003	0.5072	0.1344	1.7200e-003	0.1361	0.0000	347.6204	347.6204	6.7400e-003	7.8700e-003	350.1331
Total	0.1467	1.4736	1.4470	9.4800e-003	0.7202	0.0102	0.7304	0.1966	9.6600e-003	0.2063	0.0000	923.4117	923.4117	0.0194	0.0928	951.5436

3.5 Building Construction - 2030

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	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0336	343.0336	0.0138	0.0000	343.3777
Total	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0336	343.0336	0.0138	0.0000	343.3777

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

3.5 Building Construction - 2030

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	0.0303	1.4019	0.4149	5.7900e-003	0.2150	8.2400e-003	0.2232	0.0622	7.8800e-003	0.0701	0.0000	564.6133	564.6133	0.0125	0.0832	589.7219
Worker	0.1100	0.0609	0.9936	3.4900e-003	0.5053	1.7500e-003	0.5070	0.1344	1.6100e-003	0.1360	0.0000	342.2266	342.2266	6.2700e-003	7.6100e-003	344.6513
Total	0.1403	1.4628	1.4085	9.2800e-003	0.7202	9.9900e-003	0.7302	0.1966	9.4900e-003	0.2061	0.0000	906.8399	906.8399	0.0188	0.0908	934.3732

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	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0332	343.0332	0.0138	0.0000	343.3773
Total	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0332	343.0332	0.0138	0.0000	343.3773

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

3.5 Building Construction - 2030

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	0.0303	1.4019	0.4149	5.7900e-003	0.2150	8.2400e-003	0.2232	0.0622	7.8800e-003	0.0701	0.0000	564.6133	564.6133	0.0125	0.0832	589.7219
Worker	0.1100	0.0609	0.9936	3.4900e-003	0.5053	1.7500e-003	0.5070	0.1344	1.6100e-003	0.1360	0.0000	342.2266	342.2266	6.2700e-003	7.6100e-003	344.6513
Total	0.1403	1.4628	1.4085	9.2800e-003	0.7202	9.9900e-003	0.7302	0.1966	9.4900e-003	0.2061	0.0000	906.8399	906.8399	0.0188	0.0908	934.3732

3.5 Building Construction - 2031

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	0.1689	1.0236	2.0843	3.9900e-003		0.0191	0.0191		0.0191	0.0191	0.0000	339.0907	339.0907	0.0136	0.0000	339.4308
Total	0.1689	1.0236	2.0843	3.9900e-003		0.0191	0.0191		0.0191	0.0191	0.0000	339.0907	339.0907	0.0136	0.0000	339.4308

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

3.5 Building Construction - 2031

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	0.0297	1.3818	0.4083	5.6300e-003	0.2125	8.1100e-003	0.2206	0.0615	7.7500e-003	0.0692	0.0000	548.4408	548.4408	0.0123	0.0808	572.8177
Worker	0.1028	0.0567	0.9511	3.3800e-003	0.4995	1.6300e-003	0.5011	0.1329	1.5000e-003	0.1344	0.0000	333.5559	333.5559	5.7800e-003	7.3100e-003	335.8776
Total	0.1325	1.4385	1.3594	9.0100e-003	0.7120	9.7400e-003	0.7217	0.1944	9.2500e-003	0.2036	0.0000	881.9967	881.9967	0.0181	0.0881	908.6953

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	0.1689	1.0236	2.0843	3.9900e-003		0.0191	0.0191		0.0191	0.0191	0.0000	339.0903	339.0903	0.0136	0.0000	339.4304
Total	0.1689	1.0236	2.0843	3.9900e-003		0.0191	0.0191		0.0191	0.0191	0.0000	339.0903	339.0903	0.0136	0.0000	339.4304

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

3.5 Building Construction - 2031

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	0.0297	1.3818	0.4083	5.6300e-003	0.2125	8.1100e-003	0.2206	0.0615	7.7500e-003	0.0692	0.0000	548.4408	548.4408	0.0123	0.0808	572.8177
Worker	0.1028	0.0567	0.9511	3.3800e-003	0.4995	1.6300e-003	0.5011	0.1329	1.5000e-003	0.1344	0.0000	333.5559	333.5559	5.7800e-003	7.3100e-003	335.8776
Total	0.1325	1.4385	1.3594	9.0100e-003	0.7120	9.7400e-003	0.7217	0.1944	9.2500e-003	0.2036	0.0000	881.9967	881.9967	0.0181	0.0881	908.6953

3.6 Paving - 2025

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	0.0448	0.4205	0.7143	1.1200e-003		0.0205	0.0205		0.0189	0.0189	0.0000	98.0944	98.0944	0.0317	0.0000	98.8875
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0448	0.4205	0.7143	1.1200e-003		0.0205	0.0205		0.0189	0.0189	0.0000	98.0944	98.0944	0.0317	0.0000	98.8875

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

3.6 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6600e-003	1.0400e-003	0.0143	5.0000e-005	5.8100e-003	3.0000e-005	5.8400e-003	1.5500e-003	3.0000e-005	1.5700e-003	0.0000	4.3335	4.3335	1.1000e-004	1.1000e-004	4.3687
Total	1.6600e-003	1.0400e-003	0.0143	5.0000e-005	5.8100e-003	3.0000e-005	5.8400e-003	1.5500e-003	3.0000e-005	1.5700e-003	0.0000	4.3335	4.3335	1.1000e-004	1.1000e-004	4.3687

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	0.0448	0.4205	0.7143	1.1200e-003		0.0205	0.0205		0.0189	0.0189	0.0000	98.0942	98.0942	0.0317	0.0000	98.8874
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0448	0.4205	0.7143	1.1200e-003		0.0205	0.0205		0.0189	0.0189	0.0000	98.0942	98.0942	0.0317	0.0000	98.8874

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

3.6 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6600e-003	1.0400e-003	0.0143	5.0000e-005	5.8100e-003	3.0000e-005	5.8400e-003	1.5500e-003	3.0000e-005	1.5700e-003	0.0000	4.3335	4.3335	1.1000e-004	1.1000e-004	4.3687
Total	1.6600e-003	1.0400e-003	0.0143	5.0000e-005	5.8100e-003	3.0000e-005	5.8400e-003	1.5500e-003	3.0000e-005	1.5700e-003	0.0000	4.3335	4.3335	1.1000e-004	1.1000e-004	4.3687

3.6 Paving - 2026

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	5.4900e-003	0.0515	0.0875	1.4000e-004		2.5100e-003	2.5100e-003		2.3100e-003	2.3100e-003	0.0000	12.0116	12.0116	3.8800e-003	0.0000	12.1087
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.4900e-003	0.0515	0.0875	1.4000e-004		2.5100e-003	2.5100e-003		2.3100e-003	2.3100e-003	0.0000	12.0116	12.0116	3.8800e-003	0.0000	12.1087

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

3.6 Paving - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.2000e-004	1.6600e-003	1.0000e-005	7.1000e-004	0.0000	7.1000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5186	0.5186	1.0000e-005	1.0000e-005	0.5226
Total	1.9000e-004	1.2000e-004	1.6600e-003	1.0000e-005	7.1000e-004	0.0000	7.1000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5186	0.5186	1.0000e-005	1.0000e-005	0.5226

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	5.4900e-003	0.0515	0.0875	1.4000e-004		2.5100e-003	2.5100e-003		2.3100e-003	2.3100e-003	0.0000	12.0115	12.0115	3.8800e-003	0.0000	12.1087
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.4900e-003	0.0515	0.0875	1.4000e-004		2.5100e-003	2.5100e-003		2.3100e-003	2.3100e-003	0.0000	12.0115	12.0115	3.8800e-003	0.0000	12.1087

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

3.6 Paving - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.2000e-004	1.6600e-003	1.0000e-005	7.1000e-004	0.0000	7.1000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5186	0.5186	1.0000e-005	1.0000e-005	0.5226
Total	1.9000e-004	1.2000e-004	1.6600e-003	1.0000e-005	7.1000e-004	0.0000	7.1000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5186	0.5186	1.0000e-005	1.0000e-005	0.5226

3.7 Architectural Coating - 2026

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	1.2303					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.1369	0.2162	3.6000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	30.5114	30.5114	1.6600e-003	0.0000	30.5530
Total	1.2507	0.1369	0.2162	3.6000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	30.5114	30.5114	1.6600e-003	0.0000	30.5530

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

3.7 Architectural Coating - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0250	0.0150	0.2155	7.1000e-004	0.0925	4.1000e-004	0.0930	0.0246	3.8000e-004	0.0250	0.0000	67.4781	67.4781	1.5700e-003	1.6400e-003	68.0070
Total	0.0250	0.0150	0.2155	7.1000e-004	0.0925	4.1000e-004	0.0930	0.0246	3.8000e-004	0.0250	0.0000	67.4781	67.4781	1.5700e-003	1.6400e-003	68.0070

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	1.2303					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.1369	0.2162	3.6000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	30.5114	30.5114	1.6600e-003	0.0000	30.5530
Total	1.2507	0.1369	0.2162	3.6000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	30.5114	30.5114	1.6600e-003	0.0000	30.5530

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

3.7 Architectural Coating - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0250	0.0150	0.2155	7.1000e-004	0.0925	4.1000e-004	0.0930	0.0246	3.8000e-004	0.0250	0.0000	67.4781	67.4781	1.5700e-003	1.6400e-003	68.0070
Total	0.0250	0.0150	0.2155	7.1000e-004	0.0925	4.1000e-004	0.0930	0.0246	3.8000e-004	0.0250	0.0000	67.4781	67.4781	1.5700e-003	1.6400e-003	68.0070

3.7 Architectural Coating - 2027

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	1.3436					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3200	33.3200	1.8200e-003	0.0000	33.3654
Total	1.3659	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3200	33.3200	1.8200e-003	0.0000	33.3654

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

3.7 Architectural Coating - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0258	0.0151	0.2238	7.5000e-004	0.1011	4.3000e-004	0.1015	0.0269	3.9000e-004	0.0273	0.0000	72.1356	72.1356	1.5800e-003	1.7100e-003	72.6837
Total	0.0258	0.0151	0.2238	7.5000e-004	0.1011	4.3000e-004	0.1015	0.0269	3.9000e-004	0.0273	0.0000	72.1356	72.1356	1.5800e-003	1.7100e-003	72.6837

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	1.3436					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3199	33.3199	1.8200e-003	0.0000	33.3654
Total	1.3659	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3199	33.3199	1.8200e-003	0.0000	33.3654

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

3.7 Architectural Coating - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0258	0.0151	0.2238	7.5000e-004	0.1011	4.3000e-004	0.1015	0.0269	3.9000e-004	0.0273	0.0000	72.1356	72.1356	1.5800e-003	1.7100e-003	72.6837
Total	0.0258	0.0151	0.2238	7.5000e-004	0.1011	4.3000e-004	0.1015	0.0269	3.9000e-004	0.0273	0.0000	72.1356	72.1356	1.5800e-003	1.7100e-003	72.6837

3.7 Architectural Coating - 2028

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	1.3384					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0222	0.1489	0.2352	3.9000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	33.1923	33.1923	1.8100e-003	0.0000	33.2376
Total	1.3606	0.1489	0.2352	3.9000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	33.1923	33.1923	1.8100e-003	0.0000	33.2376

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

3.7 Architectural Coating - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0244	0.0139	0.2134	7.3000e-004	0.1007	4.0000e-004	0.1011	0.0268	3.7000e-004	0.0272	0.0000	70.4854	70.4854	1.4500e-003	1.6300e-003	71.0069
Total	0.0244	0.0139	0.2134	7.3000e-004	0.1007	4.0000e-004	0.1011	0.0268	3.7000e-004	0.0272	0.0000	70.4854	70.4854	1.4500e-003	1.6300e-003	71.0069

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	1.3384					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0222	0.1489	0.2352	3.9000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	33.1923	33.1923	1.8100e-003	0.0000	33.2375
Total	1.3606	0.1489	0.2352	3.9000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	33.1923	33.1923	1.8100e-003	0.0000	33.2375

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

3.7 Architectural Coating - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0244	0.0139	0.2134	7.3000e-004	0.1007	4.0000e-004	0.1011	0.0268	3.7000e-004	0.0272	0.0000	70.4854	70.4854	1.4500e-003	1.6300e-003	71.0069
Total	0.0244	0.0139	0.2134	7.3000e-004	0.1007	4.0000e-004	0.1011	0.0268	3.7000e-004	0.0272	0.0000	70.4854	70.4854	1.4500e-003	1.6300e-003	71.0069

3.7 Architectural Coating - 2029

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	1.3436					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3200	33.3200	1.8200e-003	0.0000	33.3654
Total	1.3659	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3200	33.3200	1.8200e-003	0.0000	33.3654

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

3.7 Architectural Coating - 2029

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0232	0.0130	0.2058	7.1000e-004	0.1011	3.7000e-004	0.1014	0.0269	3.4000e-004	0.0272	0.0000	69.5241	69.5241	1.3500e-003	1.5700e-003	70.0266
Total	0.0232	0.0130	0.2058	7.1000e-004	0.1011	3.7000e-004	0.1014	0.0269	3.4000e-004	0.0272	0.0000	69.5241	69.5241	1.3500e-003	1.5700e-003	70.0266

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	1.3436					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3199	33.3199	1.8200e-003	0.0000	33.3654
Total	1.3659	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3199	33.3199	1.8200e-003	0.0000	33.3654

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3.7 Architectural Coating - 2029

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0232	0.0130	0.2058	7.1000e-004	0.1011	3.7000e-004	0.1014	0.0269	3.4000e-004	0.0272	0.0000	69.5241	69.5241	1.3500e-003	1.5700e-003	70.0266
Total	0.0232	0.0130	0.2058	7.1000e-004	0.1011	3.7000e-004	0.1014	0.0269	3.4000e-004	0.0272	0.0000	69.5241	69.5241	1.3500e-003	1.5700e-003	70.0266

3.7 Architectural Coating - 2030

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	1.3436					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3200	33.3200	1.3500e-003	0.0000	33.3537
Total	1.3606	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3200	33.3200	1.3500e-003	0.0000	33.3537

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

3.7 Architectural Coating - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0220	0.0122	0.1987	7.0000e-004	0.1011	3.5000e-004	0.1014	0.0269	3.2000e-004	0.0272	0.0000	68.4453	68.4453	1.2500e-003	1.5200e-003	68.9303
Total	0.0220	0.0122	0.1987	7.0000e-004	0.1011	3.5000e-004	0.1014	0.0269	3.2000e-004	0.0272	0.0000	68.4453	68.4453	1.2500e-003	1.5200e-003	68.9303

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	1.3436					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3199	33.3199	1.3500e-003	0.0000	33.3536
Total	1.3606	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3199	33.3199	1.3500e-003	0.0000	33.3536

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3.7 Architectural Coating - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0220	0.0122	0.1987	7.0000e-004	0.1011	3.5000e-004	0.1014	0.0269	3.2000e-004	0.0272	0.0000	68.4453	68.4453	1.2500e-003	1.5200e-003	68.9303
Total	0.0220	0.0122	0.1987	7.0000e-004	0.1011	3.5000e-004	0.1014	0.0269	3.2000e-004	0.0272	0.0000	68.4453	68.4453	1.2500e-003	1.5200e-003	68.9303

3.7 Architectural Coating - 2031

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	1.3436					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3200	33.3200	1.3500e-003	0.0000	33.3537
Total	1.3606	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3200	33.3200	1.3500e-003	0.0000	33.3537

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3.7 Architectural Coating - 2031

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0208	0.0115	0.1924	6.8000e-004	0.1011	3.3000e-004	0.1014	0.0269	3.0000e-004	0.0272	0.0000	67.4869	67.4869	1.1700e-003	1.4800e-003	67.9566
Total	0.0208	0.0115	0.1924	6.8000e-004	0.1011	3.3000e-004	0.1014	0.0269	3.0000e-004	0.0272	0.0000	67.4869	67.4869	1.1700e-003	1.4800e-003	67.9566

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	1.3436					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3199	33.3199	1.3500e-003	0.0000	33.3536
Total	1.3606	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3199	33.3199	1.3500e-003	0.0000	33.3536

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3.7 Architectural Coating - 2031

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0208	0.0115	0.1924	6.8000e-004	0.1011	3.3000e-004	0.1014	0.0269	3.0000e-004	0.0272	0.0000	67.4869	67.4869	1.1700e-003	1.4800e-003	67.9566
Total	0.0208	0.0115	0.1924	6.8000e-004	0.1011	3.3000e-004	0.1014	0.0269	3.0000e-004	0.0272	0.0000	67.4869	67.4869	1.1700e-003	1.4800e-003	67.9566

3.7 Architectural Coating - 2032

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	0.0360					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6000e-004	3.0000e-003	6.2900e-003	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.8936	0.8936	4.0000e-005	0.0000	0.8945
Total	0.0365	3.0000e-003	6.2900e-003	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.8936	0.8936	4.0000e-005	0.0000	0.8945

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

3.7 Architectural Coating - 2032

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	5.3000e-004	2.9000e-004	5.0200e-003	2.0000e-005	2.7100e-003	1.0000e-005	2.7200e-003	7.2000e-004	1.0000e-005	7.3000e-004	0.0000	1.7876	1.7876	3.0000e-005	4.0000e-005	1.7998
Total	5.3000e-004	2.9000e-004	5.0200e-003	2.0000e-005	2.7100e-003	1.0000e-005	2.7200e-003	7.2000e-004	1.0000e-005	7.3000e-004	0.0000	1.7876	1.7876	3.0000e-005	4.0000e-005	1.7998

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	0.0360					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6000e-004	3.0000e-003	6.2900e-003	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.8936	0.8936	4.0000e-005	0.0000	0.8945
Total	0.0365	3.0000e-003	6.2900e-003	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.8936	0.8936	4.0000e-005	0.0000	0.8945

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3.7 Architectural Coating - 2032

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	5.3000e-004	2.9000e-004	5.0200e-003	2.0000e-005	2.7100e-003	1.0000e-005	2.7200e-003	7.2000e-004	1.0000e-005	7.3000e-004	0.0000	1.7876	1.7876	3.0000e-005	4.0000e-005	1.7998
Total	5.3000e-004	2.9000e-004	5.0200e-003	2.0000e-005	2.7100e-003	1.0000e-005	2.7200e-003	7.2000e-004	1.0000e-005	7.3000e-004	0.0000	1.7876	1.7876	3.0000e-005	4.0000e-005	1.7998

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	15.6176	15.7300	142.4542	0.2794	36.1674	0.1807	36.3480	9.6637	0.1684	9.8322	0.0000	27,507.3889	27,507.3889	1.7863	1.3390	27,951.0622
Unmitigated	15.6176	15.7300	142.4542	0.2794	36.1674	0.1807	36.3480	9.6637	0.1684	9.8322	0.0000	27,507.3889	27,507.3889	1.7863	1.3390	27,951.0622

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Regional Shopping Center	57,764.30	70,571.90	32,286.80	98,104,963	98,104,963
Total	57,764.30	70,571.90	32,286.80	98,104,963	98,104,963

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Regional Shopping Center	0.555325	0.059694	0.187075	0.120723	0.022002	0.005883	0.011325	0.007301	0.000937	0.000488	0.025751	0.000886	0.002611

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

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	1,470.9918	1,470.9918	0.2380	0.0289	1,485.5373
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,470.9918	1,470.9918	0.2380	0.0289	1,485.5373
NaturalGas Mitigated	0.0193	0.1755	0.1474	1.0500e-003		0.0133	0.0133		0.0133	0.0133	0.0000	191.0751	191.0751	3.6600e-003	3.5000e-003	192.2106
NaturalGas Unmitigated	0.0193	0.1755	0.1474	1.0500e-003		0.0133	0.0133		0.0133	0.0133	0.0000	191.0751	191.0751	3.6600e-003	3.5000e-003	192.2106

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Regional Shopping Center	3.58061e+006	0.0193	0.1755	0.1474	1.0500e-003		0.0133	0.0133		0.0133	0.0133	0.0000	191.0751	191.0751	3.6600e-003	3.5000e-003	192.2106
Total		0.0193	0.1755	0.1474	1.0500e-003		0.0133	0.0133		0.0133	0.0133	0.0000	191.0751	191.0751	3.6600e-003	3.5000e-003	192.2106

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					
Regional Shopping Center	3.58061e+006	0.0193	0.1755	0.1474	1.0500e-003		0.0133	0.0133		0.0133	0.0133	0.0000	191.0751	191.0751	3.6600e-003	3.5000e-003	192.2106
Total		0.0193	0.1755	0.1474	1.0500e-003		0.0133	0.0133		0.0133	0.0133	0.0000	191.0751	191.0751	3.6600e-003	3.5000e-003	192.2106

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Regional Shopping Center	1.58985e+007	1,470.9918	0.2380	0.0289	1,485.5373
Total		1,470.9918	0.2380	0.0289	1,485.5373

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Regional Shopping Center	1.58985e+007	1,470.9918	0.2380	0.0289	1,485.5373
Total		1,470.9918	0.2380	0.0289	1,485.5373

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	6.7753	1.3000e-004	0.0140	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0273	0.0273	7.0000e-005	0.0000	0.0291
Unmitigated	6.7753	1.3000e-004	0.0140	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0273	0.0273	7.0000e-005	0.0000	0.0291

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	0.7979					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	5.9761					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.2800e-003	1.3000e-004	0.0140	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0273	0.0273	7.0000e-005	0.0000	0.0291
Total	6.7753	1.3000e-004	0.0140	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0273	0.0273	7.0000e-005	0.0000	0.0291

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.7979					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	5.9761					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.2800e-003	1.3000e-004	0.0140	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0273	0.0273	7.0000e-005	0.0000	0.0291
Total	6.7753	1.3000e-004	0.0140	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0273	0.0273	7.0000e-005	0.0000	0.0291

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	110.7014	3.7054	0.0887	229.7614
Unmitigated	115.2007	3.7062	0.0888	234.3052

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Regional Shopping Center	113.344 / 69.4691	115.2007	3.7062	0.0888	234.3052
Total		115.2007	3.7062	0.0888	234.3052

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Regional Shopping Center	113.344 / 55.5753	110.7014	3.7054	0.0887	229.7614
Total		110.7014	3.7054	0.0887	229.7614

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	326.1436	19.2745	0.0000	808.0068
Unmitigated	326.1436	19.2745	0.0000	808.0068

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Regional Shopping Center	1606.69	326.1436	19.2745	0.0000	808.0068
Total		326.1436	19.2745	0.0000	808.0068

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Regional Shopping Center	1606.69	326.1436	19.2745	0.0000	808.0068
Total		326.1436	19.2745	0.0000	808.0068

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

**East Lone Tree Specific Plan Project
Bay Area AQMD Air District, Summer**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Regional Shopping Center	1,530.18	1000sqft	87.82	1,530,176.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2032
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	203.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage updated to represent total acreage of project site.

Demolition - Demolition material amount representative of existing buildings located on parcel 3. Square footage estimated using ArcGIS.

Construction Phase - Architectural coating assumed to start two weeks after the initiation of building construction, and last for the same duration.

Water Mitigation - Compliant with MWELO.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	110.00	1,550.00
tblConstructionPhase	PhaseEndDate	5/28/2032	1/9/2032
tblConstructionPhase	PhaseEndDate	7/25/2031	12/26/2031
tblConstructionPhase	PhaseEndDate	12/26/2031	1/16/2026
tblConstructionPhase	PhaseStartDate	12/27/2031	1/31/2026

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

tblConstructionPhase	PhaseStartDate	8/16/2025	1/17/2026
tblConstructionPhase	PhaseStartDate	7/26/2031	8/16/2025
tblLandUse	LandUseSquareFeet	1,530,180.00	1,530,176.00
tblLandUse	LotAcreage	35.13	87.82

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	2.7064	27.2010	20.0610	0.0402	19.8049	1.2301	21.0349	10.1417	1.1316	11.2733	0.0000	3,893.5257	3,893.5257	1.1958	8.6800e-003	3,922.4183
2025	2.9487	27.9679	26.7487	0.0634	19.8049	1.1316	20.8923	10.1417	1.0411	11.1421	0.0000	6,147.0191	6,147.0191	1.9462	3.0200e-003	6,196.5752
2026	13.4047	24.9523	32.7465	0.1161	6.5304	0.6652	7.1956	1.7707	0.6294	2.4001	0.0000	12,004.5217	12,004.5217	0.8071	0.8490	12,277.7088
2027	13.3291	24.8220	32.1283	0.1141	6.5304	0.6636	7.1940	1.7707	0.6279	2.3986	0.0000	11,815.7441	11,815.7441	0.7993	0.8292	12,082.8408
2028	13.2596	24.7159	31.6152	0.1121	6.5305	0.6618	7.1923	1.7707	0.6262	2.3970	0.0000	11,640.1299	11,640.1299	0.7928	0.8105	11,901.4795
2029	13.1919	24.5581	31.1610	0.1102	6.5305	0.6598	7.1903	1.7707	0.6244	2.3951	0.0000	11,458.3954	11,458.3954	0.7868	0.7901	11,713.5027
2030	13.0316	19.6513	30.8458	0.1125	6.5306	0.2476	6.7782	1.7707	0.2436	2.0143	0.0000	11,646.7599	11,646.7599	0.2925	0.7733	11,884.5196
2031	12.9708	19.5920	30.5188	0.1111	6.5306	0.2463	6.7769	1.7707	0.2424	2.0131	0.0000	11,512.2897	11,512.2897	0.2875	0.7586	11,745.5556
2032	10.5841	0.9305	3.3284	8.4600e-003	0.8051	0.0227	0.8277	0.2135	0.0225	0.2360	0.0000	882.2616	882.2616	0.0199	0.0113	886.1174
Maximum	13.4047	27.9679	32.7465	0.1161	19.8049	1.2301	21.0349	10.1417	1.1316	11.2733	0.0000	12,004.5217	12,004.5217	1.9462	0.8490	12,277.7088

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Energy	0.1058	0.9618	0.8079	5.7700e-003		0.0731	0.0731		0.0731	0.0731		1,154.1054	1,154.1054	0.0221	0.0212	1,160.9636
Mobile	123.5636	100.5261	961.7574	2.0375	260.4864	1.2531	261.7395	69.3866	1.1681	70.5547		221,247.3730	221,247.3730	12.7394	9.7107	224,459.6535
Total	160.8014	101.4892	962.7207	2.0432	260.4864	1.3267	261.8131	69.3866	1.2418	70.6283		222,401.8132	222,401.8132	12.7624	9.7319	225,620.9736

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Energy	0.1058	0.9618	0.8079	5.7700e-003		0.0731	0.0731		0.0731	0.0731		1,154.1054	1,154.1054	0.0221	0.0212	1,160.9636
Mobile	123.5636	100.5261	961.7574	2.0375	260.4864	1.2531	261.7395	69.3866	1.1681	70.5547		221,247.3730	221,247.3730	12.7394	9.7107	224,459.6535
Total	160.8014	101.4892	962.7207	2.0432	260.4864	1.3267	261.8131	69.3866	1.2418	70.6283		222,401.8132	222,401.8132	12.7624	9.7319	225,620.9736

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	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	6/3/2024	10/18/2024	5	100	
2	Site Preparation	Site Preparation	10/19/2024	1/10/2025	5	60	
3	Grading	Grading	1/11/2025	8/15/2025	5	155	
4	Building Construction	Building Construction	1/17/2026	12/26/2031	5	1550	
5	Paving	Paving	8/16/2025	1/16/2026	5	110	
6	Architectural Coating	Architectural Coating	1/31/2026	1/9/2032	5	1550	

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 2,295,264; Non-Residential Outdoor: 765,088; 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
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	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	6	15.00	0.00	61.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	490.00	251.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	98.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1323	0.0000	0.1323	0.0200	0.0000	0.0200			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922		3,747.4228	3,747.4228	1.0485		3,773.6345
Total	2.2437	20.8781	19.7073	0.0388	0.1323	0.9602	1.0925	0.0200	0.8922	0.9122		3,747.4228	3,747.4228	1.0485		3,773.6345

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.3000e-003	0.0798	0.0195	3.6000e-004	0.0107	6.7000e-004	0.0113	2.9200e-003	6.5000e-004	3.5700e-003		39.4888	39.4888	1.3200e-003	6.2600e-003	41.3868
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0379	0.0208	0.3342	1.0300e-003	0.1232	5.8000e-004	0.1238	0.0327	5.4000e-004	0.0332		106.6142	106.6142	2.4900e-003	2.4200e-003	107.3970
Total	0.0392	0.1006	0.3537	1.3900e-003	0.1339	1.2500e-003	0.1351	0.0356	1.1900e-003	0.0368		146.1029	146.1029	3.8100e-003	8.6800e-003	148.7838

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.2 Demolition - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1323	0.0000	0.1323	0.0200	0.0000	0.0200			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922	0.0000	3,747.4228	3,747.4228	1.0485		3,773.6345
Total	2.2437	20.8781	19.7073	0.0388	0.1323	0.9602	1.0925	0.0200	0.8922	0.9122	0.0000	3,747.4228	3,747.4228	1.0485		3,773.6345

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.3000e-003	0.0798	0.0195	3.6000e-004	0.0107	6.7000e-004	0.0113	2.9200e-003	6.5000e-004	3.5700e-003		39.4888	39.4888	1.3200e-003	6.2600e-003	41.3868
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0379	0.0208	0.3342	1.0300e-003	0.1232	5.8000e-004	0.1238	0.0327	5.4000e-004	0.0332		106.6142	106.6142	2.4900e-003	2.4200e-003	107.3970
Total	0.0392	0.1006	0.3537	1.3900e-003	0.1339	1.2500e-003	0.1351	0.0356	1.1900e-003	0.0368		146.1029	146.1029	3.8100e-003	8.6800e-003	148.7838

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310		3,688.0100	3,688.0100	1.1928		3,717.8294
Total	2.6609	27.1760	18.3356	0.0381	19.6570	1.2294	20.8864	10.1025	1.1310	11.2335		3,688.0100	3,688.0100	1.1928		3,717.8294

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0455	0.0250	0.4010	1.2400e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		127.9370	127.9370	2.9900e-003	2.9000e-003	128.8764
Total	0.0455	0.0250	0.4010	1.2400e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		127.9370	127.9370	2.9900e-003	2.9000e-003	128.8764

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.3 Site Preparation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310	0.0000	3,688.0100	3,688.0100	1.1928		3,717.8294
Total	2.6609	27.1760	18.3356	0.0381	19.6570	1.2294	20.8864	10.1025	1.1310	11.2335	0.0000	3,688.0100	3,688.0100	1.1928		3,717.8294

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0455	0.0250	0.4010	1.2400e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		127.9370	127.9370	2.9900e-003	2.9000e-003	128.8764
Total	0.0455	0.0250	0.4010	1.2400e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		127.9370	127.9370	2.9900e-003	2.9000e-003	128.8764

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.3 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999		3,689.1037	3,689.1037	1.1931		3,718.9320
Total	2.4727	25.2339	17.9118	0.0381	19.6570	1.0868	20.7438	10.1025	0.9999	11.1023		3,689.1037	3,689.1037	1.1931		3,718.9320

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0427	0.0225	0.3759	1.2000e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		124.8639	124.8639	2.7100e-003	2.7200e-003	125.7423
Total	0.0427	0.0225	0.3759	1.2000e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		124.8639	124.8639	2.7100e-003	2.7200e-003	125.7423

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.3 Site Preparation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320
Total	2.4727	25.2339	17.9118	0.0381	19.6570	1.0868	20.7438	10.1025	0.9999	11.1023	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0427	0.0225	0.3759	1.2000e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		124.8639	124.8639	2.7100e-003	2.7200e-003	125.7423
Total	0.0427	0.0225	0.3759	1.2000e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		124.8639	124.8639	2.7100e-003	2.7200e-003	125.7423

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.4 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404		6,008.2814	6,008.2814	1.9432		6,056.8614
Total	2.9012	27.9429	26.3311	0.0621	9.2036	1.1309	10.3345	3.6538	1.0404	4.6942		6,008.2814	6,008.2814	1.9432		6,056.8614

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0475	0.0250	0.4176	1.3300e-003	0.1643	7.4000e-004	0.1650	0.0436	6.8000e-004	0.0443		138.7377	138.7377	3.0100e-003	3.0200e-003	139.7137
Total	0.0475	0.0250	0.4176	1.3300e-003	0.1643	7.4000e-004	0.1650	0.0436	6.8000e-004	0.0443		138.7377	138.7377	3.0100e-003	3.0200e-003	139.7137

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.4 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404	0.0000	6,008.281 4	6,008.281 4	1.9432		6,056.861 4
Total	2.9012	27.9429	26.3311	0.0621	9.2036	1.1309	10.3345	3.6538	1.0404	4.6942	0.0000	6,008.281 4	6,008.281 4	1.9432		6,056.861 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0475	0.0250	0.4176	1.3300e-003	0.1643	7.4000e-004	0.1650	0.0436	6.8000e-004	0.0443		138.7377	138.7377	3.0100e-003	3.0200e-003	139.7137
Total	0.0475	0.0250	0.4176	1.3300e-003	0.1643	7.4000e-004	0.1650	0.0436	6.8000e-004	0.0443		138.7377	138.7377	3.0100e-003	3.0200e-003	139.7137

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2532	10.6677	3.2575	0.0483	1.7001	0.0654	1.7655	0.4895	0.0625	0.5520		5,180.785 3	5,180.785 3	0.1099	0.7650	5,411.512 3
Worker	1.0982	0.5578	9.6627	0.0316	4.0252	0.0173	4.0426	1.0677	0.0160	1.0836		3,321.511 7	3,321.511 7	0.0674	0.0700	3,344.055 5
Total	1.3515	11.2255	12.9202	0.0799	5.7253	0.0827	5.8080	1.5571	0.0785	1.6356		8,502.297 0	8,502.297 0	0.1773	0.8350	8,755.567 8

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2532	10.6677	3.2575	0.0483	1.7001	0.0654	1.7655	0.4895	0.0625	0.5520		5,180.785 3	5,180.785 3	0.1099	0.7650	5,411.512 3
Worker	1.0982	0.5578	9.6627	0.0316	4.0252	0.0173	4.0426	1.0677	0.0160	1.0836		3,321.511 7	3,321.511 7	0.0674	0.0700	3,344.055 5
Total	1.3515	11.2255	12.9202	0.0799	5.7253	0.0827	5.8080	1.5571	0.0785	1.6356		8,502.297 0	8,502.297 0	0.1773	0.8350	8,755.567 8

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2483	10.5924	3.2161	0.0473	1.7002	0.0649	1.7650	0.4895	0.0620	0.5515		5,076.305 3	5,076.305 3	0.1089	0.7493	5,302.318 8
Worker	1.0393	0.5120	9.1820	0.0307	4.0252	0.0164	4.0416	1.0677	0.0151	1.0827		3,251.263 7	3,251.263 7	0.0618	0.0666	3,272.660 0
Total	1.2876	11.1044	12.3981	0.0780	5.7254	0.0812	5.8066	1.5571	0.0771	1.6342		8,327.568 9	8,327.568 9	0.1707	0.8159	8,574.978 8

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2483	10.5924	3.2161	0.0473	1.7002	0.0649	1.7650	0.4895	0.0620	0.5515		5,076.305 3	5,076.305 3	0.1089	0.7493	5,302.318 8
Worker	1.0393	0.5120	9.1820	0.0307	4.0252	0.0164	4.0416	1.0677	0.0151	1.0827		3,251.263 7	3,251.263 7	0.0618	0.0666	3,272.660 0
Total	1.2876	11.1044	12.3981	0.0780	5.7254	0.0812	5.8066	1.5571	0.0771	1.6342		8,327.568 9	8,327.568 9	0.1707	0.8159	8,574.978 8

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2444	10.5320	3.1858	0.0463	1.7002	0.0644	1.7646	0.4895	0.0616	0.5510		4,975.421 3	4,975.421 3	0.1082	0.7339	5,196.840 3
Worker	0.9846	0.4739	8.7797	0.0299	4.0252	0.0153	4.0406	1.0677	0.0141	1.0818		3,188.988 5	3,188.988 5	0.0569	0.0638	3,209.424 4
Total	1.2291	11.0059	11.9655	0.0762	5.7254	0.0797	5.8051	1.5572	0.0757	1.6328		8,164.409 8	8,164.409 8	0.1652	0.7977	8,406.264 7

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2444	10.5320	3.1858	0.0463	1.7002	0.0644	1.7646	0.4895	0.0616	0.5510		4,975.421 3	4,975.421 3	0.1082	0.7339	5,196.840 3
Worker	0.9846	0.4739	8.7797	0.0299	4.0252	0.0153	4.0406	1.0677	0.0141	1.0818		3,188.988 5	3,188.988 5	0.0569	0.0638	3,209.424 4
Total	1.2291	11.0059	11.9655	0.0762	5.7254	0.0797	5.8051	1.5572	0.0757	1.6328		8,164.409 8	8,164.409 8	0.1652	0.7977	8,406.264 7

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2404	10.4132	3.1510	0.0453	1.7002	0.0635	1.7638	0.4895	0.0608	0.5503		4,860.381 9	4,860.381 9	0.1073	0.7164	5,076.538 3
Worker	0.9315	0.4415	8.4301	0.0292	4.0252	0.0144	4.0396	1.0677	0.0132	1.0809		3,133.409 2	3,133.409 2	0.0527	0.0614	3,153.028 7
Total	1.1720	10.8546	11.5812	0.0744	5.7255	0.0779	5.8033	1.5572	0.0740	1.6311		7,993.791 1	7,993.791 1	0.1600	0.7778	8,229.567 0

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2029

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2404	10.4132	3.1510	0.0453	1.7002	0.0635	1.7638	0.4895	0.0608	0.5503		4,860.381 9	4,860.381 9	0.1073	0.7164	5,076.538 3
Worker	0.9315	0.4415	8.4301	0.0292	4.0252	0.0144	4.0396	1.0677	0.0132	1.0809		3,133.409 2	3,133.409 2	0.0527	0.0614	3,153.028 7
Total	1.1720	10.8546	11.5812	0.0744	5.7255	0.0779	5.8033	1.5572	0.0740	1.6311		7,993.791 1	7,993.791 1	0.1600	0.7778	8,229.567 0

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2375	10.3633	3.1281	0.0444	1.7003	0.0631	1.7633	0.4895	0.0603	0.5498		4,765.9898	4,765.9898	0.1061	0.7020	4,977.8381
Worker	0.8824	0.4143	8.1358	0.0285	4.0252	0.0134	4.0387	1.0677	0.0124	1.0801		3,084.8128	3,084.8128	0.0490	0.0594	3,103.7465
Total	1.1199	10.7775	11.2639	0.0729	5.7255	0.0765	5.8020	1.5572	0.0727	1.6299		7,850.8026	7,850.8026	0.1551	0.7614	8,081.5846

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2030

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2375	10.3633	3.1281	0.0444	1.7003	0.0631	1.7633	0.4895	0.0603	0.5498		4,765.9898	4,765.9898	0.1061	0.7020	4,977.8381
Worker	0.8824	0.4143	8.1358	0.0285	4.0252	0.0134	4.0387	1.0677	0.0124	1.0801		3,084.8128	3,084.8128	0.0490	0.0594	3,103.7465
Total	1.1199	10.7775	11.2639	0.0729	5.7255	0.0765	5.8020	1.5572	0.0727	1.6299		7,850.8026	7,850.8026	0.1551	0.7614	8,081.5846

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2354	10.3327	3.1139	0.0436	1.7003	0.0628	1.7631	0.4895	0.0600	0.5496		4,683.2719	4,683.2719	0.1052	0.6894	4,891.3371
Worker	0.8334	0.3903	7.8752	0.0280	4.0252	0.0126	4.0378	1.0677	0.0116	1.0793		3,041.6858	3,041.6858	0.0456	0.0577	3,060.0273
Total	1.0688	10.7230	10.9890	0.0716	5.7256	0.0754	5.8009	1.5572	0.0716	1.6288		7,724.9577	7,724.9577	0.1508	0.7471	7,951.3645

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2031

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2354	10.3327	3.1139	0.0436	1.7003	0.0628	1.7631	0.4895	0.0600	0.5496		4,683.2719	4,683.2719	0.1052	0.6894	4,891.3371
Worker	0.8334	0.3903	7.8752	0.0280	4.0252	0.0126	4.0378	1.0677	0.0116	1.0793		3,041.6858	3,041.6858	0.0456	0.0577	3,060.0273
Total	1.0688	10.7230	10.9890	0.0716	5.7256	0.0754	5.8009	1.5572	0.0716	1.6288		7,724.9577	7,724.9577	0.1508	0.7471	7,951.3645

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0356	0.0188	0.3132	1.0000e-003	0.1232	5.6000e-004	0.1238	0.0327	5.1000e-004	0.0332		104.0533	104.0533	2.2600e-003	2.2700e-003	104.7853
Total	0.0356	0.0188	0.3132	1.0000e-003	0.1232	5.6000e-004	0.1238	0.0327	5.1000e-004	0.0332		104.0533	104.0533	2.2600e-003	2.2700e-003	104.7853

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.6 Paving - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0356	0.0188	0.3132	1.0000e-003	0.1232	5.6000e-004	0.1238	0.0327	5.1000e-004	0.0332		104.0533	104.0533	2.2600e-003	2.2700e-003	104.7853
Total	0.0356	0.0188	0.3132	1.0000e-003	0.1232	5.6000e-004	0.1238	0.0327	5.1000e-004	0.0332		104.0533	104.0533	2.2600e-003	2.2700e-003	104.7853

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.6 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0336	0.0171	0.2958	9.7000e-004	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		101.6789	101.6789	2.0600e-003	2.1400e-003	102.3691
Total	0.0336	0.0171	0.2958	9.7000e-004	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		101.6789	101.6789	2.0600e-003	2.1400e-003	102.3691

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.6 Paving - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0336	0.0171	0.2958	9.7000e-004	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		101.6789	101.6789	2.0600e-003	2.1400e-003	102.3691
Total	0.0336	0.0171	0.2958	9.7000e-004	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		101.6789	101.6789	2.0600e-003	2.1400e-003	102.3691

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2197	0.1116	1.9325	6.3200e-003	0.8051	3.4700e-003	0.8085	0.2135	3.1900e-003	0.2167		664.3023	664.3023	0.0135	0.0140	668.8111
Total	0.2197	0.1116	1.9325	6.3200e-003	0.8051	3.4700e-003	0.8085	0.2135	3.1900e-003	0.2167		664.3023	664.3023	0.0135	0.0140	668.8111

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2197	0.1116	1.9325	6.3200e-003	0.8051	3.4700e-003	0.8085	0.2135	3.1900e-003	0.2167		664.3023	664.3023	0.0135	0.0140	668.8111
Total	0.2197	0.1116	1.9325	6.3200e-003	0.8051	3.4700e-003	0.8085	0.2135	3.1900e-003	0.2167		664.3023	664.3023	0.0135	0.0140	668.8111

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2079	0.1024	1.8364	6.1400e-003	0.8051	3.2700e-003	0.8083	0.2135	3.0100e-003	0.2166		650.2527	650.2527	0.0124	0.0133	654.5320
Total	0.2079	0.1024	1.8364	6.1400e-003	0.8051	3.2700e-003	0.8083	0.2135	3.0100e-003	0.2166		650.2527	650.2527	0.0124	0.0133	654.5320

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2079	0.1024	1.8364	6.1400e-003	0.8051	3.2700e-003	0.8083	0.2135	3.0100e-003	0.2166		650.2527	650.2527	0.0124	0.0133	654.5320
Total	0.2079	0.1024	1.8364	6.1400e-003	0.8051	3.2700e-003	0.8083	0.2135	3.0100e-003	0.2166		650.2527	650.2527	0.0124	0.0133	654.5320

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1969	0.0948	1.7559	5.9800e-003	0.8051	3.0600e-003	0.8081	0.2135	2.8200e-003	0.2164		637.7977	637.7977	0.0114	0.0128	641.8849
Total	0.1969	0.0948	1.7559	5.9800e-003	0.8051	3.0600e-003	0.8081	0.2135	2.8200e-003	0.2164		637.7977	637.7977	0.0114	0.0128	641.8849

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1969	0.0948	1.7559	5.9800e-003	0.8051	3.0600e-003	0.8081	0.2135	2.8200e-003	0.2164		637.7977	637.7977	0.0114	0.0128	641.8849
Total	0.1969	0.0948	1.7559	5.9800e-003	0.8051	3.0600e-003	0.8081	0.2135	2.8200e-003	0.2164		637.7977	637.7977	0.0114	0.0128	641.8849

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1863	0.0883	1.6860	5.8400e-003	0.8051	2.8700e-003	0.8079	0.2135	2.6400e-003	0.2162		626.6819	626.6819	0.0105	0.0123	630.6057
Total	0.1863	0.0883	1.6860	5.8400e-003	0.8051	2.8700e-003	0.8079	0.2135	2.6400e-003	0.2162		626.6819	626.6819	0.0105	0.0123	630.6057

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2029

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1863	0.0883	1.6860	5.8400e-003	0.8051	2.8700e-003	0.8079	0.2135	2.6400e-003	0.2162		626.6819	626.6819	0.0105	0.0123	630.6057
Total	0.1863	0.0883	1.6860	5.8400e-003	0.8051	2.8700e-003	0.8079	0.2135	2.6400e-003	0.2162		626.6819	626.6819	0.0105	0.0123	630.6057

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1765	0.0829	1.6272	5.7100e-003	0.8051	2.6900e-003	0.8077	0.2135	2.4700e-003	0.2160		616.9626	616.9626	9.7900e-003	0.0119	620.7493
Total	0.1765	0.0829	1.6272	5.7100e-003	0.8051	2.6900e-003	0.8077	0.2135	2.4700e-003	0.2160		616.9626	616.9626	9.7900e-003	0.0119	620.7493

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2030

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1765	0.0829	1.6272	5.7100e-003	0.8051	2.6900e-003	0.8077	0.2135	2.4700e-003	0.2160		616.9626	616.9626	9.7900e-003	0.0119	620.7493
Total	0.1765	0.0829	1.6272	5.7100e-003	0.8051	2.6900e-003	0.8077	0.2135	2.4700e-003	0.2160		616.9626	616.9626	9.7900e-003	0.0119	620.7493

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1667	0.0781	1.5750	5.5900e-003	0.8051	2.5200e-003	0.8076	0.2135	2.3200e-003	0.2159		608.3372	608.3372	9.1200e-003	0.0115	612.0055
Total	0.1667	0.0781	1.5750	5.5900e-003	0.8051	2.5200e-003	0.8076	0.2135	2.3200e-003	0.2159		608.3372	608.3372	9.1200e-003	0.0115	612.0055

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2031

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1667	0.0781	1.5750	5.5900e-003	0.8051	2.5200e-003	0.8076	0.2135	2.3200e-003	0.2159		608.3372	608.3372	9.1200e-003	0.0115	612.0055
Total	0.1667	0.0781	1.5750	5.5900e-003	0.8051	2.5200e-003	0.8076	0.2135	2.3200e-003	0.2159		608.3372	608.3372	9.1200e-003	0.0115	612.0055

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1580	0.0742	1.5307	5.4900e-003	0.8051	2.3600e-003	0.8074	0.2135	2.1800e-003	0.2157		600.8135	600.8135	8.5400e-003	0.0113	604.3846
Total	0.1580	0.0742	1.5307	5.4900e-003	0.8051	2.3600e-003	0.8074	0.2135	2.1800e-003	0.2157		600.8135	600.8135	8.5400e-003	0.0113	604.3846

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2032

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1580	0.0742	1.5307	5.4900e-003	0.8051	2.3600e-003	0.8074	0.2135	2.1800e-003	0.2157		600.8135	600.8135	8.5400e-003	0.0113	604.3846
Total	0.1580	0.0742	1.5307	5.4900e-003	0.8051	2.3600e-003	0.8074	0.2135	2.1800e-003	0.2157		600.8135	600.8135	8.5400e-003	0.0113	604.3846

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	123.5636	100.5261	961.7574	2.0375	260.4864	1.2531	261.7395	69.3866	1.1681	70.5547		221,247.3730	221,247.3730	12.7394	9.7107	224,459.6535
Unmitigated	123.5636	100.5261	961.7574	2.0375	260.4864	1.2531	261.7395	69.3866	1.1681	70.5547		221,247.3730	221,247.3730	12.7394	9.7107	224,459.6535

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Regional Shopping Center	57,764.30	70,571.90	32,286.80	98,104,963	98,104,963
Total	57,764.30	70,571.90	32,286.80	98,104,963	98,104,963

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Regional Shopping Center	0.555325	0.059694	0.187075	0.120723	0.022002	0.005883	0.011325	0.007301	0.000937	0.000488	0.025751	0.000886	0.002611

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1058	0.9618	0.8079	5.7700e-003		0.0731	0.0731		0.0731	0.0731		1,154.1054	1,154.1054	0.0221	0.0212	1,160.9636
NaturalGas Unmitigated	0.1058	0.9618	0.8079	5.7700e-003		0.0731	0.0731		0.0731	0.0731		1,154.1054	1,154.1054	0.0221	0.0212	1,160.9636

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Regional Shopping Center	9809.9	0.1058	0.9618	0.8079	5.7700e-003		0.0731	0.0731		0.0731	0.0731		1,154.1054	1,154.1054	0.0221	0.0212	1,160.9636
Total		0.1058	0.9618	0.8079	5.7700e-003		0.0731	0.0731		0.0731	0.0731		1,154.1054	1,154.1054	0.0221	0.0212	1,160.9636

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

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	lb/day										lb/day					
Regional Shopping Center	9.8099	0.1058	0.9618	0.8079	5.7700e-003		0.0731	0.0731		0.0731	0.0731		1,154.1054	1,154.1054	0.0221	0.0212	1,160.9636
Total		0.1058	0.9618	0.8079	5.7700e-003		0.0731	0.0731		0.0731	0.0731		1,154.1054	1,154.1054	0.0221	0.0212	1,160.9636

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	lb/day										lb/day					
Mitigated	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Unmitigated	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.3720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	32.7458					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0142	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Total	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.3720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	32.7458					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0142	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Total	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Summer

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

**East Lone Tree Specific Plan Project
Bay Area AQMD Air District, Winter**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Regional Shopping Center	1,530.18	1000sqft	87.82	1,530,176.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2032
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	203.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage updated to represent total acreage of project site.

Demolition - Demolition material amount representative of existing buildings located on parcel 3. Square footage estimated using ArcGIS.

Construction Phase - Architectural coating assumed to start two weeks after the initiation of building construction, and last for the same duration.

Water Mitigation - Compliant with MWELO.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	110.00	1,550.00
tblConstructionPhase	PhaseEndDate	5/28/2032	1/9/2032
tblConstructionPhase	PhaseEndDate	7/25/2031	12/26/2031
tblConstructionPhase	PhaseEndDate	12/26/2031	1/16/2026
tblConstructionPhase	PhaseStartDate	12/27/2031	1/31/2026

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

tblConstructionPhase	PhaseStartDate	8/16/2025	1/17/2026
tblConstructionPhase	PhaseStartDate	7/26/2031	8/16/2025
tblLandUse	LandUseSquareFeet	1,530,180.00	1,530,176.00
tblLandUse	LotAcreage	35.13	87.82

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	2.7077	27.2068	20.0483	0.0402	19.8049	1.2301	21.0349	10.1417	1.1316	11.2733	0.0000	3,886.0223	3,886.0223	1.1962	9.0400e-003	3,915.0340
2025	2.9503	27.9737	26.7336	0.0633	19.8049	1.1316	20.8923	10.1417	1.0411	11.1421	0.0000	6,137.2239	6,137.2239	1.9467	3.4800e-003	6,186.9259
2026	13.4434	25.7292	32.4651	0.1135	6.5304	0.6655	7.1958	1.7707	0.6296	2.4003	0.0000	11,731.3507	11,731.3507	0.8182	0.8635	12,009.1218
2027	13.3691	25.5822	31.8837	0.1115	6.5304	0.6638	7.1942	1.7707	0.6281	2.3988	0.0000	11,548.7259	11,548.7259	0.8097	0.8430	11,820.1848
2028	13.3002	25.4625	31.3992	0.1097	6.5305	0.6620	7.1925	1.7707	0.6264	2.3972	0.0000	11,378.4538	11,378.4538	0.8025	0.8237	11,643.9796
2029	13.2329	25.2894	30.9666	0.1078	6.5305	0.6600	7.1905	1.7707	0.6245	2.3953	0.0000	11,201.3559	11,201.3559	0.7959	0.8028	11,460.4795
2030	13.0728	20.3726	30.6691	0.1102	6.5306	0.2478	6.7784	1.7707	0.2438	2.0145	0.0000	11,393.7142	11,393.7142	0.3010	0.7856	11,635.3562
2031	13.0120	20.3055	30.3567	0.1088	6.5306	0.2465	6.7771	1.7707	0.2426	2.0133	0.0000	11,262.7327	11,262.7327	0.2955	0.7706	11,499.7659
2032	10.5929	0.9476	3.2848	8.0700e-003	0.8051	0.0227	0.8277	0.2135	0.0225	0.2360	0.0000	839.9116	839.9116	0.0213	0.0129	844.2984
Maximum	13.4434	27.9737	32.4651	0.1135	19.8049	1.2301	21.0349	10.1417	1.1316	11.2733	0.0000	11,731.3507	11,731.3507	1.9467	0.8635	12,009.1218

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Energy	0.1058	0.9618	0.8079	5.7700e-003		0.0731	0.0731		0.0731	0.0731		1,154.1054	1,154.1054	0.0221	0.0212	1,160.9636
Mobile	107.2020	115.0789	1,062.0832	1.9271	260.4864	1.2538	261.7403	69.3866	1.1689	70.5555		209,184.3399	209,184.3399	14.4453	10.6275	212,712.4778
Total	144.4398	116.0421	1,063.0465	1.9329	260.4864	1.3275	261.8139	69.3866	1.2425	70.6291		210,338.7802	210,338.7802	14.4683	10.6487	213,873.7979

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Energy	0.1058	0.9618	0.8079	5.7700e-003		0.0731	0.0731		0.0731	0.0731		1,154.1054	1,154.1054	0.0221	0.0212	1,160.9636
Mobile	107.2020	115.0789	1,062.0832	1.9271	260.4864	1.2538	261.7403	69.3866	1.1689	70.5555		209,184.3399	209,184.3399	14.4453	10.6275	212,712.4778
Total	144.4398	116.0421	1,063.0465	1.9329	260.4864	1.3275	261.8139	69.3866	1.2425	70.6291		210,338.7802	210,338.7802	14.4683	10.6487	213,873.7979

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	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	6/3/2024	10/18/2024	5	100	
2	Site Preparation	Site Preparation	10/19/2024	1/10/2025	5	60	
3	Grading	Grading	1/11/2025	8/15/2025	5	155	
4	Building Construction	Building Construction	1/17/2026	12/26/2031	5	1550	
5	Paving	Paving	8/16/2025	1/16/2026	5	110	
6	Architectural Coating	Architectural Coating	1/31/2026	1/9/2032	5	1550	

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 2,295,264; Non-Residential Outdoor: 765,088; 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
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	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	6	15.00	0.00	61.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	490.00	251.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	98.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1323	0.0000	0.1323	0.0200	0.0000	0.0200			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922		3,747.4228	3,747.4228	1.0485		3,773.6345
Total	2.2437	20.8781	19.7073	0.0388	0.1323	0.9602	1.0925	0.0200	0.8922	0.9122		3,747.4228	3,747.4228	1.0485		3,773.6345

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.2200e-003	0.0844	0.0197	3.6000e-004	0.0107	6.8000e-004	0.0114	2.9200e-003	6.5000e-004	3.5700e-003		39.5265	39.5265	1.3200e-003	6.2600e-003	41.4263
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0390	0.0257	0.3212	9.6000e-004	0.1232	5.8000e-004	0.1238	0.0327	5.4000e-004	0.0332		99.0731	99.0731	2.8400e-003	2.7800e-003	99.9731
Total	0.0403	0.1100	0.3409	1.3200e-003	0.1339	1.2600e-003	0.1352	0.0356	1.1900e-003	0.0368		138.5996	138.5996	4.1600e-003	9.0400e-003	141.3994

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.2 Demolition - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1323	0.0000	0.1323	0.0200	0.0000	0.0200			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922	0.0000	3,747.4228	3,747.4228	1.0485		3,773.6345
Total	2.2437	20.8781	19.7073	0.0388	0.1323	0.9602	1.0925	0.0200	0.8922	0.9122	0.0000	3,747.4228	3,747.4228	1.0485		3,773.6345

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.2200e-003	0.0844	0.0197	3.6000e-004	0.0107	6.8000e-004	0.0114	2.9200e-003	6.5000e-004	3.5700e-003		39.5265	39.5265	1.3200e-003	6.2600e-003	41.4263
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0390	0.0257	0.3212	9.6000e-004	0.1232	5.8000e-004	0.1238	0.0327	5.4000e-004	0.0332		99.0731	99.0731	2.8400e-003	2.7800e-003	99.9731
Total	0.0403	0.1100	0.3409	1.3200e-003	0.1339	1.2600e-003	0.1352	0.0356	1.1900e-003	0.0368		138.5996	138.5996	4.1600e-003	9.0400e-003	141.3994

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310		3,688.0100	3,688.0100	1.1928		3,717.8294
Total	2.6609	27.1760	18.3356	0.0381	19.6570	1.2294	20.8864	10.1025	1.1310	11.2335		3,688.0100	3,688.0100	1.1928		3,717.8294

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0468	0.0308	0.3855	1.1500e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		118.8877	118.8877	3.4100e-003	3.3400e-003	119.9678
Total	0.0468	0.0308	0.3855	1.1500e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		118.8877	118.8877	3.4100e-003	3.3400e-003	119.9678

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.3 Site Preparation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310	0.0000	3,688.010 0	3,688.010 0	1.1928		3,717.829 4
Total	2.6609	27.1760	18.3356	0.0381	19.6570	1.2294	20.8864	10.1025	1.1310	11.2335	0.0000	3,688.010 0	3,688.010 0	1.1928		3,717.829 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0468	0.0308	0.3855	1.1500e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		118.8877	118.8877	3.4100e-003	3.3400e-003	119.9678
Total	0.0468	0.0308	0.3855	1.1500e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		118.8877	118.8877	3.4100e-003	3.3400e-003	119.9678

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.3 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999		3,689.1037	3,689.1037	1.1931		3,718.9320
Total	2.4727	25.2339	17.9118	0.0381	19.6570	1.0868	20.7438	10.1025	0.9999	11.1023		3,689.1037	3,689.1037	1.1931		3,718.9320

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0441	0.0278	0.3623	1.1100e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		116.0482	116.0482	3.1000e-003	3.1300e-003	117.0580
Total	0.0441	0.0278	0.3623	1.1100e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		116.0482	116.0482	3.1000e-003	3.1300e-003	117.0580

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.3 Site Preparation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320
Total	2.4727	25.2339	17.9118	0.0381	19.6570	1.0868	20.7438	10.1025	0.9999	11.1023	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0441	0.0278	0.3623	1.1100e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		116.0482	116.0482	3.1000e-003	3.1300e-003	117.0580
Total	0.0441	0.0278	0.3623	1.1100e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		116.0482	116.0482	3.1000e-003	3.1300e-003	117.0580

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.4 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404		6,008.2814	6,008.2814	1.9432		6,056.8614
Total	2.9012	27.9429	26.3311	0.0621	9.2036	1.1309	10.3345	3.6538	1.0404	4.6942		6,008.2814	6,008.2814	1.9432		6,056.8614

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0490	0.0308	0.4025	1.2400e-003	0.1643	7.4000e-004	0.1650	0.0436	6.8000e-004	0.0443		128.9424	128.9424	3.4500e-003	3.4800e-003	130.0645
Total	0.0490	0.0308	0.4025	1.2400e-003	0.1643	7.4000e-004	0.1650	0.0436	6.8000e-004	0.0443		128.9424	128.9424	3.4500e-003	3.4800e-003	130.0645

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.4 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404	0.0000	6,008.281 4	6,008.281 4	1.9432		6,056.861 4
Total	2.9012	27.9429	26.3311	0.0621	9.2036	1.1309	10.3345	3.6538	1.0404	4.6942	0.0000	6,008.281 4	6,008.281 4	1.9432		6,056.861 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0490	0.0308	0.4025	1.2400e-003	0.1643	7.4000e-004	0.1650	0.0436	6.8000e-004	0.0443		128.9424	128.9424	3.4500e-003	3.4800e-003	130.0645
Total	0.0490	0.0308	0.4025	1.2400e-003	0.1643	7.4000e-004	0.1650	0.0436	6.8000e-004	0.0443		128.9424	128.9424	3.4500e-003	3.4800e-003	130.0645

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2431	11.2887	3.3721	0.0483	1.7001	0.0656	1.7657	0.4895	0.0627	0.5522		5,188.649 0	5,188.649 0	0.1092	0.7669	5,419.916 8
Worker	1.1389	0.6878	9.3326	0.0294	4.0252	0.0173	4.0426	1.0677	0.0160	1.0836		3,087.316 1	3,087.316 1	0.0772	0.0805	3,113.229 3
Total	1.3820	11.9764	12.7048	0.0777	5.7253	0.0829	5.8083	1.5571	0.0787	1.6358		8,275.965 1	8,275.965 1	0.1865	0.8474	8,533.146 0

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2431	11.2887	3.3721	0.0483	1.7001	0.0656	1.7657	0.4895	0.0627	0.5522		5,188.649 0	5,188.649 0	0.1092	0.7669	5,419.916 8
Worker	1.1389	0.6878	9.3326	0.0294	4.0252	0.0173	4.0426	1.0677	0.0160	1.0836		3,087.316 1	3,087.316 1	0.0772	0.0805	3,113.229 3
Total	1.3820	11.9764	12.7048	0.0777	5.7253	0.0829	5.8083	1.5571	0.0787	1.6358		8,275.965 1	8,275.965 1	0.1865	0.8474	8,533.146 0

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2379	11.2095	3.3297	0.0473	1.7002	0.0651	1.7652	0.4895	0.0623	0.5517		5,084.139 6	5,084.139 6	0.1082	0.7511	5,310.680 9
Worker	1.0813	0.6312	8.8835	0.0286	4.0252	0.0164	4.0416	1.0677	0.0151	1.0827		3,022.219 9	3,022.219 9	0.0710	0.0766	3,046.811 6
Total	1.3192	11.8407	12.2132	0.0759	5.7254	0.0814	5.8068	1.5571	0.0773	1.6344		8,106.359 5	8,106.359 5	0.1792	0.8277	8,357.492 5

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2379	11.2095	3.3297	0.0473	1.7002	0.0651	1.7652	0.4895	0.0623	0.5517		5,084.139 6	5,084.139 6	0.1082	0.7511	5,310.680 9
Worker	1.0813	0.6312	8.8835	0.0286	4.0252	0.0164	4.0416	1.0677	0.0151	1.0827		3,022.219 9	3,022.219 9	0.0710	0.0766	3,046.811 6
Total	1.3192	11.8407	12.2132	0.0759	5.7254	0.0814	5.8068	1.5571	0.0773	1.6344		8,106.359 5	8,106.359 5	0.1792	0.8277	8,357.492 5

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2338	11.1463	3.2987	0.0464	1.7002	0.0646	1.7648	0.4895	0.0618	0.5512		4,983.209 7	4,983.209 7	0.1075	0.7357	5,205.145 7
Worker	1.0273	0.5841	8.5057	0.0278	4.0252	0.0153	4.0406	1.0677	0.0141	1.0818		2,964.434 7	2,964.434 7	0.0656	0.0733	2,987.920 0
Total	1.2611	11.7305	11.8043	0.0742	5.7254	0.0799	5.8053	1.5572	0.0759	1.6330		7,947.644 4	7,947.644 4	0.1731	0.8090	8,193.065 7

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2338	11.1463	3.2987	0.0464	1.7002	0.0646	1.7648	0.4895	0.0618	0.5512		4,983.209 7	4,983.209 7	0.1075	0.7357	5,205.145 7
Worker	1.0273	0.5841	8.5057	0.0278	4.0252	0.0153	4.0406	1.0677	0.0141	1.0818		2,964.434 7	2,964.434 7	0.0656	0.0733	2,987.920 0
Total	1.2611	11.7305	11.8043	0.0742	5.7254	0.0799	5.8053	1.5572	0.0759	1.6330		7,947.644 4	7,947.644 4	0.1731	0.8090	8,193.065 7

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2297	11.0215	3.2630	0.0453	1.7002	0.0637	1.7640	0.4895	0.0609	0.5504		4,868.088 0	4,868.088 0	0.1066	0.7181	5,084.750 9
Worker	0.9746	0.5439	8.1748	0.0271	4.0252	0.0144	4.0396	1.0677	0.0132	1.0809		2,912.787 9	2,912.787 9	0.0608	0.0706	2,935.332 2
Total	1.2043	11.5654	11.4378	0.0724	5.7255	0.0781	5.8035	1.5572	0.0741	1.6313		7,780.875 9	7,780.875 9	0.1674	0.7887	8,020.083 1

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2029

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2297	11.0215	3.2630	0.0453	1.7002	0.0637	1.7640	0.4895	0.0609	0.5504		4,868.088 0	4,868.088 0	0.1066	0.7181	5,084.750 9
Worker	0.9746	0.5439	8.1748	0.0271	4.0252	0.0144	4.0396	1.0677	0.0132	1.0809		2,912.787 9	2,912.787 9	0.0608	0.0706	2,935.332 2
Total	1.2043	11.5654	11.4378	0.0724	5.7255	0.0781	5.8035	1.5572	0.0741	1.6313		7,780.875 9	7,780.875 9	0.1674	0.7887	8,020.083 1

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2266	10.9694	3.2393	0.0444	1.7003	0.0632	1.7635	0.4895	0.0605	0.5500		4,773.6316	4,773.6316	0.1054	0.7037	4,985.9783
Worker	0.9259	0.5103	7.8959	0.0265	4.0252	0.0134	4.0387	1.0677	0.0124	1.0801		2,867.5732	2,867.5732	0.0566	0.0683	2,889.3269
Total	1.1524	11.4797	11.1352	0.0710	5.7255	0.0767	5.8022	1.5572	0.0729	1.6301		7,641.2048	7,641.2048	0.1620	0.7720	7,875.3052

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2030

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2266	10.9694	3.2393	0.0444	1.7003	0.0632	1.7635	0.4895	0.0605	0.5500		4,773.6316	4,773.6316	0.1054	0.7037	4,985.9783
Worker	0.9259	0.5103	7.8959	0.0265	4.0252	0.0134	4.0387	1.0677	0.0124	1.0801		2,867.5732	2,867.5732	0.0566	0.0683	2,889.3269
Total	1.1524	11.4797	11.1352	0.0710	5.7255	0.0767	5.8022	1.5572	0.0729	1.6301		7,641.2048	7,641.2048	0.1620	0.7720	7,875.3052

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2244	10.9379	3.2246	0.0437	1.7003	0.0629	1.7633	0.4895	0.0602	0.5497		4,690.8629	4,690.8629	0.1045	0.6911	4,899.4204
Worker	0.8770	0.4806	7.6478	0.0260	4.0252	0.0126	4.0378	1.0677	0.0116	1.0793		2,827.3958	2,827.3958	0.0528	0.0663	2,848.4665
Total	1.1013	11.4185	10.8724	0.0697	5.7256	0.0755	5.8011	1.5572	0.0718	1.6290		7,518.2587	7,518.2587	0.1573	0.7574	7,747.8869

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2031

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2244	10.9379	3.2246	0.0437	1.7003	0.0629	1.7633	0.4895	0.0602	0.5497		4,690.8629	4,690.8629	0.1045	0.6911	4,899.4204
Worker	0.8770	0.4806	7.6478	0.0260	4.0252	0.0126	4.0378	1.0677	0.0116	1.0793		2,827.3958	2,827.3958	0.0528	0.0663	2,848.4665
Total	1.1013	11.4185	10.8724	0.0697	5.7256	0.0755	5.8011	1.5572	0.0718	1.6290		7,518.2587	7,518.2587	0.1573	0.7574	7,747.8869

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0368	0.0231	0.3019	9.3000e-004	0.1232	5.6000e-004	0.1238	0.0327	5.1000e-004	0.0332		96.7068	96.7068	2.5900e-003	2.6100e-003	97.5484
Total	0.0368	0.0231	0.3019	9.3000e-004	0.1232	5.6000e-004	0.1238	0.0327	5.1000e-004	0.0332		96.7068	96.7068	2.5900e-003	2.6100e-003	97.5484

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.6 Paving - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0368	0.0231	0.3019	9.3000e-004	0.1232	5.6000e-004	0.1238	0.0327	5.1000e-004	0.0332		96.7068	96.7068	2.5900e-003	2.6100e-003	97.5484
Total	0.0368	0.0231	0.3019	9.3000e-004	0.1232	5.6000e-004	0.1238	0.0327	5.1000e-004	0.0332		96.7068	96.7068	2.5900e-003	2.6100e-003	97.5484

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.6 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0349	0.0211	0.2857	9.0000e-004	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		94.5097	94.5097	2.3600e-003	2.4600e-003	95.3029
Total	0.0349	0.0211	0.2857	9.0000e-004	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		94.5097	94.5097	2.3600e-003	2.4600e-003	95.3029

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.6 Paving - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0349	0.0211	0.2857	9.0000e-004	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		94.5097	94.5097	2.3600e-003	2.4600e-003	95.3029
Total	0.0349	0.0211	0.2857	9.0000e-004	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		94.5097	94.5097	2.3600e-003	2.4600e-003	95.3029

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2278	0.1376	1.8665	5.8800e-003	0.8051	3.4700e-003	0.8085	0.2135	3.1900e-003	0.2167		617.4632	617.4632	0.0155	0.0161	622.6459
Total	0.2278	0.1376	1.8665	5.8800e-003	0.8051	3.4700e-003	0.8085	0.2135	3.1900e-003	0.2167		617.4632	617.4632	0.0155	0.0161	622.6459

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2278	0.1376	1.8665	5.8800e-003	0.8051	3.4700e-003	0.8085	0.2135	3.1900e-003	0.2167		617.4632	617.4632	0.0155	0.0161	622.6459
Total	0.2278	0.1376	1.8665	5.8800e-003	0.8051	3.4700e-003	0.8085	0.2135	3.1900e-003	0.2167		617.4632	617.4632	0.0155	0.0161	622.6459

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2163	0.1262	1.7767	5.7100e-003	0.8051	3.2700e-003	0.8083	0.2135	3.0100e-003	0.2166		604.4440	604.4440	0.0142	0.0153	609.3623
Total	0.2163	0.1262	1.7767	5.7100e-003	0.8051	3.2700e-003	0.8083	0.2135	3.0100e-003	0.2166		604.4440	604.4440	0.0142	0.0153	609.3623

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2163	0.1262	1.7767	5.7100e-003	0.8051	3.2700e-003	0.8083	0.2135	3.0100e-003	0.2166		604.4440	604.4440	0.0142	0.0153	609.3623
Total	0.2163	0.1262	1.7767	5.7100e-003	0.8051	3.2700e-003	0.8083	0.2135	3.0100e-003	0.2166		604.4440	604.4440	0.0142	0.0153	609.3623

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2055	0.1168	1.7011	5.5600e-003	0.8051	3.0600e-003	0.8081	0.2135	2.8200e-003	0.2164		592.8870	592.8870	0.0131	0.0147	597.5840
Total	0.2055	0.1168	1.7011	5.5600e-003	0.8051	3.0600e-003	0.8081	0.2135	2.8200e-003	0.2164		592.8870	592.8870	0.0131	0.0147	597.5840

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2055	0.1168	1.7011	5.5600e-003	0.8051	3.0600e-003	0.8081	0.2135	2.8200e-003	0.2164		592.8870	592.8870	0.0131	0.0147	597.5840
Total	0.2055	0.1168	1.7011	5.5600e-003	0.8051	3.0600e-003	0.8081	0.2135	2.8200e-003	0.2164		592.8870	592.8870	0.0131	0.0147	597.5840

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1949	0.1088	1.6350	5.4200e-003	0.8051	2.8700e-003	0.8079	0.2135	2.6400e-003	0.2162		582.5576	582.5576	0.0122	0.0141	587.0664
Total	0.1949	0.1088	1.6350	5.4200e-003	0.8051	2.8700e-003	0.8079	0.2135	2.6400e-003	0.2162		582.5576	582.5576	0.0122	0.0141	587.0664

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2029

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1949	0.1088	1.6350	5.4200e-003	0.8051	2.8700e-003	0.8079	0.2135	2.6400e-003	0.2162		582.5576	582.5576	0.0122	0.0141	587.0664
Total	0.1949	0.1088	1.6350	5.4200e-003	0.8051	2.8700e-003	0.8079	0.2135	2.6400e-003	0.2162		582.5576	582.5576	0.0122	0.0141	587.0664

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1852	0.1021	1.5792	5.3000e-003	0.8051	2.6900e-003	0.8077	0.2135	2.4700e-003	0.2160		573.5146	573.5146	0.0113	0.0137	577.8654
Total	0.1852	0.1021	1.5792	5.3000e-003	0.8051	2.6900e-003	0.8077	0.2135	2.4700e-003	0.2160		573.5146	573.5146	0.0113	0.0137	577.8654

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2030

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1852	0.1021	1.5792	5.3000e-003	0.8051	2.6900e-003	0.8077	0.2135	2.4700e-003	0.2160		573.5146	573.5146	0.0113	0.0137	577.8654
Total	0.1852	0.1021	1.5792	5.3000e-003	0.8051	2.6900e-003	0.8077	0.2135	2.4700e-003	0.2160		573.5146	573.5146	0.0113	0.0137	577.8654

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1754	0.0961	1.5296	5.2000e-003	0.8051	2.5200e-003	0.8076	0.2135	2.3200e-003	0.2159		565.4792	565.4792	0.0106	0.0133	569.6933
Total	0.1754	0.0961	1.5296	5.2000e-003	0.8051	2.5200e-003	0.8076	0.2135	2.3200e-003	0.2159		565.4792	565.4792	0.0106	0.0133	569.6933

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2031

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1754	0.0961	1.5296	5.2000e-003	0.8051	2.5200e-003	0.8076	0.2135	2.3200e-003	0.2159		565.4792	565.4792	0.0106	0.0133	569.6933
Total	0.1754	0.0961	1.5296	5.2000e-003	0.8051	2.5200e-003	0.8076	0.2135	2.3200e-003	0.2159		565.4792	565.4792	0.0106	0.0133	569.6933

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1667	0.0913	1.4870	5.1000e-003	0.8051	2.3600e-003	0.8074	0.2135	2.1800e-003	0.2157		558.4636	558.4636	9.9000e-003	0.0129	562.5656
Total	0.1667	0.0913	1.4870	5.1000e-003	0.8051	2.3600e-003	0.8074	0.2135	2.1800e-003	0.2157		558.4636	558.4636	9.9000e-003	0.0129	562.5656

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2032

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1667	0.0913	1.4870	5.1000e-003	0.8051	2.3600e-003	0.8074	0.2135	2.1800e-003	0.2157		558.4636	558.4636	9.9000e-003	0.0129	562.5656
Total	0.1667	0.0913	1.4870	5.1000e-003	0.8051	2.3600e-003	0.8074	0.2135	2.1800e-003	0.2157		558.4636	558.4636	9.9000e-003	0.0129	562.5656

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	107.2020	115.0789	1,062.0832	1.9271	260.4864	1.2538	261.7403	69.3866	1.1689	70.5555		209,184.3399	209,184.3399	14.4453	10.6275	212,712.4778
Unmitigated	107.2020	115.0789	1,062.0832	1.9271	260.4864	1.2538	261.7403	69.3866	1.1689	70.5555		209,184.3399	209,184.3399	14.4453	10.6275	212,712.4778

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Regional Shopping Center	57,764.30	70,571.90	32,286.80	98,104,963	98,104,963
Total	57,764.30	70,571.90	32,286.80	98,104,963	98,104,963

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Regional Shopping Center	0.555325	0.059694	0.187075	0.120723	0.022002	0.005883	0.011325	0.007301	0.000937	0.000488	0.025751	0.000886	0.002611

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1058	0.9618	0.8079	5.7700e-003		0.0731	0.0731		0.0731	0.0731		1,154.1054	1,154.1054	0.0221	0.0212	1,160.9636
NaturalGas Unmitigated	0.1058	0.9618	0.8079	5.7700e-003		0.0731	0.0731		0.0731	0.0731		1,154.1054	1,154.1054	0.0221	0.0212	1,160.9636

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Regional Shopping Center	9809.9	0.1058	0.9618	0.8079	5.7700e-003		0.0731	0.0731		0.0731	0.0731		1,154.1054	1,154.1054	0.0221	0.0212	1,160.9636
Total		0.1058	0.9618	0.8079	5.7700e-003		0.0731	0.0731		0.0731	0.0731		1,154.1054	1,154.1054	0.0221	0.0212	1,160.9636

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

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	lb/day										lb/day					
Regional Shopping Center	9.8099	0.1058	0.9618	0.8079	5.7700e-003		0.0731	0.0731		0.0731	0.0731		1,154.1054	1,154.1054	0.0221	0.0212	1,160.9636
Total		0.1058	0.9618	0.8079	5.7700e-003		0.0731	0.0731		0.0731	0.0731		1,154.1054	1,154.1054	0.0221	0.0212	1,160.9636

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	lb/day										lb/day					
Mitigated	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Unmitigated	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.3720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	32.7458					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0142	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Total	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.3720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	32.7458					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0142	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Total	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

East Lone Tree Specific Plan Project - Bay Area AQMD Air District, Winter

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

East Lone Tree Specific Plan Project

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

Bay Area AQMD Air District, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

East Lone Tree Specific Plan Project

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

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Excavators	Diesel	No Change	0	5	No Change	0.00
Concrete/Industrial Saws	Diesel	No Change	0	1	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Forklifts	Diesel	No Change	0	3	No Change	0.00
Graders	Diesel	No Change	0	1	No Change	0.00
Pavers	Diesel	No Change	0	2	No Change	0.00
Rollers	Diesel	No Change	0	2	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	6	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	9	No Change	0.00
Generator Sets	Diesel	No Change	0	1	No Change	0.00
Paving Equipment	Diesel	No Change	0	2	No Change	0.00
Scrapers	Diesel	No Change	0	2	No Change	0.00
Welders	Diesel	No Change	0	1	No Change	0.00

East Lone Tree Specific Plan Project

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

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Unmitigated tons/yr							Unmitigated mt/yr					
Air Compressors	1.21810E-001	8.11270E-001	1.39907E+000	2.30000E-003	3.16600E-002	3.16600E-002	0.00000E+000	1.97877E+002	1.97877E+002	9.84000E-003	0.00000E+000	1.98123E+002
Concrete/Industrial Saws	1.56400E-002	1.20710E-001	1.82500E-001	3.10000E-004	5.53000E-003	5.53000E-003	0.00000E+000	2.68828E+001	2.68828E+001	1.28000E-003	0.00000E+000	2.69148E+001
Cranes	2.01190E-001	1.62961E+000	1.09096E+000	4.21000E-003	6.71800E-002	6.23200E-002	0.00000E+000	3.66980E+002	3.66980E+002	7.88200E-002	0.00000E+000	3.68950E+002
Excavators	5.29400E-002	3.99780E-001	9.94960E-001	1.58000E-003	1.96500E-002	1.80800E-002	0.00000E+000	1.38429E+002	1.38429E+002	4.47700E-002	0.00000E+000	1.39549E+002
Forklifts	2.03540E-001	1.64591E+000	2.68183E+000	3.83000E-003	7.29000E-002	6.74800E-002	0.00000E+000	3.33683E+002	3.33683E+002	7.27100E-002	0.00000E+000	3.35501E+002
Generator Sets	1.87970E-001	1.70285E+000	2.82985E+000	5.10000E-003	5.88400E-002	5.88400E-002	0.00000E+000	4.38036E+002	4.38036E+002	1.49000E-002	0.00000E+000	4.38408E+002
Graders	2.41100E-002	2.67890E-001	1.23540E-001	5.10000E-004	8.62000E-003	7.93000E-003	0.00000E+000	4.50132E+001	4.50132E+001	1.45600E-002	0.00000E+000	4.53772E+001
Pavers	1.91200E-002	1.74140E-001	3.18540E-001	5.20000E-004	8.15000E-003	7.50000E-003	0.00000E+000	4.54039E+001	4.54039E+001	1.46800E-002	0.00000E+000	4.57710E+001
Paving Equipment	1.61500E-002	1.39120E-001	2.80110E-001	4.50000E-004	6.88000E-003	6.33000E-003	0.00000E+000	3.93491E+001	3.93491E+001	1.27300E-002	0.00000E+000	3.96672E+001
Rollers	1.50600E-002	1.58730E-001	2.03140E-001	2.90000E-004	7.98000E-003	7.34000E-003	0.00000E+000	2.53529E+001	2.53529E+001	8.20000E-003	0.00000E+000	2.55579E+001
Rubber Tired Dozers	1.81720E-001	1.86221E+000	8.25630E-001	2.28000E-003	8.31300E-002	7.64800E-002	0.00000E+000	2.00683E+002	2.00683E+002	6.49100E-002	0.00000E+000	2.02306E+002
Scrapers	1.04130E-001	9.87470E-001	8.33990E-001	2.35000E-003	3.88700E-002	3.57600E-002	0.00000E+000	2.06442E+002	2.06442E+002	6.67700E-002	0.00000E+000	2.08111E+002
Tractors/Loaders/Backhoes	3.33640E-001	2.88580E+000	5.22847E+000	7.67000E-003	1.02300E-001	9.51500E-002	0.00000E+000	6.68428E+002	6.68428E+002	1.53680E-001	0.00000E+000	6.72270E+002
Welders	1.55840E-001	1.00191E+000	1.26705E+000	1.98000E-003	2.53400E-002	2.53400E-002	0.00000E+000	1.45871E+002	1.45871E+002	1.26600E-002	0.00000E+000	1.46187E+002

East Lone Tree Specific Plan Project

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

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated tons/yr							Mitigated mt/yr					
Air Compressors	1.21810E-001	8.11270E-001	1.39907E+000	2.30000E-003	3.16600E-002	3.16600E-002	0.00000E+000	1.97877E+002	1.97877E+002	9.84000E-003	0.00000E+000	1.98123E+002
Concrete/Industrial Saws	1.56400E-002	1.20710E-001	1.82500E-001	3.10000E-004	5.53000E-003	5.53000E-003	0.00000E+000	2.68828E+001	2.68828E+001	1.28000E-003	0.00000E+000	2.69147E+001
Cranes	2.01190E-001	1.62961E+000	1.09096E+000	4.21000E-003	6.71800E-002	6.23200E-002	0.00000E+000	3.66979E+002	3.66979E+002	7.88200E-002	0.00000E+000	3.68950E+002
Excavators	5.29400E-002	3.99780E-001	9.94960E-001	1.58000E-003	1.96500E-002	1.80800E-002	0.00000E+000	1.38429E+002	1.38429E+002	4.47700E-002	0.00000E+000	1.39548E+002
Forklifts	2.03540E-001	1.64591E+000	2.68182E+000	3.83000E-003	7.29000E-002	6.74800E-002	0.00000E+000	3.33683E+002	3.33683E+002	7.27100E-002	0.00000E+000	3.35500E+002
Generator Sets	1.87970E-001	1.70284E+000	2.82985E+000	5.10000E-003	5.88400E-002	5.88400E-002	0.00000E+000	4.38035E+002	4.38035E+002	1.49000E-002	0.00000E+000	4.38408E+002
Graders	2.41100E-002	2.67890E-001	1.23540E-001	5.10000E-004	8.62000E-003	7.93000E-003	0.00000E+000	4.50132E+001	4.50132E+001	1.45600E-002	0.00000E+000	4.53771E+001
Pavers	1.91200E-002	1.74140E-001	3.18530E-001	5.20000E-004	8.15000E-003	7.50000E-003	0.00000E+000	4.54039E+001	4.54039E+001	1.46800E-002	0.00000E+000	4.57710E+001
Paving Equipment	1.61500E-002	1.39120E-001	2.80110E-001	4.50000E-004	6.88000E-003	6.33000E-003	0.00000E+000	3.93490E+001	3.93490E+001	1.27300E-002	0.00000E+000	3.96672E+001
Rollers	1.50600E-002	1.58730E-001	2.03140E-001	2.90000E-004	7.98000E-003	7.34000E-003	0.00000E+000	2.53529E+001	2.53529E+001	8.20000E-003	0.00000E+000	2.55579E+001
Rubber Tired Dozers	1.81720E-001	1.86221E+000	8.25630E-001	2.28000E-003	8.31300E-002	7.64800E-002	0.00000E+000	2.00683E+002	2.00683E+002	6.49000E-002	0.00000E+000	2.02306E+002
Scrapers	1.04130E-001	9.87470E-001	8.33990E-001	2.35000E-003	3.88700E-002	3.57600E-002	0.00000E+000	2.06441E+002	2.06441E+002	6.67700E-002	0.00000E+000	2.08110E+002
Tractors/Loaders/Balckhoes	3.33640E-001	2.88579E+000	5.22846E+000	7.67000E-003	1.02300E-001	9.51500E-002	0.00000E+000	6.68427E+002	6.68427E+002	1.53680E-001	0.00000E+000	6.72269E+002
Welders	1.55840E-001	1.00191E+000	1.26705E+000	1.98000E-003	2.53400E-002	2.53400E-002	0.00000E+000	1.45871E+002	1.45871E+002	1.26600E-002	0.00000E+000	1.46187E+002

East Lone Tree Specific Plan Project

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

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.21287E-006	1.21287E-006	0.00000E+000	0.00000E+000	1.21137E-006
Concrete/Industrial Saws	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.48794E-006	1.48794E-006	0.00000E+000	0.00000E+000	1.48617E-006
Cranes	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.19898E-006	1.19898E-006	0.00000E+000	0.00000E+000	1.19257E-006
Excavators	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.22806E-006	1.22806E-006	0.00000E+000	0.00000E+000	1.21821E-006
Forklifts	0.00000E+000	0.00000E+000	3.72880E-006	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.19874E-006	1.19874E-006	0.00000E+000	0.00000E+000	1.19225E-006
Generator Sets	0.00000E+000	5.87251E-006	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.18712E-006	1.18712E-006	0.00000E+000	0.00000E+000	1.18611E-006
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.11079E-006	1.11079E-006	0.00000E+000	0.00000E+000	1.10188E-006
Pavers	0.00000E+000	0.00000E+000	3.13932E-005	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.10123E-006	1.10123E-006	0.00000E+000	0.00000E+000	1.31087E-006
Paving Equipment	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.27068E-006	1.27068E-006	0.00000E+000	0.00000E+000	1.26049E-006
Rollers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.18330E-006	1.18330E-006	0.00000E+000	0.00000E+000	1.17380E-006
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.19591E-006	1.19591E-006	1.54059E-004	0.00000E+000	1.23575E-006
Scrapers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.16256E-006	1.16256E-006	0.00000E+000	0.00000E+000	1.20128E-006
Tractors/Loaders/Balckhoes	0.00000E+000	3.46524E-006	1.91261E-006	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.18188E-006	1.18188E-006	0.00000E+000	0.00000E+000	1.19000E-006
Welders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.23397E-006	1.23397E-006	0.00000E+000	0.00000E+000	1.16289E-006

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input	Mitigation Input	Mitigation Input
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East Lone Tree Specific Plan Project

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

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.68	3.91	0.02	0.10	1.94
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	-0.01	0.13		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			

East Lone Tree Specific Plan Project

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

No	Land Use	Integrate Below Market Rate Housing	0.00		
	Land Use	Land Use SubTotal	0.00		
No	Neighborhood Enhancements	Improve Pedestrian Network			
No	Neighborhood Enhancements	Provide Traffic Calming Measures			
No	Neighborhood Enhancements	Implement NEV Network	0.00		
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00		
No	Parking Policy Pricing	Limit Parking Supply	0.00		
No	Parking Policy Pricing	Unbundle Parking Costs	0.00		
No	Parking Policy Pricing	On-street Market Pricing	0.00		
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00		
No	Transit Improvements	Provide BRT System	0.00		
No	Transit Improvements	Expand Transit Network	0.00		
No	Transit Improvements	Increase Transit Frequency	0.00		
	Transit Improvements	Transit Improvements Subtotal	0.00		
		Land Use and Site Enhancement Subtotal	0.00		
No	Commute	Implement Trip Reduction Program			
No	Commute	Transit Subsidy			
No	Commute	Implement Employee Parking "Cash Out"			
No	Commute	Workplace Parking Charge			
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00		

East Lone Tree Specific Plan Project

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

No	Commuter	Market Commute Trip Reduction Option	0.00		
No	Commuter	Employee Vanpool/Shuttle	0.00		2.00
No	Commuter	Provide Ride Sharing Program			
	Commuter	Commuter Subtotal	0.00		
No	School Trip	Implement School Bus Program	0.00		
		Total VMT Reduction	0.00		

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	150.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	150.00
No	Use Low VOC Paint (Parking)	150.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

Energy Mitigation Measures

East Lone Tree Specific Plan Project

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

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
Yes	Apply Water Conservation on Strategy	0.00	20.00
No	Use Reclaimed Water	0.00	0.00
No	Use Grey Water	0.00	
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction	0.00	
No	Use Water Efficient Irrigation Systems	6.10	

East Lone Tree Specific Plan Project

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

No	Water Efficient Landscape	0.00	0.00
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Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

East Lone Tree Specific Plan Project - 100% Employment Alternative

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	1,530.18	1000sqft	87.82	1,530,176.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2032
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	203.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage updated to represent total acreage of project site.

Construction Phase - Architectural coating assumed to start two weeks after the initiation of building construction, and last for the same duration.

Demolition - Demolition material amount representative of existing buildings located on parcel 3. Square footage estimated using ArcGIS.

Water Mitigation - Compliant with MWELO.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	110.00	1,550.00
tblConstructionPhase	PhaseEndDate	12/26/2031	1/16/2026
tblConstructionPhase	PhaseEndDate	7/25/2031	12/26/2031
tblConstructionPhase	PhaseEndDate	5/28/2032	1/9/2032
tblConstructionPhase	PhaseStartDate	7/26/2031	8/16/2025

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

tblConstructionPhase	PhaseStartDate	8/16/2025	1/17/2026
tblConstructionPhase	PhaseStartDate	12/27/2031	1/31/2026
tblLandUse	LandUseSquareFeet	1,530,180.00	1,530,176.00
tblLandUse	LotAcreage	35.13	87.82

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					
2024	0.1844	1.7565	1.4883	3.0300e-003	0.5342	0.0801	0.6143	0.2671	0.0741	0.3412	0.0000	266.1175	266.1175	0.0760	4.8000e-004	268.1583
2025	0.2849	2.6903	2.8725	6.2300e-003	0.8519	0.1126	0.9645	0.3330	0.1036	0.4366	0.0000	547.8010	547.8010	0.1730	3.5000e-004	552.2308
2026	1.6124	3.2110	4.0577	0.0143	0.7804	0.0851	0.8654	0.2124	0.0804	0.2928	0.0000	1,336.2801	1,336.2801	0.0956	0.0967	1,367.4926
2027	1.7309	3.3000	4.1046	0.0146	0.8213	0.0866	0.9079	0.2235	0.0820	0.3054	0.0000	1,370.1490	1,370.1490	0.0953	0.0991	1,402.0492
2028	1.7158	3.2725	4.0274	0.0143	0.8181	0.0861	0.9042	0.2226	0.0814	0.3041	0.0000	1,344.7563	1,344.7563	0.0941	0.0964	1,375.8445
2029	1.7141	3.2633	3.9879	0.0141	0.8213	0.0861	0.9074	0.2235	0.0815	0.3050	0.0000	1,328.9107	1,328.9107	0.0937	0.0944	1,359.3691
2030	1.6937	2.6222	3.9503	0.0144	0.8213	0.0323	0.8536	0.2235	0.0318	0.2553	0.0000	1,351.6388	1,351.6388	0.0352	0.0923	1,380.0348
2031	1.6828	2.5852	3.8706	0.0141	0.8130	0.0318	0.8448	0.2212	0.0313	0.2525	0.0000	1,321.8943	1,321.8943	0.0342	0.0896	1,349.4364
2032	0.0370	3.2900e-003	0.0113	3.0000e-005	2.7100e-003	8.0000e-005	2.7900e-003	7.2000e-004	8.0000e-005	8.0000e-004	0.0000	2.6812	2.6812	7.0000e-005	4.0000e-005	2.6944
Maximum	1.7309	3.3000	4.1046	0.0146	0.8519	0.1126	0.9645	0.3330	0.1036	0.4366	0.0000	1,370.1490	1,370.1490	0.1730	0.0991	1,402.0492

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

2.1 Overall Construction

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					
2024	0.1844	1.7565	1.4883	3.0300e-003	0.5342	0.0801	0.6143	0.2671	0.0741	0.3412	0.0000	266.1172	266.1172	0.0760	4.8000e-004	268.1580
2025	0.2849	2.6903	2.8725	6.2300e-003	0.8519	0.1126	0.9645	0.3330	0.1036	0.4366	0.0000	547.8004	547.8004	0.1730	3.5000e-004	552.2301
2026	1.6124	3.2110	4.0577	0.0143	0.7804	0.0851	0.8654	0.2124	0.0804	0.2928	0.0000	1,336.2797	1,336.2797	0.0956	0.0967	1,367.4922
2027	1.7309	3.3000	4.1046	0.0146	0.8213	0.0866	0.9079	0.2235	0.0820	0.3054	0.0000	1,370.1486	1,370.1486	0.0953	0.0991	1,402.0488
2028	1.7158	3.2725	4.0274	0.0143	0.8181	0.0861	0.9042	0.2226	0.0814	0.3041	0.0000	1,344.7559	1,344.7559	0.0941	0.0964	1,375.8441
2029	1.7141	3.2633	3.9879	0.0141	0.8213	0.0861	0.9074	0.2235	0.0815	0.3050	0.0000	1,328.9103	1,328.9103	0.0937	0.0944	1,359.3687
2030	1.6937	2.6222	3.9503	0.0144	0.8213	0.0323	0.8536	0.2235	0.0318	0.2553	0.0000	1,351.6384	1,351.6384	0.0352	0.0923	1,380.0343
2031	1.6828	2.5852	3.8706	0.0141	0.8130	0.0318	0.8448	0.2212	0.0313	0.2525	0.0000	1,321.8939	1,321.8939	0.0342	0.0896	1,349.4360
2032	0.0370	3.2900e-003	0.0113	3.0000e-005	2.7100e-003	8.0000e-005	2.7900e-003	7.2000e-004	8.0000e-005	8.0000e-004	0.0000	2.6812	2.6812	7.0000e-005	4.0000e-005	2.6944
Maximum	1.7309	3.3000	4.1046	0.0146	0.8519	0.1126	0.9645	0.3330	0.1036	0.4366	0.0000	1,370.1486	1,370.1486	0.1730	0.0991	1,402.0488

	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
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	6-3-2024	9-2-2024	0.7643	0.7643

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

2	9-3-2024	12-2-2024	0.8630	0.8630
3	12-3-2024	3-2-2025	0.9723	0.9723
4	3-3-2025	6-2-2025	1.0159	1.0159
5	6-3-2025	9-2-2025	0.8785	0.8785
6	9-3-2025	12-2-2025	0.3105	0.3105
7	12-3-2025	3-2-2026	0.7232	0.7232
8	3-3-2026	6-2-2026	1.2687	1.2687
9	6-3-2026	9-2-2026	1.2603	1.2603
10	9-3-2026	12-2-2026	1.2650	1.2650
11	12-3-2026	3-2-2027	1.2543	1.2543
12	3-3-2027	6-2-2027	1.2618	1.2618
13	6-3-2027	9-2-2027	1.2535	1.2535
14	9-3-2027	12-2-2027	1.2579	1.2579
15	12-3-2027	3-2-2028	1.2617	1.2617
16	3-3-2028	6-2-2028	1.2559	1.2559
17	6-3-2028	9-2-2028	1.2478	1.2478
18	9-3-2028	12-2-2028	1.2519	1.2519
19	12-3-2028	3-2-2029	1.2407	1.2407
20	3-3-2029	6-2-2029	1.2484	1.2484
21	6-3-2029	9-2-2029	1.2404	1.2404
22	9-3-2029	12-2-2029	1.2443	1.2443
23	12-3-2029	3-2-2030	1.1276	1.1276
24	3-3-2030	6-2-2030	1.0818	1.0818
25	6-3-2030	9-2-2030	1.0739	1.0739
26	9-3-2030	12-2-2030	1.0794	1.0794
27	12-3-2030	3-2-2031	1.0722	1.0722
28	3-3-2031	6-2-2031	1.0777	1.0777
29	6-3-2031	9-2-2031	1.0699	1.0699
30	9-3-2031	12-2-2031	1.0753	1.0753

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

31	12-3-2031	3-2-2032	0.3433	0.3433
		Highest	1.2687	1.2687

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	6.7753	1.3000e-004	0.0140	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0273	0.0273	7.0000e-005	0.0000	0.0291
Energy	0.1725	1.5684	1.3175	9.4100e-003		0.1192	0.1192		0.1192	0.1192	0.0000	4,366.2557	4,366.2557	0.4629	0.0834	4,402.6932
Mobile	4.1830	4.5882	41.4754	0.0890	11.6639	0.0556	11.7195	3.1166	0.0519	3.1684	0.0000	8,761.0000	8,761.0000	0.5059	0.3914	8,890.2768
Waste						0.0000	0.0000		0.0000	0.0000	288.8704	0.0000	288.8704	17.0718	0.0000	715.6641
Water						0.0000	0.0000		0.0000	0.0000	86.2818	190.1371	276.4190	8.8927	0.2130	562.2050
Total	11.1309	6.1568	42.8069	0.0984	11.6639	0.1748	11.8388	3.1166	0.1711	3.2877	375.1522	13,317.4201	13,692.5723	26.9334	0.6878	14,570.8681

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.7753	1.3000e-004	0.0140	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0273	0.0273	7.0000e-005	0.0000	0.0291
Energy	0.1725	1.5684	1.3175	9.4100e-003		0.1192	0.1192		0.1192	0.1192	0.0000	4,366.2557	4,366.2557	0.4629	0.0834	4,402.6932
Mobile	4.1830	4.5882	41.4754	0.0890	11.6639	0.0556	11.7195	3.1166	0.0519	3.1684	0.0000	8,761.0000	8,761.0000	0.5059	0.3914	8,890.2768
Waste						0.0000	0.0000		0.0000	0.0000	288.8704	0.0000	288.8704	17.0718	0.0000	715.6641
Water						0.0000	0.0000		0.0000	0.0000	86.2818	179.3413	265.6232	8.8910	0.2128	551.3024
Total	11.1309	6.1568	42.8069	0.0984	11.6639	0.1748	11.8388	3.1166	0.1711	3.2877	375.1522	13,306.6243	13,681.7765	26.9316	0.6876	14,559.9656

	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
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.08	0.01	0.03	0.07

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	6/3/2024	10/18/2024	5	100	
2	Site Preparation	Site Preparation	10/19/2024	1/10/2025	5	60	
3	Grading	Grading	1/11/2025	8/15/2025	5	155	

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

4	Building Construction	Building Construction	1/17/2026	12/26/2031	5	1550
5	Paving	Paving	8/16/2025	1/16/2026	5	110
6	Architectural Coating	Architectural Coating	1/31/2026	1/9/2032	5	1550

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 2,295,264; Non-Residential Outdoor: 765,088; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36

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

Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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	6	15.00	0.00	61.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	490.00	251.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	98.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.6200e-003	0.0000	6.6200e-003	1.0000e-003	0.0000	1.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1122	1.0439	0.9854	1.9400e-003		0.0480	0.0480		0.0446	0.0446	0.0000	169.9802	169.9802	0.0476	0.0000	171.1692
Total	0.1122	1.0439	0.9854	1.9400e-003	6.6200e-003	0.0480	0.0546	1.0000e-003	0.0446	0.0456	0.0000	169.9802	169.9802	0.0476	0.0000	171.1692

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

3.2 Demolition - 2024

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	6.0000e-005	4.1400e-003	9.8000e-004	2.0000e-005	5.2000e-004	3.0000e-005	5.5000e-004	1.4000e-004	3.0000e-005	1.7000e-004	0.0000	1.7919	1.7919	6.0000e-005	2.8000e-004	1.8780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-003	1.1700e-003	0.0155	5.0000e-005	5.9300e-003	3.0000e-005	5.9600e-003	1.5800e-003	3.0000e-005	1.6000e-003	0.0000	4.5302	4.5302	1.2000e-004	1.2000e-004	4.5686
Total	1.8600e-003	5.3100e-003	0.0165	7.0000e-005	6.4500e-003	6.0000e-005	6.5100e-003	1.7200e-003	6.0000e-005	1.7700e-003	0.0000	6.3221	6.3221	1.8000e-004	4.0000e-004	6.4466

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.6200e-003	0.0000	6.6200e-003	1.0000e-003	0.0000	1.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1122	1.0439	0.9854	1.9400e-003		0.0480	0.0480		0.0446	0.0446	0.0000	169.9800	169.9800	0.0476	0.0000	171.1690
Total	0.1122	1.0439	0.9854	1.9400e-003	6.6200e-003	0.0480	0.0546	1.0000e-003	0.0446	0.0456	0.0000	169.9800	169.9800	0.0476	0.0000	171.1690

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3.2 Demolition - 2024

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	6.0000e-005	4.1400e-003	9.8000e-004	2.0000e-005	5.2000e-004	3.0000e-005	5.5000e-004	1.4000e-004	3.0000e-005	1.7000e-004	0.0000	1.7919	1.7919	6.0000e-005	2.8000e-004	1.8780
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-003	1.1700e-003	0.0155	5.0000e-005	5.9300e-003	3.0000e-005	5.9600e-003	1.5800e-003	3.0000e-005	1.6000e-003	0.0000	4.5302	4.5302	1.2000e-004	1.2000e-004	4.5686
Total	1.8600e-003	5.3100e-003	0.0155	7.0000e-005	6.4500e-003	6.0000e-005	6.5100e-003	1.7200e-003	6.0000e-005	1.7700e-003	0.0000	6.3221	6.3221	1.8000e-004	4.0000e-004	6.4466

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5175	0.0000	0.5175	0.2634	0.0000	0.2634	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0692	0.7066	0.4767	9.9000e-004		0.0320	0.0320		0.0294	0.0294	0.0000	86.9884	86.9884	0.0281	0.0000	87.6917
Total	0.0692	0.7066	0.4767	9.9000e-004	0.5175	0.0320	0.5494	0.2634	0.0294	0.2928	0.0000	86.9884	86.9884	0.0281	0.0000	87.6917

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

3.3 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1200e-003	7.3000e-004	9.7000e-003	3.0000e-005	3.7000e-003	2.0000e-005	3.7200e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	2.8268	2.8268	8.0000e-005	7.0000e-005	2.8508
Total	1.1200e-003	7.3000e-004	9.7000e-003	3.0000e-005	3.7000e-003	2.0000e-005	3.7200e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	2.8268	2.8268	8.0000e-005	7.0000e-005	2.8508

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5175	0.0000	0.5175	0.2634	0.0000	0.2634	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0692	0.7066	0.4767	9.9000e-004		0.0320	0.0320		0.0294	0.0294	0.0000	86.9883	86.9883	0.0281	0.0000	87.6916
Total	0.0692	0.7066	0.4767	9.9000e-004	0.5175	0.0320	0.5494	0.2634	0.0294	0.2928	0.0000	86.9883	86.9883	0.0281	0.0000	87.6916

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

3.3 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1200e-003	7.3000e-004	9.7000e-003	3.0000e-005	3.7000e-003	2.0000e-005	3.7200e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	2.8268	2.8268	8.0000e-005	7.0000e-005	2.8508
Total	1.1200e-003	7.3000e-004	9.7000e-003	3.0000e-005	3.7000e-003	2.0000e-005	3.7200e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	2.8268	2.8268	8.0000e-005	7.0000e-005	2.8508

3.3 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1200	0.0000	0.1200	0.0449	0.0000	0.0449	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.8900e-003	0.1009	0.0717	1.5000e-004		4.3500e-003	4.3500e-003		4.0000e-003	4.0000e-003	0.0000	13.3868	13.3868	4.3300e-003	0.0000	13.4950
Total	9.8900e-003	0.1009	0.0717	1.5000e-004	0.1200	4.3500e-003	0.1243	0.0449	4.0000e-003	0.0489	0.0000	13.3868	13.3868	4.3300e-003	0.0000	13.4950

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

3.3 Site Preparation - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.0000e-004	1.4000e-003	0.0000	5.7000e-004	0.0000	5.7000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4245	0.4245	1.0000e-005	1.0000e-005	0.4280
Total	1.6000e-004	1.0000e-004	1.4000e-003	0.0000	5.7000e-004	0.0000	5.7000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4245	0.4245	1.0000e-005	1.0000e-005	0.4280

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1200	0.0000	0.1200	0.0449	0.0000	0.0449	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.8900e-003	0.1009	0.0717	1.5000e-004		4.3500e-003	4.3500e-003		4.0000e-003	4.0000e-003	0.0000	13.3868	13.3868	4.3300e-003	0.0000	13.4950
Total	9.8900e-003	0.1009	0.0717	1.5000e-004	0.1200	4.3500e-003	0.1243	0.0449	4.0000e-003	0.0489	0.0000	13.3868	13.3868	4.3300e-003	0.0000	13.4950

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3.3 Site Preparation - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.0000e-004	1.4000e-003	0.0000	5.7000e-004	0.0000	5.7000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4245	0.4245	1.0000e-005	1.0000e-005	0.4280
Total	1.6000e-004	1.0000e-004	1.4000e-003	0.0000	5.7000e-004	0.0000	5.7000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4245	0.4245	1.0000e-005	1.0000e-005	0.4280

3.4 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.7133	0.0000	0.7133	0.2832	0.0000	0.2832	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2249	2.1656	2.0407	4.8100e-003		0.0876	0.0876		0.0806	0.0806	0.0000	422.4232	422.4232	0.1366	0.0000	425.8387
Total	0.2249	2.1656	2.0407	4.8100e-003	0.7133	0.0876	0.8009	0.2832	0.0806	0.3638	0.0000	422.4232	422.4232	0.1366	0.0000	425.8387

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

3.4 Grading - 2025

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	3.4900e-003	2.1800e-003	0.0302	1.0000e-004	0.0123	6.0000e-005	0.0123	3.2600e-003	5.0000e-005	3.3100e-003	0.0000	9.1387	9.1387	2.3000e-004	2.3000e-004	9.2129
Total	3.4900e-003	2.1800e-003	0.0302	1.0000e-004	0.0123	6.0000e-005	0.0123	3.2600e-003	5.0000e-005	3.3100e-003	0.0000	9.1387	9.1387	2.3000e-004	2.3000e-004	9.2129

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.7133	0.0000	0.7133	0.2832	0.0000	0.2832	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2249	2.1656	2.0407	4.8100e-003		0.0876	0.0876		0.0806	0.0806	0.0000	422.4226	422.4226	0.1366	0.0000	425.8381
Total	0.2249	2.1656	2.0407	4.8100e-003	0.7133	0.0876	0.8009	0.2832	0.0806	0.3638	0.0000	422.4226	422.4226	0.1366	0.0000	425.8381

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

3.4 Grading - 2025

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	3.4900e-003	2.1800e-003	0.0302	1.0000e-004	0.0123	6.0000e-005	0.0123	3.2600e-003	5.0000e-005	3.3100e-003	0.0000	9.1387	9.1387	2.3000e-004	2.3000e-004	9.2129
Total	3.4900e-003	2.1800e-003	0.0302	1.0000e-004	0.0123	6.0000e-005	0.0123	3.2600e-003	5.0000e-005	3.3100e-003	0.0000	9.1387	9.1387	2.3000e-004	2.3000e-004	9.2129

3.5 Building Construction - 2026

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	0.1702	1.5525	2.0025	3.3600e-003		0.0657	0.0657		0.0618	0.0618	0.0000	288.7397	288.7397	0.0679	0.0000	290.4366
Total	0.1702	1.5525	2.0025	3.3600e-003		0.0657	0.0657		0.0618	0.0618	0.0000	288.7397	288.7397	0.0679	0.0000	290.4366

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

3.5 Building Construction - 2026

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	0.0308	1.3767	0.4121	6.0100e-003	0.2051	8.1500e-003	0.2132	0.0593	7.7900e-003	0.0671	0.0000	585.5133	585.5133	0.0124	0.0865	611.6025
Worker	0.1300	0.0783	1.1223	3.6900e-003	0.4821	2.1600e-003	0.4842	0.1282	1.9900e-003	0.1302	0.0000	351.5075	351.5075	8.1800e-003	8.5600e-003	354.2623
Total	0.1608	1.4550	1.5344	9.7000e-003	0.6871	0.0103	0.6974	0.1876	9.7800e-003	0.1973	0.0000	937.0208	937.0208	0.0206	0.0951	965.8648

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	0.1702	1.5525	2.0025	3.3600e-003		0.0657	0.0657		0.0618	0.0618	0.0000	288.7394	288.7394	0.0679	0.0000	290.4362
Total	0.1702	1.5525	2.0025	3.3600e-003		0.0657	0.0657		0.0618	0.0618	0.0000	288.7394	288.7394	0.0679	0.0000	290.4362

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

3.5 Building Construction - 2026

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	0.0308	1.3767	0.4121	6.0100e-003	0.2051	8.1500e-003	0.2132	0.0593	7.7900e-003	0.0671	0.0000	585.5133	585.5133	0.0124	0.0865	611.6025
Worker	0.1300	0.0783	1.1223	3.6900e-003	0.4821	2.1600e-003	0.4842	0.1282	1.9900e-003	0.1302	0.0000	351.5075	351.5075	8.1800e-003	8.5600e-003	354.2623
Total	0.1608	1.4550	1.5344	9.7000e-003	0.6871	0.0103	0.6974	0.1876	9.7800e-003	0.1973	0.0000	937.0208	937.0208	0.0206	0.0951	965.8648

3.5 Building Construction - 2027

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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

3.5 Building Construction - 2027

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	0.0317	1.4329	0.4265	6.1700e-003	0.2149	8.4800e-003	0.2234	0.0622	8.1100e-003	0.0703	0.0000	601.3603	601.3603	0.0129	0.0888	628.1479
Worker	0.1291	0.0753	1.1191	3.7600e-003	0.5053	2.1300e-003	0.5074	0.1344	1.9600e-003	0.1364	0.0000	360.6782	360.6782	7.8800e-003	8.5400e-003	363.4187
Total	0.1608	1.5082	1.5457	9.9300e-003	0.7202	0.0106	0.7308	0.1966	0.0101	0.2067	0.0000	962.0385	962.0385	0.0207	0.0974	991.5666

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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

3.5 Building Construction - 2027

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	0.0317	1.4329	0.4265	6.1700e-003	0.2149	8.4800e-003	0.2234	0.0622	8.1100e-003	0.0703	0.0000	601.3603	601.3603	0.0129	0.0888	628.1479
Worker	0.1291	0.0753	1.1191	3.7600e-003	0.5053	2.1300e-003	0.5074	0.1344	1.9600e-003	0.1364	0.0000	360.6782	360.6782	7.8800e-003	8.5400e-003	363.4187
Total	0.1608	1.5082	1.5457	9.9300e-003	0.7202	0.0106	0.7308	0.1966	0.0101	0.2067	0.0000	962.0385	962.0385	0.0207	0.0974	991.5666

3.5 Building Construction - 2028

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	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4953	301.4953	0.0709	0.0000	303.2671

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

3.5 Building Construction - 2028

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	0.0311	1.4192	0.4209	6.0300e-003	0.2141	8.3800e-003	0.2225	0.0619	8.0100e-003	0.0700	0.0000	587.1563	587.1563	0.0127	0.0867	613.2987
Worker	0.1220	0.0694	1.0669	3.6400e-003	0.5033	1.9900e-003	0.5053	0.1339	1.8300e-003	0.1357	0.0000	352.4270	352.4270	7.2400e-003	8.1400e-003	355.0343
Total	0.1530	1.4887	1.4878	9.6700e-003	0.7175	0.0104	0.7278	0.1959	9.8400e-003	0.2057	0.0000	939.5833	939.5833	0.0200	0.0948	968.3330

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	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667
Total	0.1778	1.6211	2.0910	3.5000e-003		0.0686	0.0686		0.0645	0.0645	0.0000	301.4949	301.4949	0.0709	0.0000	303.2667

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

3.5 Building Construction - 2028

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	0.0311	1.4192	0.4209	6.0300e-003	0.2141	8.3800e-003	0.2225	0.0619	8.0100e-003	0.0700	0.0000	587.1563	587.1563	0.0127	0.0867	613.2987
Worker	0.1220	0.0694	1.0669	3.6400e-003	0.5033	1.9900e-003	0.5053	0.1339	1.8300e-003	0.1357	0.0000	352.4270	352.4270	7.2400e-003	8.1400e-003	355.0343
Total	0.1530	1.4887	1.4878	9.6700e-003	0.7175	0.0104	0.7278	0.1959	9.8400e-003	0.2057	0.0000	939.5833	939.5833	0.0200	0.0948	968.3330

3.5 Building Construction - 2029

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	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

3.5 Building Construction - 2029

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	0.0307	1.4086	0.4180	5.9100e-003	0.2150	8.3000e-003	0.2233	0.0622	7.9400e-003	0.0701	0.0000	575.7913	575.7913	0.0127	0.0849	601.4105
Worker	0.1160	0.0649	1.0290	3.5700e-003	0.5053	1.8700e-003	0.5072	0.1344	1.7200e-003	0.1361	0.0000	347.6204	347.6204	6.7400e-003	7.8700e-003	350.1331
Total	0.1467	1.4736	1.4470	9.4800e-003	0.7202	0.0102	0.7304	0.1966	9.6600e-003	0.2063	0.0000	923.4117	923.4117	0.0194	0.0928	951.5436

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	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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3.5 Building Construction - 2029

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	0.0307	1.4086	0.4180	5.9100e-003	0.2150	8.3000e-003	0.2233	0.0622	7.9400e-003	0.0701	0.0000	575.7913	575.7913	0.0127	0.0849	601.4105
Worker	0.1160	0.0649	1.0290	3.5700e-003	0.5053	1.8700e-003	0.5072	0.1344	1.7200e-003	0.1361	0.0000	347.6204	347.6204	6.7400e-003	7.8700e-003	350.1331
Total	0.1467	1.4736	1.4470	9.4800e-003	0.7202	0.0102	0.7304	0.1966	9.6600e-003	0.2063	0.0000	923.4117	923.4117	0.0194	0.0928	951.5436

3.5 Building Construction - 2030

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	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0336	343.0336	0.0138	0.0000	343.3777
Total	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0336	343.0336	0.0138	0.0000	343.3777

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

3.5 Building Construction - 2030

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	0.0303	1.4019	0.4149	5.7900e-003	0.2150	8.2400e-003	0.2232	0.0622	7.8800e-003	0.0701	0.0000	564.6133	564.6133	0.0125	0.0832	589.7219
Worker	0.1100	0.0609	0.9936	3.4900e-003	0.5053	1.7500e-003	0.5070	0.1344	1.6100e-003	0.1360	0.0000	342.2266	342.2266	6.2700e-003	7.6100e-003	344.6513
Total	0.1403	1.4628	1.4085	9.2800e-003	0.7202	9.9900e-003	0.7302	0.1966	9.4900e-003	0.2061	0.0000	906.8399	906.8399	0.0188	0.0908	934.3732

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	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0332	343.0332	0.0138	0.0000	343.3773
Total	0.1708	1.0355	2.1085	4.0400e-003		0.0193	0.0193		0.0193	0.0193	0.0000	343.0332	343.0332	0.0138	0.0000	343.3773

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3.5 Building Construction - 2030

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	0.0303	1.4019	0.4149	5.7900e-003	0.2150	8.2400e-003	0.2232	0.0622	7.8800e-003	0.0701	0.0000	564.6133	564.6133	0.0125	0.0832	589.7219
Worker	0.1100	0.0609	0.9936	3.4900e-003	0.5053	1.7500e-003	0.5070	0.1344	1.6100e-003	0.1360	0.0000	342.2266	342.2266	6.2700e-003	7.6100e-003	344.6513
Total	0.1403	1.4628	1.4085	9.2800e-003	0.7202	9.9900e-003	0.7302	0.1966	9.4900e-003	0.2061	0.0000	906.8399	906.8399	0.0188	0.0908	934.3732

3.5 Building Construction - 2031

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	0.1689	1.0236	2.0843	3.9900e-003		0.0191	0.0191		0.0191	0.0191	0.0000	339.0907	339.0907	0.0136	0.0000	339.4308
Total	0.1689	1.0236	2.0843	3.9900e-003		0.0191	0.0191		0.0191	0.0191	0.0000	339.0907	339.0907	0.0136	0.0000	339.4308

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

3.5 Building Construction - 2031

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	0.0297	1.3818	0.4083	5.6300e-003	0.2125	8.1100e-003	0.2206	0.0615	7.7500e-003	0.0692	0.0000	548.4408	548.4408	0.0123	0.0808	572.8177
Worker	0.1028	0.0567	0.9511	3.3800e-003	0.4995	1.6300e-003	0.5011	0.1329	1.5000e-003	0.1344	0.0000	333.5559	333.5559	5.7800e-003	7.3100e-003	335.8776
Total	0.1325	1.4385	1.3594	9.0100e-003	0.7120	9.7400e-003	0.7217	0.1944	9.2500e-003	0.2036	0.0000	881.9967	881.9967	0.0181	0.0881	908.6953

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	0.1689	1.0236	2.0843	3.9900e-003		0.0191	0.0191		0.0191	0.0191	0.0000	339.0903	339.0903	0.0136	0.0000	339.4304
Total	0.1689	1.0236	2.0843	3.9900e-003		0.0191	0.0191		0.0191	0.0191	0.0000	339.0903	339.0903	0.0136	0.0000	339.4304

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

3.5 Building Construction - 2031

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	0.0297	1.3818	0.4083	5.6300e-003	0.2125	8.1100e-003	0.2206	0.0615	7.7500e-003	0.0692	0.0000	548.4408	548.4408	0.0123	0.0808	572.8177
Worker	0.1028	0.0567	0.9511	3.3800e-003	0.4995	1.6300e-003	0.5011	0.1329	1.5000e-003	0.1344	0.0000	333.5559	333.5559	5.7800e-003	7.3100e-003	335.8776
Total	0.1325	1.4385	1.3594	9.0100e-003	0.7120	9.7400e-003	0.7217	0.1944	9.2500e-003	0.2036	0.0000	881.9967	881.9967	0.0181	0.0881	908.6953

3.6 Paving - 2025

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	0.0448	0.4205	0.7143	1.1200e-003		0.0205	0.0205		0.0189	0.0189	0.0000	98.0944	98.0944	0.0317	0.0000	98.8875
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0448	0.4205	0.7143	1.1200e-003		0.0205	0.0205		0.0189	0.0189	0.0000	98.0944	98.0944	0.0317	0.0000	98.8875

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

3.6 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6600e-003	1.0400e-003	0.0143	5.0000e-005	5.8100e-003	3.0000e-005	5.8400e-003	1.5500e-003	3.0000e-005	1.5700e-003	0.0000	4.3335	4.3335	1.1000e-004	1.1000e-004	4.3687
Total	1.6600e-003	1.0400e-003	0.0143	5.0000e-005	5.8100e-003	3.0000e-005	5.8400e-003	1.5500e-003	3.0000e-005	1.5700e-003	0.0000	4.3335	4.3335	1.1000e-004	1.1000e-004	4.3687

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	0.0448	0.4205	0.7143	1.1200e-003		0.0205	0.0205		0.0189	0.0189	0.0000	98.0942	98.0942	0.0317	0.0000	98.8874
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0448	0.4205	0.7143	1.1200e-003		0.0205	0.0205		0.0189	0.0189	0.0000	98.0942	98.0942	0.0317	0.0000	98.8874

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

3.6 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6600e-003	1.0400e-003	0.0143	5.0000e-005	5.8100e-003	3.0000e-005	5.8400e-003	1.5500e-003	3.0000e-005	1.5700e-003	0.0000	4.3335	4.3335	1.1000e-004	1.1000e-004	4.3687
Total	1.6600e-003	1.0400e-003	0.0143	5.0000e-005	5.8100e-003	3.0000e-005	5.8400e-003	1.5500e-003	3.0000e-005	1.5700e-003	0.0000	4.3335	4.3335	1.1000e-004	1.1000e-004	4.3687

3.6 Paving - 2026

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	5.4900e-003	0.0515	0.0875	1.4000e-004		2.5100e-003	2.5100e-003		2.3100e-003	2.3100e-003	0.0000	12.0116	12.0116	3.8800e-003	0.0000	12.1087
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.4900e-003	0.0515	0.0875	1.4000e-004		2.5100e-003	2.5100e-003		2.3100e-003	2.3100e-003	0.0000	12.0116	12.0116	3.8800e-003	0.0000	12.1087

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

3.6 Paving - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.2000e-004	1.6600e-003	1.0000e-005	7.1000e-004	0.0000	7.1000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5186	0.5186	1.0000e-005	1.0000e-005	0.5226
Total	1.9000e-004	1.2000e-004	1.6600e-003	1.0000e-005	7.1000e-004	0.0000	7.1000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5186	0.5186	1.0000e-005	1.0000e-005	0.5226

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	5.4900e-003	0.0515	0.0875	1.4000e-004		2.5100e-003	2.5100e-003		2.3100e-003	2.3100e-003	0.0000	12.0115	12.0115	3.8800e-003	0.0000	12.1087
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.4900e-003	0.0515	0.0875	1.4000e-004		2.5100e-003	2.5100e-003		2.3100e-003	2.3100e-003	0.0000	12.0115	12.0115	3.8800e-003	0.0000	12.1087

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

3.6 Paving - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.2000e-004	1.6600e-003	1.0000e-005	7.1000e-004	0.0000	7.1000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5186	0.5186	1.0000e-005	1.0000e-005	0.5226
Total	1.9000e-004	1.2000e-004	1.6600e-003	1.0000e-005	7.1000e-004	0.0000	7.1000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5186	0.5186	1.0000e-005	1.0000e-005	0.5226

3.7 Architectural Coating - 2026

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	1.2303					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.1369	0.2162	3.6000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	30.5114	30.5114	1.6600e-003	0.0000	30.5530
Total	1.2507	0.1369	0.2162	3.6000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	30.5114	30.5114	1.6600e-003	0.0000	30.5530

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

3.7 Architectural Coating - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0250	0.0150	0.2155	7.1000e-004	0.0925	4.1000e-004	0.0930	0.0246	3.8000e-004	0.0250	0.0000	67.4781	67.4781	1.5700e-003	1.6400e-003	68.0070
Total	0.0250	0.0150	0.2155	7.1000e-004	0.0925	4.1000e-004	0.0930	0.0246	3.8000e-004	0.0250	0.0000	67.4781	67.4781	1.5700e-003	1.6400e-003	68.0070

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	1.2303					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.1369	0.2162	3.6000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	30.5114	30.5114	1.6600e-003	0.0000	30.5530
Total	1.2507	0.1369	0.2162	3.6000e-004		6.1500e-003	6.1500e-003		6.1500e-003	6.1500e-003	0.0000	30.5114	30.5114	1.6600e-003	0.0000	30.5530

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

3.7 Architectural Coating - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0250	0.0150	0.2155	7.1000e-004	0.0925	4.1000e-004	0.0930	0.0246	3.8000e-004	0.0250	0.0000	67.4781	67.4781	1.5700e-003	1.6400e-003	68.0070
Total	0.0250	0.0150	0.2155	7.1000e-004	0.0925	4.1000e-004	0.0930	0.0246	3.8000e-004	0.0250	0.0000	67.4781	67.4781	1.5700e-003	1.6400e-003	68.0070

3.7 Architectural Coating - 2027

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	1.3436					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3200	33.3200	1.8200e-003	0.0000	33.3654
Total	1.3659	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3200	33.3200	1.8200e-003	0.0000	33.3654

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

3.7 Architectural Coating - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0258	0.0151	0.2238	7.5000e-004	0.1011	4.3000e-004	0.1015	0.0269	3.9000e-004	0.0273	0.0000	72.1356	72.1356	1.5800e-003	1.7100e-003	72.6837
Total	0.0258	0.0151	0.2238	7.5000e-004	0.1011	4.3000e-004	0.1015	0.0269	3.9000e-004	0.0273	0.0000	72.1356	72.1356	1.5800e-003	1.7100e-003	72.6837

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	1.3436					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3199	33.3199	1.8200e-003	0.0000	33.3654
Total	1.3659	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3199	33.3199	1.8200e-003	0.0000	33.3654

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

3.7 Architectural Coating - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0258	0.0151	0.2238	7.5000e-004	0.1011	4.3000e-004	0.1015	0.0269	3.9000e-004	0.0273	0.0000	72.1356	72.1356	1.5800e-003	1.7100e-003	72.6837
Total	0.0258	0.0151	0.2238	7.5000e-004	0.1011	4.3000e-004	0.1015	0.0269	3.9000e-004	0.0273	0.0000	72.1356	72.1356	1.5800e-003	1.7100e-003	72.6837

3.7 Architectural Coating - 2028

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	1.3384					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0222	0.1489	0.2352	3.9000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	33.1923	33.1923	1.8100e-003	0.0000	33.2376
Total	1.3606	0.1489	0.2352	3.9000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	33.1923	33.1923	1.8100e-003	0.0000	33.2376

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

3.7 Architectural Coating - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0244	0.0139	0.2134	7.3000e-004	0.1007	4.0000e-004	0.1011	0.0268	3.7000e-004	0.0272	0.0000	70.4854	70.4854	1.4500e-003	1.6300e-003	71.0069
Total	0.0244	0.0139	0.2134	7.3000e-004	0.1007	4.0000e-004	0.1011	0.0268	3.7000e-004	0.0272	0.0000	70.4854	70.4854	1.4500e-003	1.6300e-003	71.0069

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	1.3384					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0222	0.1489	0.2352	3.9000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	33.1923	33.1923	1.8100e-003	0.0000	33.2375
Total	1.3606	0.1489	0.2352	3.9000e-004		6.7000e-003	6.7000e-003		6.7000e-003	6.7000e-003	0.0000	33.1923	33.1923	1.8100e-003	0.0000	33.2375

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

3.7 Architectural Coating - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0244	0.0139	0.2134	7.3000e-004	0.1007	4.0000e-004	0.1011	0.0268	3.7000e-004	0.0272	0.0000	70.4854	70.4854	1.4500e-003	1.6300e-003	71.0069
Total	0.0244	0.0139	0.2134	7.3000e-004	0.1007	4.0000e-004	0.1011	0.0268	3.7000e-004	0.0272	0.0000	70.4854	70.4854	1.4500e-003	1.6300e-003	71.0069

3.7 Architectural Coating - 2029

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	1.3436					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3200	33.3200	1.8200e-003	0.0000	33.3654
Total	1.3659	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3200	33.3200	1.8200e-003	0.0000	33.3654

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

3.7 Architectural Coating - 2029

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0232	0.0130	0.2058	7.1000e-004	0.1011	3.7000e-004	0.1014	0.0269	3.4000e-004	0.0272	0.0000	69.5241	69.5241	1.3500e-003	1.5700e-003	70.0266
Total	0.0232	0.0130	0.2058	7.1000e-004	0.1011	3.7000e-004	0.1014	0.0269	3.4000e-004	0.0272	0.0000	69.5241	69.5241	1.3500e-003	1.5700e-003	70.0266

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	1.3436					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0223	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3199	33.3199	1.8200e-003	0.0000	33.3654
Total	1.3659	0.1495	0.2361	3.9000e-004		6.7200e-003	6.7200e-003		6.7200e-003	6.7200e-003	0.0000	33.3199	33.3199	1.8200e-003	0.0000	33.3654

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

3.7 Architectural Coating - 2029

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0232	0.0130	0.2058	7.1000e-004	0.1011	3.7000e-004	0.1014	0.0269	3.4000e-004	0.0272	0.0000	69.5241	69.5241	1.3500e-003	1.5700e-003	70.0266
Total	0.0232	0.0130	0.2058	7.1000e-004	0.1011	3.7000e-004	0.1014	0.0269	3.4000e-004	0.0272	0.0000	69.5241	69.5241	1.3500e-003	1.5700e-003	70.0266

3.7 Architectural Coating - 2030

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	1.3436					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3200	33.3200	1.3500e-003	0.0000	33.3537
Total	1.3606	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3200	33.3200	1.3500e-003	0.0000	33.3537

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

3.7 Architectural Coating - 2030

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0220	0.0122	0.1987	7.0000e-004	0.1011	3.5000e-004	0.1014	0.0269	3.2000e-004	0.0272	0.0000	68.4453	68.4453	1.2500e-003	1.5200e-003	68.9303
Total	0.0220	0.0122	0.1987	7.0000e-004	0.1011	3.5000e-004	0.1014	0.0269	3.2000e-004	0.0272	0.0000	68.4453	68.4453	1.2500e-003	1.5200e-003	68.9303

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	1.3436					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3199	33.3199	1.3500e-003	0.0000	33.3536
Total	1.3606	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3199	33.3199	1.3500e-003	0.0000	33.3536

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

3.7 Architectural Coating - 2030

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0220	0.0122	0.1987	7.0000e-004	0.1011	3.5000e-004	0.1014	0.0269	3.2000e-004	0.0272	0.0000	68.4453	68.4453	1.2500e-003	1.5200e-003	68.9303
Total	0.0220	0.0122	0.1987	7.0000e-004	0.1011	3.5000e-004	0.1014	0.0269	3.2000e-004	0.0272	0.0000	68.4453	68.4453	1.2500e-003	1.5200e-003	68.9303

3.7 Architectural Coating - 2031

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	1.3436					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3200	33.3200	1.3500e-003	0.0000	33.3537
Total	1.3606	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3200	33.3200	1.3500e-003	0.0000	33.3537

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

3.7 Architectural Coating - 2031

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0208	0.0115	0.1924	6.8000e-004	0.1011	3.3000e-004	0.1014	0.0269	3.0000e-004	0.0272	0.0000	67.4869	67.4869	1.1700e-003	1.4800e-003	67.9566
Total	0.0208	0.0115	0.1924	6.8000e-004	0.1011	3.3000e-004	0.1014	0.0269	3.0000e-004	0.0272	0.0000	67.4869	67.4869	1.1700e-003	1.4800e-003	67.9566

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	1.3436					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3199	33.3199	1.3500e-003	0.0000	33.3536
Total	1.3606	0.1117	0.2346	3.9000e-004		2.6500e-003	2.6500e-003		2.6500e-003	2.6500e-003	0.0000	33.3199	33.3199	1.3500e-003	0.0000	33.3536

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

3.7 Architectural Coating - 2031

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0208	0.0115	0.1924	6.8000e-004	0.1011	3.3000e-004	0.1014	0.0269	3.0000e-004	0.0272	0.0000	67.4869	67.4869	1.1700e-003	1.4800e-003	67.9566
Total	0.0208	0.0115	0.1924	6.8000e-004	0.1011	3.3000e-004	0.1014	0.0269	3.0000e-004	0.0272	0.0000	67.4869	67.4869	1.1700e-003	1.4800e-003	67.9566

3.7 Architectural Coating - 2032

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	0.0360					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6000e-004	3.0000e-003	6.2900e-003	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.8936	0.8936	4.0000e-005	0.0000	0.8945
Total	0.0365	3.0000e-003	6.2900e-003	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.8936	0.8936	4.0000e-005	0.0000	0.8945

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

3.7 Architectural Coating - 2032

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	5.3000e-004	2.9000e-004	5.0200e-003	2.0000e-005	2.7100e-003	1.0000e-005	2.7200e-003	7.2000e-004	1.0000e-005	7.3000e-004	0.0000	1.7876	1.7876	3.0000e-005	4.0000e-005	1.7998
Total	5.3000e-004	2.9000e-004	5.0200e-003	2.0000e-005	2.7100e-003	1.0000e-005	2.7200e-003	7.2000e-004	1.0000e-005	7.3000e-004	0.0000	1.7876	1.7876	3.0000e-005	4.0000e-005	1.7998

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	0.0360					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6000e-004	3.0000e-003	6.2900e-003	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.8936	0.8936	4.0000e-005	0.0000	0.8945
Total	0.0365	3.0000e-003	6.2900e-003	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.8936	0.8936	4.0000e-005	0.0000	0.8945

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

3.7 Architectural Coating - 2032

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	5.3000e-004	2.9000e-004	5.0200e-003	2.0000e-005	2.7100e-003	1.0000e-005	2.7200e-003	7.2000e-004	1.0000e-005	7.3000e-004	0.0000	1.7876	1.7876	3.0000e-005	4.0000e-005	1.7998
Total	5.3000e-004	2.9000e-004	5.0200e-003	2.0000e-005	2.7100e-003	1.0000e-005	2.7200e-003	7.2000e-004	1.0000e-005	7.3000e-004	0.0000	1.7876	1.7876	3.0000e-005	4.0000e-005	1.7998

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.1830	4.5882	41.4754	0.0890	11.6639	0.0556	11.7195	3.1166	0.0519	3.1684	0.0000	8,761.0000	8,761.0000	0.5059	0.3914	8,890.2768
Unmitigated	4.1830	4.5882	41.4754	0.0890	11.6639	0.0556	11.7195	3.1166	0.0519	3.1684	0.0000	8,761.0000	8,761.0000	0.5059	0.3914	8,890.2768

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Office Park	16,939.05	2,509.49	1162.93	31,638,747	31,638,747
Total	16,939.05	2,509.49	1,162.93	31,638,747	31,638,747

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Office Park	0.555325	0.059694	0.187075	0.120723	0.022002	0.005883	0.011325	0.007301	0.000937	0.000488	0.025751	0.000886	0.002611

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

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	2,658.8284	2,658.8284	0.4302	0.0521	2,685.1195
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,658.8284	2,658.8284	0.4302	0.0521	2,685.1195
NaturalGas Mitigated	0.1725	1.5684	1.3175	9.4100e-003		0.1192	0.1192		0.1192	0.1192	0.0000	1,707.4274	1,707.4274	0.0327	0.0313	1,717.5737
NaturalGas Unmitigated	0.1725	1.5684	1.3175	9.4100e-003		0.1192	0.1192		0.1192	0.1192	0.0000	1,707.4274	1,707.4274	0.0327	0.0313	1,717.5737

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Office Park	3.1996e+007	0.1725	1.5684	1.3175	9.4100e-003		0.1192	0.1192		0.1192	0.1192	0.0000	1,707.4274	1,707.4274	0.0327	0.0313	1,717.5737
Total		0.1725	1.5684	1.3175	9.4100e-003		0.1192	0.1192		0.1192	0.1192	0.0000	1,707.4274	1,707.4274	0.0327	0.0313	1,717.5737

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					
Office Park	3.1996e+007	0.1725	1.5684	1.3175	9.4100e-003		0.1192	0.1192		0.1192	0.1192	0.0000	1,707.4274	1,707.4274	0.0327	0.0313	1,717.5737
Total		0.1725	1.5684	1.3175	9.4100e-003		0.1192	0.1192		0.1192	0.1192	0.0000	1,707.4274	1,707.4274	0.0327	0.0313	1,717.5737

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Office Park	2.87367e+007	2,658.8284	0.4302	0.0521	2,685.1195
Total		2,658.8284	0.4302	0.0521	2,685.1195

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Office Park	2.87367e+007	2,658.8284	0.4302	0.0521	2,685.1195
Total		2,658.8284	0.4302	0.0521	2,685.1195

6.0 Area Detail

6.1 Mitigation Measures Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	6.7753	1.3000e-004	0.0140	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0273	0.0273	7.0000e-005	0.0000	0.0291
Unmitigated	6.7753	1.3000e-004	0.0140	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0273	0.0273	7.0000e-005	0.0000	0.0291

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	0.7979					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	5.9761					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.2800e-003	1.3000e-004	0.0140	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0273	0.0273	7.0000e-005	0.0000	0.0291
Total	6.7753	1.3000e-004	0.0140	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0273	0.0273	7.0000e-005	0.0000	0.0291

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.7979					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	5.9761					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.2800e-003	1.3000e-004	0.0140	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0273	0.0273	7.0000e-005	0.0000	0.0291
Total	6.7753	1.3000e-004	0.0140	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0273	0.0273	7.0000e-005	0.0000	0.0291

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	265.6232	8.8910	0.2128	551.3024
Unmitigated	276.4190	8.8927	0.2130	562.2050

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Office Park	271.965 / 166.688	276.4190	8.8927	0.2130	562.2050
Total		276.4190	8.8927	0.2130	562.2050

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Office Park	271.965 / 133.35	265.6232	8.8910	0.2128	551.3024
Total		265.6232	8.8910	0.2128	551.3024

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	288.8704	17.0718	0.0000	715.6641
Unmitigated	288.8704	17.0718	0.0000	715.6641

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Office Park	1423.07	288.8704	17.0718	0.0000	715.6641
Total		288.8704	17.0718	0.0000	715.6641

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Office Park	1423.07	288.8704	17.0718	0.0000	715.6641
Total		288.8704	17.0718	0.0000	715.6641

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Annual

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

East Lone Tree Specific Plan Project - 100% Employment Alternative

Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	1,530.18	1000sqft	87.82	1,530,176.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2032
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	203.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage updated to represent total acreage of project site.

Construction Phase - Architectural coating assumed to start two weeks after the initiation of building construction, and last for the same duration.

Demolition - Demolition material amount representative of existing buildings located on parcel 3. Square footage estimated using ArcGIS.

Water Mitigation - Compliant with MWELO.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	110.00	1,550.00
tblConstructionPhase	PhaseEndDate	12/26/2031	1/16/2026
tblConstructionPhase	PhaseEndDate	7/25/2031	12/26/2031
tblConstructionPhase	PhaseEndDate	5/28/2032	1/9/2032
tblConstructionPhase	PhaseStartDate	7/26/2031	8/16/2025

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

tblConstructionPhase	PhaseStartDate	8/16/2025	1/17/2026
tblConstructionPhase	PhaseStartDate	12/27/2031	1/31/2026
tblLandUse	LandUseSquareFeet	1,530,180.00	1,530,176.00
tblLandUse	LotAcreage	35.13	87.82

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	2.7064	27.2010	20.0610	0.0402	19.8049	1.2301	21.0349	10.1417	1.1316	11.2733	0.0000	3,893.5257	3,893.5257	1.1958	8.6800e-003	3,922.4183
2025	2.9487	27.9679	26.7487	0.0634	19.8049	1.1316	20.8923	10.1417	1.0411	11.1421	0.0000	6,147.0191	6,147.0191	1.9462	3.0200e-003	6,196.5752
2026	13.4047	24.9523	32.7465	0.1161	6.5304	0.6652	7.1956	1.7707	0.6294	2.4001	0.0000	12,004.5217	12,004.5217	0.8071	0.8490	12,277.7088
2027	13.3291	24.8220	32.1283	0.1141	6.5304	0.6636	7.1940	1.7707	0.6279	2.3986	0.0000	11,815.7441	11,815.7441	0.7993	0.8292	12,082.8408
2028	13.2596	24.7159	31.6152	0.1121	6.5305	0.6618	7.1923	1.7707	0.6262	2.3970	0.0000	11,640.1299	11,640.1299	0.7928	0.8105	11,901.4795
2029	13.1919	24.5581	31.1610	0.1102	6.5305	0.6598	7.1903	1.7707	0.6244	2.3951	0.0000	11,458.3954	11,458.3954	0.7868	0.7901	11,713.5027
2030	13.0316	19.6513	30.8458	0.1125	6.5306	0.2476	6.7782	1.7707	0.2436	2.0143	0.0000	11,646.7599	11,646.7599	0.2925	0.7733	11,884.5196
2031	12.9708	19.5920	30.5188	0.1111	6.5306	0.2463	6.7769	1.7707	0.2424	2.0131	0.0000	11,512.2897	11,512.2897	0.2875	0.7586	11,745.5556
2032	10.5841	0.9305	3.3284	8.4600e-003	0.8051	0.0227	0.8277	0.2135	0.0225	0.2360	0.0000	882.2616	882.2616	0.0199	0.0113	886.1174
Maximum	13.4047	27.9679	32.7465	0.1161	19.8049	1.2301	21.0349	10.1417	1.1316	11.2733	0.0000	12,004.5217	12,004.5217	1.9462	0.8490	12,277.7088

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Energy	0.9454	8.5941	7.2191	0.0516		0.6532	0.6532		0.6532	0.6532		10,312.9670	10,312.9670	0.1977	0.1891	10,374.2518
Mobile	34.4093	31.1997	303.7579	0.6910	89.3735	0.4103	89.7838	23.8067	0.3827	24.1894		75,028.9161	75,028.9161	3.8905	3.0288	76,028.7517
Total	72.4867	39.7952	311.1325	0.7425	89.3735	1.0640	90.4375	23.8067	1.0364	24.8431		85,342.2180	85,342.2180	4.0890	3.2178	86,403.3600

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Energy	0.9454	8.5941	7.2191	0.0516		0.6532	0.6532		0.6532	0.6532		10,312.9670	10,312.9670	0.1977	0.1891	10,374.2518
Mobile	34.4093	31.1997	303.7579	0.6910	89.3735	0.4103	89.7838	23.8067	0.3827	24.1894		75,028.9161	75,028.9161	3.8905	3.0288	76,028.7517
Total	72.4867	39.7952	311.1325	0.7425	89.3735	1.0640	90.4375	23.8067	1.0364	24.8431		85,342.2180	85,342.2180	4.0890	3.2178	86,403.3600

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	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	6/3/2024	10/18/2024	5	100	
2	Site Preparation	Site Preparation	10/19/2024	1/10/2025	5	60	
3	Grading	Grading	1/11/2025	8/15/2025	5	155	
4	Building Construction	Building Construction	1/17/2026	12/26/2031	5	1550	
5	Paving	Paving	8/16/2025	1/16/2026	5	110	
6	Architectural Coating	Architectural Coating	1/31/2026	1/9/2032	5	1550	

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 2,295,264; Non-Residential Outdoor: 765,088; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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	6	15.00	0.00	61.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	490.00	251.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	98.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1323	0.0000	0.1323	0.0200	0.0000	0.0200			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922		3,747.4228	3,747.4228	1.0485		3,773.6345
Total	2.2437	20.8781	19.7073	0.0388	0.1323	0.9602	1.0925	0.0200	0.8922	0.9122		3,747.4228	3,747.4228	1.0485		3,773.6345

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.3000e-003	0.0798	0.0195	3.6000e-004	0.0107	6.7000e-004	0.0113	2.9200e-003	6.5000e-004	3.5700e-003		39.4888	39.4888	1.3200e-003	6.2600e-003	41.3868
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0379	0.0208	0.3342	1.0300e-003	0.1232	5.8000e-004	0.1238	0.0327	5.4000e-004	0.0332		106.6142	106.6142	2.4900e-003	2.4200e-003	107.3970
Total	0.0392	0.1006	0.3537	1.3900e-003	0.1339	1.2500e-003	0.1351	0.0356	1.1900e-003	0.0368		146.1029	146.1029	3.8100e-003	8.6800e-003	148.7838

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.2 Demolition - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1323	0.0000	0.1323	0.0200	0.0000	0.0200			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922	0.0000	3,747.4228	3,747.4228	1.0485		3,773.6345
Total	2.2437	20.8781	19.7073	0.0388	0.1323	0.9602	1.0925	0.0200	0.8922	0.9122	0.0000	3,747.4228	3,747.4228	1.0485		3,773.6345

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.3000e-003	0.0798	0.0195	3.6000e-004	0.0107	6.7000e-004	0.0113	2.9200e-003	6.5000e-004	3.5700e-003		39.4888	39.4888	1.3200e-003	6.2600e-003	41.3868
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0379	0.0208	0.3342	1.0300e-003	0.1232	5.8000e-004	0.1238	0.0327	5.4000e-004	0.0332		106.6142	106.6142	2.4900e-003	2.4200e-003	107.3970
Total	0.0392	0.1006	0.3537	1.3900e-003	0.1339	1.2500e-003	0.1351	0.0356	1.1900e-003	0.0368		146.1029	146.1029	3.8100e-003	8.6800e-003	148.7838

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310		3,688.0100	3,688.0100	1.1928		3,717.8294
Total	2.6609	27.1760	18.3356	0.0381	19.6570	1.2294	20.8864	10.1025	1.1310	11.2335		3,688.0100	3,688.0100	1.1928		3,717.8294

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0455	0.0250	0.4010	1.2400e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		127.9370	127.9370	2.9900e-003	2.9000e-003	128.8764
Total	0.0455	0.0250	0.4010	1.2400e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		127.9370	127.9370	2.9900e-003	2.9000e-003	128.8764

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.3 Site Preparation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310	0.0000	3,688.010 0	3,688.010 0	1.1928		3,717.829 4
Total	2.6609	27.1760	18.3356	0.0381	19.6570	1.2294	20.8864	10.1025	1.1310	11.2335	0.0000	3,688.010 0	3,688.010 0	1.1928		3,717.829 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0455	0.0250	0.4010	1.2400e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		127.9370	127.9370	2.9900e-003	2.9000e-003	128.8764
Total	0.0455	0.0250	0.4010	1.2400e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		127.9370	127.9370	2.9900e-003	2.9000e-003	128.8764

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.3 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999		3,689.1037	3,689.1037	1.1931		3,718.9320
Total	2.4727	25.2339	17.9118	0.0381	19.6570	1.0868	20.7438	10.1025	0.9999	11.1023		3,689.1037	3,689.1037	1.1931		3,718.9320

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0427	0.0225	0.3759	1.2000e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		124.8639	124.8639	2.7100e-003	2.7200e-003	125.7423
Total	0.0427	0.0225	0.3759	1.2000e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		124.8639	124.8639	2.7100e-003	2.7200e-003	125.7423

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.3 Site Preparation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320
Total	2.4727	25.2339	17.9118	0.0381	19.6570	1.0868	20.7438	10.1025	0.9999	11.1023	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0427	0.0225	0.3759	1.2000e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		124.8639	124.8639	2.7100e-003	2.7200e-003	125.7423
Total	0.0427	0.0225	0.3759	1.2000e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		124.8639	124.8639	2.7100e-003	2.7200e-003	125.7423

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.4 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404		6,008.2814	6,008.2814	1.9432		6,056.8614
Total	2.9012	27.9429	26.3311	0.0621	9.2036	1.1309	10.3345	3.6538	1.0404	4.6942		6,008.2814	6,008.2814	1.9432		6,056.8614

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0475	0.0250	0.4176	1.3300e-003	0.1643	7.4000e-004	0.1650	0.0436	6.8000e-004	0.0443		138.7377	138.7377	3.0100e-003	3.0200e-003	139.7137
Total	0.0475	0.0250	0.4176	1.3300e-003	0.1643	7.4000e-004	0.1650	0.0436	6.8000e-004	0.0443		138.7377	138.7377	3.0100e-003	3.0200e-003	139.7137

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.4 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404	0.0000	6,008.281 4	6,008.281 4	1.9432		6,056.861 4
Total	2.9012	27.9429	26.3311	0.0621	9.2036	1.1309	10.3345	3.6538	1.0404	4.6942	0.0000	6,008.281 4	6,008.281 4	1.9432		6,056.861 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0475	0.0250	0.4176	1.3300e-003	0.1643	7.4000e-004	0.1650	0.0436	6.8000e-004	0.0443		138.7377	138.7377	3.0100e-003	3.0200e-003	139.7137
Total	0.0475	0.0250	0.4176	1.3300e-003	0.1643	7.4000e-004	0.1650	0.0436	6.8000e-004	0.0443		138.7377	138.7377	3.0100e-003	3.0200e-003	139.7137

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2532	10.6677	3.2575	0.0483	1.7001	0.0654	1.7655	0.4895	0.0625	0.5520		5,180.785 3	5,180.785 3	0.1099	0.7650	5,411.512 3
Worker	1.0982	0.5578	9.6627	0.0316	4.0252	0.0173	4.0426	1.0677	0.0160	1.0836		3,321.511 7	3,321.511 7	0.0674	0.0700	3,344.055 5
Total	1.3515	11.2255	12.9202	0.0799	5.7253	0.0827	5.8080	1.5571	0.0785	1.6356		8,502.297 0	8,502.297 0	0.1773	0.8350	8,755.567 8

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2532	10.6677	3.2575	0.0483	1.7001	0.0654	1.7655	0.4895	0.0625	0.5520		5,180.785 3	5,180.785 3	0.1099	0.7650	5,411.512 3
Worker	1.0982	0.5578	9.6627	0.0316	4.0252	0.0173	4.0426	1.0677	0.0160	1.0836		3,321.511 7	3,321.511 7	0.0674	0.0700	3,344.055 5
Total	1.3515	11.2255	12.9202	0.0799	5.7253	0.0827	5.8080	1.5571	0.0785	1.6356		8,502.297 0	8,502.297 0	0.1773	0.8350	8,755.567 8

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2483	10.5924	3.2161	0.0473	1.7002	0.0649	1.7650	0.4895	0.0620	0.5515		5,076.305 3	5,076.305 3	0.1089	0.7493	5,302.318 8
Worker	1.0393	0.5120	9.1820	0.0307	4.0252	0.0164	4.0416	1.0677	0.0151	1.0827		3,251.263 7	3,251.263 7	0.0618	0.0666	3,272.660 0
Total	1.2876	11.1044	12.3981	0.0780	5.7254	0.0812	5.8066	1.5571	0.0771	1.6342		8,327.568 9	8,327.568 9	0.1707	0.8159	8,574.978 8

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2483	10.5924	3.2161	0.0473	1.7002	0.0649	1.7650	0.4895	0.0620	0.5515		5,076.305 3	5,076.305 3	0.1089	0.7493	5,302.318 8
Worker	1.0393	0.5120	9.1820	0.0307	4.0252	0.0164	4.0416	1.0677	0.0151	1.0827		3,251.263 7	3,251.263 7	0.0618	0.0666	3,272.660 0
Total	1.2876	11.1044	12.3981	0.0780	5.7254	0.0812	5.8066	1.5571	0.0771	1.6342		8,327.568 9	8,327.568 9	0.1707	0.8159	8,574.978 8

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2444	10.5320	3.1858	0.0463	1.7002	0.0644	1.7646	0.4895	0.0616	0.5510		4,975.421 3	4,975.421 3	0.1082	0.7339	5,196.840 3
Worker	0.9846	0.4739	8.7797	0.0299	4.0252	0.0153	4.0406	1.0677	0.0141	1.0818		3,188.988 5	3,188.988 5	0.0569	0.0638	3,209.424 4
Total	1.2291	11.0059	11.9655	0.0762	5.7254	0.0797	5.8051	1.5572	0.0757	1.6328		8,164.409 8	8,164.409 8	0.1652	0.7977	8,406.264 7

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2444	10.5320	3.1858	0.0463	1.7002	0.0644	1.7646	0.4895	0.0616	0.5510		4,975.421 3	4,975.421 3	0.1082	0.7339	5,196.840 3
Worker	0.9846	0.4739	8.7797	0.0299	4.0252	0.0153	4.0406	1.0677	0.0141	1.0818		3,188.988 5	3,188.988 5	0.0569	0.0638	3,209.424 4
Total	1.2291	11.0059	11.9655	0.0762	5.7254	0.0797	5.8051	1.5572	0.0757	1.6328		8,164.409 8	8,164.409 8	0.1652	0.7977	8,406.264 7

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2404	10.4132	3.1510	0.0453	1.7002	0.0635	1.7638	0.4895	0.0608	0.5503		4,860.381 9	4,860.381 9	0.1073	0.7164	5,076.538 3
Worker	0.9315	0.4415	8.4301	0.0292	4.0252	0.0144	4.0396	1.0677	0.0132	1.0809		3,133.409 2	3,133.409 2	0.0527	0.0614	3,153.028 7
Total	1.1720	10.8546	11.5812	0.0744	5.7255	0.0779	5.8033	1.5572	0.0740	1.6311		7,993.791 1	7,993.791 1	0.1600	0.7778	8,229.567 0

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2029

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2404	10.4132	3.1510	0.0453	1.7002	0.0635	1.7638	0.4895	0.0608	0.5503		4,860.381 9	4,860.381 9	0.1073	0.7164	5,076.538 3
Worker	0.9315	0.4415	8.4301	0.0292	4.0252	0.0144	4.0396	1.0677	0.0132	1.0809		3,133.409 2	3,133.409 2	0.0527	0.0614	3,153.028 7
Total	1.1720	10.8546	11.5812	0.0744	5.7255	0.0779	5.8033	1.5572	0.0740	1.6311		7,993.791 1	7,993.791 1	0.1600	0.7778	8,229.567 0

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2375	10.3633	3.1281	0.0444	1.7003	0.0631	1.7633	0.4895	0.0603	0.5498		4,765.9898	4,765.9898	0.1061	0.7020	4,977.8381
Worker	0.8824	0.4143	8.1358	0.0285	4.0252	0.0134	4.0387	1.0677	0.0124	1.0801		3,084.8128	3,084.8128	0.0490	0.0594	3,103.7465
Total	1.1199	10.7775	11.2639	0.0729	5.7255	0.0765	5.8020	1.5572	0.0727	1.6299		7,850.8026	7,850.8026	0.1551	0.7614	8,081.5846

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2030

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2375	10.3633	3.1281	0.0444	1.7003	0.0631	1.7633	0.4895	0.0603	0.5498		4,765.9898	4,765.9898	0.1061	0.7020	4,977.8381
Worker	0.8824	0.4143	8.1358	0.0285	4.0252	0.0134	4.0387	1.0677	0.0124	1.0801		3,084.8128	3,084.8128	0.0490	0.0594	3,103.7465
Total	1.1199	10.7775	11.2639	0.0729	5.7255	0.0765	5.8020	1.5572	0.0727	1.6299		7,850.8026	7,850.8026	0.1551	0.7614	8,081.5846

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2354	10.3327	3.1139	0.0436	1.7003	0.0628	1.7631	0.4895	0.0600	0.5496		4,683.2719	4,683.2719	0.1052	0.6894	4,891.3371
Worker	0.8334	0.3903	7.8752	0.0280	4.0252	0.0126	4.0378	1.0677	0.0116	1.0793		3,041.6858	3,041.6858	0.0456	0.0577	3,060.0273
Total	1.0688	10.7230	10.9890	0.0716	5.7256	0.0754	5.8009	1.5572	0.0716	1.6288		7,724.9577	7,724.9577	0.1508	0.7471	7,951.3645

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.5 Building Construction - 2031

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2354	10.3327	3.1139	0.0436	1.7003	0.0628	1.7631	0.4895	0.0600	0.5496		4,683.2719	4,683.2719	0.1052	0.6894	4,891.3371
Worker	0.8334	0.3903	7.8752	0.0280	4.0252	0.0126	4.0378	1.0677	0.0116	1.0793		3,041.6858	3,041.6858	0.0456	0.0577	3,060.0273
Total	1.0688	10.7230	10.9890	0.0716	5.7256	0.0754	5.8009	1.5572	0.0716	1.6288		7,724.9577	7,724.9577	0.1508	0.7471	7,951.3645

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0356	0.0188	0.3132	1.0000e-003	0.1232	5.6000e-004	0.1238	0.0327	5.1000e-004	0.0332		104.0533	104.0533	2.2600e-003	2.2700e-003	104.7853
Total	0.0356	0.0188	0.3132	1.0000e-003	0.1232	5.6000e-004	0.1238	0.0327	5.1000e-004	0.0332		104.0533	104.0533	2.2600e-003	2.2700e-003	104.7853

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.6 Paving - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0356	0.0188	0.3132	1.0000e-003	0.1232	5.6000e-004	0.1238	0.0327	5.1000e-004	0.0332		104.0533	104.0533	2.2600e-003	2.2700e-003	104.7853
Total	0.0356	0.0188	0.3132	1.0000e-003	0.1232	5.6000e-004	0.1238	0.0327	5.1000e-004	0.0332		104.0533	104.0533	2.2600e-003	2.2700e-003	104.7853

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.6 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0336	0.0171	0.2958	9.7000e-004	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		101.6789	101.6789	2.0600e-003	2.1400e-003	102.3691
Total	0.0336	0.0171	0.2958	9.7000e-004	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		101.6789	101.6789	2.0600e-003	2.1400e-003	102.3691

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.6 Paving - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0336	0.0171	0.2958	9.7000e-004	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		101.6789	101.6789	2.0600e-003	2.1400e-003	102.3691
Total	0.0336	0.0171	0.2958	9.7000e-004	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		101.6789	101.6789	2.0600e-003	2.1400e-003	102.3691

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2197	0.1116	1.9325	6.3200e-003	0.8051	3.4700e-003	0.8085	0.2135	3.1900e-003	0.2167		664.3023	664.3023	0.0135	0.0140	668.8111
Total	0.2197	0.1116	1.9325	6.3200e-003	0.8051	3.4700e-003	0.8085	0.2135	3.1900e-003	0.2167		664.3023	664.3023	0.0135	0.0140	668.8111

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2197	0.1116	1.9325	6.3200e-003	0.8051	3.4700e-003	0.8085	0.2135	3.1900e-003	0.2167		664.3023	664.3023	0.0135	0.0140	668.8111
Total	0.2197	0.1116	1.9325	6.3200e-003	0.8051	3.4700e-003	0.8085	0.2135	3.1900e-003	0.2167		664.3023	664.3023	0.0135	0.0140	668.8111

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2079	0.1024	1.8364	6.1400e-003	0.8051	3.2700e-003	0.8083	0.2135	3.0100e-003	0.2166		650.2527	650.2527	0.0124	0.0133	654.5320
Total	0.2079	0.1024	1.8364	6.1400e-003	0.8051	3.2700e-003	0.8083	0.2135	3.0100e-003	0.2166		650.2527	650.2527	0.0124	0.0133	654.5320

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2079	0.1024	1.8364	6.1400e-003	0.8051	3.2700e-003	0.8083	0.2135	3.0100e-003	0.2166		650.2527	650.2527	0.0124	0.0133	654.5320
Total	0.2079	0.1024	1.8364	6.1400e-003	0.8051	3.2700e-003	0.8083	0.2135	3.0100e-003	0.2166		650.2527	650.2527	0.0124	0.0133	654.5320

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1969	0.0948	1.7559	5.9800e-003	0.8051	3.0600e-003	0.8081	0.2135	2.8200e-003	0.2164		637.7977	637.7977	0.0114	0.0128	641.8849
Total	0.1969	0.0948	1.7559	5.9800e-003	0.8051	3.0600e-003	0.8081	0.2135	2.8200e-003	0.2164		637.7977	637.7977	0.0114	0.0128	641.8849

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1969	0.0948	1.7559	5.9800e-003	0.8051	3.0600e-003	0.8081	0.2135	2.8200e-003	0.2164		637.7977	637.7977	0.0114	0.0128	641.8849
Total	0.1969	0.0948	1.7559	5.9800e-003	0.8051	3.0600e-003	0.8081	0.2135	2.8200e-003	0.2164		637.7977	637.7977	0.0114	0.0128	641.8849

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1863	0.0883	1.6860	5.8400e-003	0.8051	2.8700e-003	0.8079	0.2135	2.6400e-003	0.2162		626.6819	626.6819	0.0105	0.0123	630.6057
Total	0.1863	0.0883	1.6860	5.8400e-003	0.8051	2.8700e-003	0.8079	0.2135	2.6400e-003	0.2162		626.6819	626.6819	0.0105	0.0123	630.6057

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2029

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1863	0.0883	1.6860	5.8400e-003	0.8051	2.8700e-003	0.8079	0.2135	2.6400e-003	0.2162		626.6819	626.6819	0.0105	0.0123	630.6057
Total	0.1863	0.0883	1.6860	5.8400e-003	0.8051	2.8700e-003	0.8079	0.2135	2.6400e-003	0.2162		626.6819	626.6819	0.0105	0.0123	630.6057

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1765	0.0829	1.6272	5.7100e-003	0.8051	2.6900e-003	0.8077	0.2135	2.4700e-003	0.2160		616.9626	616.9626	9.7900e-003	0.0119	620.7493
Total	0.1765	0.0829	1.6272	5.7100e-003	0.8051	2.6900e-003	0.8077	0.2135	2.4700e-003	0.2160		616.9626	616.9626	9.7900e-003	0.0119	620.7493

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2030

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1765	0.0829	1.6272	5.7100e-003	0.8051	2.6900e-003	0.8077	0.2135	2.4700e-003	0.2160		616.9626	616.9626	9.7900e-003	0.0119	620.7493
Total	0.1765	0.0829	1.6272	5.7100e-003	0.8051	2.6900e-003	0.8077	0.2135	2.4700e-003	0.2160		616.9626	616.9626	9.7900e-003	0.0119	620.7493

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1667	0.0781	1.5750	5.5900e-003	0.8051	2.5200e-003	0.8076	0.2135	2.3200e-003	0.2159		608.3372	608.3372	9.1200e-003	0.0115	612.0055
Total	0.1667	0.0781	1.5750	5.5900e-003	0.8051	2.5200e-003	0.8076	0.2135	2.3200e-003	0.2159		608.3372	608.3372	9.1200e-003	0.0115	612.0055

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2031

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1667	0.0781	1.5750	5.5900e-003	0.8051	2.5200e-003	0.8076	0.2135	2.3200e-003	0.2159		608.3372	608.3372	9.1200e-003	0.0115	612.0055
Total	0.1667	0.0781	1.5750	5.5900e-003	0.8051	2.5200e-003	0.8076	0.2135	2.3200e-003	0.2159		608.3372	608.3372	9.1200e-003	0.0115	612.0055

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1580	0.0742	1.5307	5.4900e-003	0.8051	2.3600e-003	0.8074	0.2135	2.1800e-003	0.2157		600.8135	600.8135	8.5400e-003	0.0113	604.3846
Total	0.1580	0.0742	1.5307	5.4900e-003	0.8051	2.3600e-003	0.8074	0.2135	2.1800e-003	0.2157		600.8135	600.8135	8.5400e-003	0.0113	604.3846

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

3.7 Architectural Coating - 2032

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1580	0.0742	1.5307	5.4900e-003	0.8051	2.3600e-003	0.8074	0.2135	2.1800e-003	0.2157		600.8135	600.8135	8.5400e-003	0.0113	604.3846
Total	0.1580	0.0742	1.5307	5.4900e-003	0.8051	2.3600e-003	0.8074	0.2135	2.1800e-003	0.2157		600.8135	600.8135	8.5400e-003	0.0113	604.3846

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	34.4093	31.1997	303.7579	0.6910	89.3735	0.4103	89.7838	23.8067	0.3827	24.1894		75,028.91 61	75,028.91 61	3.8905	3.0288	76,028.75 17
Unmitigated	34.4093	31.1997	303.7579	0.6910	89.3735	0.4103	89.7838	23.8067	0.3827	24.1894		75,028.91 61	75,028.91 61	3.8905	3.0288	76,028.75 17

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Office Park	16,939.05	2,509.49	1162.93	31,638,747	31,638,747
Total	16,939.05	2,509.49	1,162.93	31,638,747	31,638,747

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Office Park	0.555325	0.059694	0.187075	0.120723	0.022002	0.005883	0.011325	0.007301	0.000937	0.000488	0.025751	0.000886	0.002611

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.9454	8.5941	7.2191	0.0516		0.6532	0.6532		0.6532	0.6532		10,312.9670	10,312.9670	0.1977	0.1891	10,374.2518
NaturalGas Unmitigated	0.9454	8.5941	7.2191	0.0516		0.6532	0.6532		0.6532	0.6532		10,312.9670	10,312.9670	0.1977	0.1891	10,374.2518

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Office Park	87660.2	0.9454	8.5941	7.2191	0.0516		0.6532	0.6532		0.6532	0.6532		10,312.9670	10,312.9670	0.1977	0.1891	10,374.2518
Total		0.9454	8.5941	7.2191	0.0516		0.6532	0.6532		0.6532	0.6532		10,312.9670	10,312.9670	0.1977	0.1891	10,374.2518

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Office Park	87.6602	0.9454	8.5941	7.2191	0.0516		0.6532	0.6532		0.6532	0.6532		10,312.9670	10,312.9670	0.1977	0.1891	10,374.2518
Total		0.9454	8.5941	7.2191	0.0516		0.6532	0.6532		0.6532	0.6532		10,312.9670	10,312.9670	0.1977	0.1891	10,374.2518

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	lb/day										lb/day					
Mitigated	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Unmitigated	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.3720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	32.7458					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0142	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Total	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.3720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	32.7458					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0142	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Total	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Summer

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

East Lone Tree Specific Plan Project - 100% Employment Alternative

Bay Area AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	1,530.18	1000sqft	87.82	1,530,176.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	64
Climate Zone	4			Operational Year	2032
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MW hr)	203.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage updated to represent total acreage of project site.

Construction Phase - Architectural coating assumed to start two weeks after the initiation of building construction, and last for the same duration.

Demolition - Demolition material amount representative of existing buildings located on parcel 3. Square footage estimated using ArcGIS.

Water Mitigation - Compliant with MWELO.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	110.00	1,550.00
tblConstructionPhase	PhaseEndDate	12/26/2031	1/16/2026
tblConstructionPhase	PhaseEndDate	7/25/2031	12/26/2031
tblConstructionPhase	PhaseEndDate	5/28/2032	1/9/2032
tblConstructionPhase	PhaseStartDate	7/26/2031	8/16/2025

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

tblConstructionPhase	PhaseStartDate	8/16/2025	1/17/2026
tblConstructionPhase	PhaseStartDate	12/27/2031	1/31/2026
tblLandUse	LandUseSquareFeet	1,530,180.00	1,530,176.00
tblLandUse	LotAcreage	35.13	87.82

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	2.7077	27.2068	20.0483	0.0402	19.8049	1.2301	21.0349	10.1417	1.1316	11.2733	0.0000	3,886.0223	3,886.0223	1.1962	9.0400e-003	3,915.0340
2025	2.9503	27.9737	26.7336	0.0633	19.8049	1.1316	20.8923	10.1417	1.0411	11.1421	0.0000	6,137.2239	6,137.2239	1.9467	3.4800e-003	6,186.9259
2026	13.4434	25.7292	32.4651	0.1135	6.5304	0.6655	7.1958	1.7707	0.6296	2.4003	0.0000	11,731.3507	11,731.3507	0.8182	0.8635	12,009.1218
2027	13.3691	25.5822	31.8837	0.1115	6.5304	0.6638	7.1942	1.7707	0.6281	2.3988	0.0000	11,548.7259	11,548.7259	0.8097	0.8430	11,820.1848
2028	13.3002	25.4625	31.3992	0.1097	6.5305	0.6620	7.1925	1.7707	0.6264	2.3972	0.0000	11,378.4538	11,378.4538	0.8025	0.8237	11,643.9796
2029	13.2329	25.2894	30.9666	0.1078	6.5305	0.6600	7.1905	1.7707	0.6245	2.3953	0.0000	11,201.3559	11,201.3559	0.7959	0.8028	11,460.4795
2030	13.0728	20.3726	30.6691	0.1102	6.5306	0.2478	6.7784	1.7707	0.2438	2.0145	0.0000	11,393.7142	11,393.7142	0.3010	0.7856	11,635.3562
2031	13.0120	20.3055	30.3567	0.1088	6.5306	0.2465	6.7771	1.7707	0.2426	2.0133	0.0000	11,262.7327	11,262.7327	0.2955	0.7706	11,499.7659
2032	10.5929	0.9476	3.2848	8.0700e-003	0.8051	0.0227	0.8277	0.2135	0.0225	0.2360	0.0000	839.9116	839.9116	0.0213	0.0129	844.2984
Maximum	13.4434	27.9737	32.4651	0.1135	19.8049	1.2301	21.0349	10.1417	1.1316	11.2733	0.0000	11,731.3507	11,731.3507	1.9467	0.8635	12,009.1218

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Energy	0.9454	8.5941	7.2191	0.0516		0.6532	0.6532		0.6532	0.6532		10,312.9670	10,312.9670	0.1977	0.1891	10,374.2518
Mobile	30.7342	35.6739	326.1214	0.6529	89.3735	0.4105	89.7840	23.8067	0.3829	24.1895		70,863.7267	70,863.7267	4.3194	3.2990	71,954.8151
Total	68.8115	44.2695	333.4959	0.7044	89.3735	1.0642	90.4377	23.8067	1.0366	24.8432		81,177.0286	81,177.0286	4.5179	3.4881	82,329.4234

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Energy	0.9454	8.5941	7.2191	0.0516		0.6532	0.6532		0.6532	0.6532		10,312.9670	10,312.9670	0.1977	0.1891	10,374.2518
Mobile	30.7342	35.6739	326.1214	0.6529	89.3735	0.4105	89.7840	23.8067	0.3829	24.1895		70,863.7267	70,863.7267	4.3194	3.2990	71,954.8151
Total	68.8115	44.2695	333.4959	0.7044	89.3735	1.0642	90.4377	23.8067	1.0366	24.8432		81,177.0286	81,177.0286	4.5179	3.4881	82,329.4234

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	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	6/3/2024	10/18/2024	5	100	
2	Site Preparation	Site Preparation	10/19/2024	1/10/2025	5	60	
3	Grading	Grading	1/11/2025	8/15/2025	5	155	
4	Building Construction	Building Construction	1/17/2026	12/26/2031	5	1550	
5	Paving	Paving	8/16/2025	1/16/2026	5	110	
6	Architectural Coating	Architectural Coating	1/31/2026	1/9/2032	5	1550	

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 2,295,264; Non-Residential Outdoor: 765,088; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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	6	15.00	0.00	61.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	490.00	251.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	98.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.2 Demolition - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1323	0.0000	0.1323	0.0200	0.0000	0.0200			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922		3,747.4228	3,747.4228	1.0485		3,773.6345
Total	2.2437	20.8781	19.7073	0.0388	0.1323	0.9602	1.0925	0.0200	0.8922	0.9122		3,747.4228	3,747.4228	1.0485		3,773.6345

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.2200e-003	0.0844	0.0197	3.6000e-004	0.0107	6.8000e-004	0.0114	2.9200e-003	6.5000e-004	3.5700e-003		39.5265	39.5265	1.3200e-003	6.2600e-003	41.4263
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0390	0.0257	0.3212	9.6000e-004	0.1232	5.8000e-004	0.1238	0.0327	5.4000e-004	0.0332		99.0731	99.0731	2.8400e-003	2.7800e-003	99.9731
Total	0.0403	0.1100	0.3409	1.3200e-003	0.1339	1.2600e-003	0.1352	0.0356	1.1900e-003	0.0368		138.5996	138.5996	4.1600e-003	9.0400e-003	141.3994

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.2 Demolition - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1323	0.0000	0.1323	0.0200	0.0000	0.0200			0.0000			0.0000
Off-Road	2.2437	20.8781	19.7073	0.0388		0.9602	0.9602		0.8922	0.8922	0.0000	3,747.4228	3,747.4228	1.0485		3,773.6345
Total	2.2437	20.8781	19.7073	0.0388	0.1323	0.9602	1.0925	0.0200	0.8922	0.9122	0.0000	3,747.4228	3,747.4228	1.0485		3,773.6345

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.2200e-003	0.0844	0.0197	3.6000e-004	0.0107	6.8000e-004	0.0114	2.9200e-003	6.5000e-004	3.5700e-003		39.5265	39.5265	1.3200e-003	6.2600e-003	41.4263
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0390	0.0257	0.3212	9.6000e-004	0.1232	5.8000e-004	0.1238	0.0327	5.4000e-004	0.0332		99.0731	99.0731	2.8400e-003	2.7800e-003	99.9731
Total	0.0403	0.1100	0.3409	1.3200e-003	0.1339	1.2600e-003	0.1352	0.0356	1.1900e-003	0.0368		138.5996	138.5996	4.1600e-003	9.0400e-003	141.3994

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.3 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310		3,688.0100	3,688.0100	1.1928		3,717.8294
Total	2.6609	27.1760	18.3356	0.0381	19.6570	1.2294	20.8864	10.1025	1.1310	11.2335		3,688.0100	3,688.0100	1.1928		3,717.8294

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0468	0.0308	0.3855	1.1500e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		118.8877	118.8877	3.4100e-003	3.3400e-003	119.9678
Total	0.0468	0.0308	0.3855	1.1500e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		118.8877	118.8877	3.4100e-003	3.3400e-003	119.9678

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3.3 Site Preparation - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6609	27.1760	18.3356	0.0381		1.2294	1.2294		1.1310	1.1310	0.0000	3,688.010 0	3,688.010 0	1.1928		3,717.829 4
Total	2.6609	27.1760	18.3356	0.0381	19.6570	1.2294	20.8864	10.1025	1.1310	11.2335	0.0000	3,688.010 0	3,688.010 0	1.1928		3,717.829 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0468	0.0308	0.3855	1.1500e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		118.8877	118.8877	3.4100e-003	3.3400e-003	119.9678
Total	0.0468	0.0308	0.3855	1.1500e-003	0.1479	7.0000e-004	0.1486	0.0392	6.4000e-004	0.0399		118.8877	118.8877	3.4100e-003	3.3400e-003	119.9678

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.3 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999		3,689.1037	3,689.1037	1.1931		3,718.9320
Total	2.4727	25.2339	17.9118	0.0381	19.6570	1.0868	20.7438	10.1025	0.9999	11.1023		3,689.1037	3,689.1037	1.1931		3,718.9320

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0441	0.0278	0.3623	1.1100e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		116.0482	116.0482	3.1000e-003	3.1300e-003	117.0580
Total	0.0441	0.0278	0.3623	1.1100e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		116.0482	116.0482	3.1000e-003	3.1300e-003	117.0580

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.3 Site Preparation - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.4727	25.2339	17.9118	0.0381		1.0868	1.0868		0.9999	0.9999	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320
Total	2.4727	25.2339	17.9118	0.0381	19.6570	1.0868	20.7438	10.1025	0.9999	11.1023	0.0000	3,689.1037	3,689.1037	1.1931		3,718.9320

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0441	0.0278	0.3623	1.1100e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		116.0482	116.0482	3.1000e-003	3.1300e-003	117.0580
Total	0.0441	0.0278	0.3623	1.1100e-003	0.1479	6.7000e-004	0.1485	0.0392	6.2000e-004	0.0398		116.0482	116.0482	3.1000e-003	3.1300e-003	117.0580

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.4 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404		6,008.2814	6,008.2814	1.9432		6,056.8614
Total	2.9012	27.9429	26.3311	0.0621	9.2036	1.1309	10.3345	3.6538	1.0404	4.6942		6,008.2814	6,008.2814	1.9432		6,056.8614

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0490	0.0308	0.4025	1.2400e-003	0.1643	7.4000e-004	0.1650	0.0436	6.8000e-004	0.0443		128.9424	128.9424	3.4500e-003	3.4800e-003	130.0645
Total	0.0490	0.0308	0.4025	1.2400e-003	0.1643	7.4000e-004	0.1650	0.0436	6.8000e-004	0.0443		128.9424	128.9424	3.4500e-003	3.4800e-003	130.0645

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.4 Grading - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	2.9012	27.9429	26.3311	0.0621		1.1309	1.1309		1.0404	1.0404	0.0000	6,008.281 4	6,008.281 4	1.9432		6,056.861 4
Total	2.9012	27.9429	26.3311	0.0621	9.2036	1.1309	10.3345	3.6538	1.0404	4.6942	0.0000	6,008.281 4	6,008.281 4	1.9432		6,056.861 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0490	0.0308	0.4025	1.2400e-003	0.1643	7.4000e-004	0.1650	0.0436	6.8000e-004	0.0443		128.9424	128.9424	3.4500e-003	3.4800e-003	130.0645
Total	0.0490	0.0308	0.4025	1.2400e-003	0.1643	7.4000e-004	0.1650	0.0436	6.8000e-004	0.0443		128.9424	128.9424	3.4500e-003	3.4800e-003	130.0645

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2431	11.2887	3.3721	0.0483	1.7001	0.0656	1.7657	0.4895	0.0627	0.5522		5,188.649 0	5,188.649 0	0.1092	0.7669	5,419.916 8
Worker	1.1389	0.6878	9.3326	0.0294	4.0252	0.0173	4.0426	1.0677	0.0160	1.0836		3,087.316 1	3,087.316 1	0.0772	0.0805	3,113.229 3
Total	1.3820	11.9764	12.7048	0.0777	5.7253	0.0829	5.8083	1.5571	0.0787	1.6358		8,275.965 1	8,275.965 1	0.1865	0.8474	8,533.146 0

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2431	11.2887	3.3721	0.0483	1.7001	0.0656	1.7657	0.4895	0.0627	0.5522		5,188.649 0	5,188.649 0	0.1092	0.7669	5,419.916 8
Worker	1.1389	0.6878	9.3326	0.0294	4.0252	0.0173	4.0426	1.0677	0.0160	1.0836		3,087.316 1	3,087.316 1	0.0772	0.0805	3,113.229 3
Total	1.3820	11.9764	12.7048	0.0777	5.7253	0.0829	5.8083	1.5571	0.0787	1.6358		8,275.965 1	8,275.965 1	0.1865	0.8474	8,533.146 0

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2379	11.2095	3.3297	0.0473	1.7002	0.0651	1.7652	0.4895	0.0623	0.5517		5,084.139 6	5,084.139 6	0.1082	0.7511	5,310.680 9
Worker	1.0813	0.6312	8.8835	0.0286	4.0252	0.0164	4.0416	1.0677	0.0151	1.0827		3,022.219 9	3,022.219 9	0.0710	0.0766	3,046.811 6
Total	1.3192	11.8407	12.2132	0.0759	5.7254	0.0814	5.8068	1.5571	0.0773	1.6344		8,106.359 5	8,106.359 5	0.1792	0.8277	8,357.492 5

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2379	11.2095	3.3297	0.0473	1.7002	0.0651	1.7652	0.4895	0.0623	0.5517		5,084.139 6	5,084.139 6	0.1082	0.7511	5,310.680 9
Worker	1.0813	0.6312	8.8835	0.0286	4.0252	0.0164	4.0416	1.0677	0.0151	1.0827		3,022.219 9	3,022.219 9	0.0710	0.0766	3,046.811 6
Total	1.3192	11.8407	12.2132	0.0759	5.7254	0.0814	5.8068	1.5571	0.0773	1.6344		8,106.359 5	8,106.359 5	0.1792	0.8277	8,357.492 5

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2338	11.1463	3.2987	0.0464	1.7002	0.0646	1.7648	0.4895	0.0618	0.5512		4,983.209 7	4,983.209 7	0.1075	0.7357	5,205.145 7
Worker	1.0273	0.5841	8.5057	0.0278	4.0252	0.0153	4.0406	1.0677	0.0141	1.0818		2,964.434 7	2,964.434 7	0.0656	0.0733	2,987.920 0
Total	1.2611	11.7305	11.8043	0.0742	5.7254	0.0799	5.8053	1.5572	0.0759	1.6330		7,947.644 4	7,947.644 4	0.1731	0.8090	8,193.065 7

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2338	11.1463	3.2987	0.0464	1.7002	0.0646	1.7648	0.4895	0.0618	0.5512		4,983.209 7	4,983.209 7	0.1075	0.7357	5,205.145 7
Worker	1.0273	0.5841	8.5057	0.0278	4.0252	0.0153	4.0406	1.0677	0.0141	1.0818		2,964.434 7	2,964.434 7	0.0656	0.0733	2,987.920 0
Total	1.2611	11.7305	11.8043	0.0742	5.7254	0.0799	5.8053	1.5572	0.0759	1.6330		7,947.644 4	7,947.644 4	0.1731	0.8090	8,193.065 7

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2297	11.0215	3.2630	0.0453	1.7002	0.0637	1.7640	0.4895	0.0609	0.5504		4,868.088 0	4,868.088 0	0.1066	0.7181	5,084.750 9
Worker	0.9746	0.5439	8.1748	0.0271	4.0252	0.0144	4.0396	1.0677	0.0132	1.0809		2,912.787 9	2,912.787 9	0.0608	0.0706	2,935.332 2
Total	1.2043	11.5654	11.4378	0.0724	5.7255	0.0781	5.8035	1.5572	0.0741	1.6313		7,780.875 9	7,780.875 9	0.1674	0.7887	8,020.083 1

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2029

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2297	11.0215	3.2630	0.0453	1.7002	0.0637	1.7640	0.4895	0.0609	0.5504		4,868.088 0	4,868.088 0	0.1066	0.7181	5,084.750 9
Worker	0.9746	0.5439	8.1748	0.0271	4.0252	0.0144	4.0396	1.0677	0.0132	1.0809		2,912.787 9	2,912.787 9	0.0608	0.0706	2,935.332 2
Total	1.2043	11.5654	11.4378	0.0724	5.7255	0.0781	5.8035	1.5572	0.0741	1.6313		7,780.875 9	7,780.875 9	0.1674	0.7887	8,020.083 1

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2266	10.9694	3.2393	0.0444	1.7003	0.0632	1.7635	0.4895	0.0605	0.5500		4,773.6316	4,773.6316	0.1054	0.7037	4,985.9783
Worker	0.9259	0.5103	7.8959	0.0265	4.0252	0.0134	4.0387	1.0677	0.0124	1.0801		2,867.5732	2,867.5732	0.0566	0.0683	2,889.3269
Total	1.1524	11.4797	11.1352	0.0710	5.7255	0.0767	5.8022	1.5572	0.0729	1.6301		7,641.2048	7,641.2048	0.1620	0.7720	7,875.3052

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2030

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2266	10.9694	3.2393	0.0444	1.7003	0.0632	1.7635	0.4895	0.0605	0.5500		4,773.6316	4,773.6316	0.1054	0.7037	4,985.9783
Worker	0.9259	0.5103	7.8959	0.0265	4.0252	0.0134	4.0387	1.0677	0.0124	1.0801		2,867.5732	2,867.5732	0.0566	0.0683	2,889.3269
Total	1.1524	11.4797	11.1352	0.0710	5.7255	0.0767	5.8022	1.5572	0.0729	1.6301		7,641.2048	7,641.2048	0.1620	0.7720	7,875.3052

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481		2,897.5468	2,897.5468	0.1162		2,900.4529

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2244	10.9379	3.2246	0.0437	1.7003	0.0629	1.7633	0.4895	0.0602	0.5497		4,690.8629	4,690.8629	0.1045	0.6911	4,899.4204
Worker	0.8770	0.4806	7.6478	0.0260	4.0252	0.0126	4.0378	1.0677	0.0116	1.0793		2,827.3958	2,827.3958	0.0528	0.0663	2,848.4665
Total	1.1013	11.4185	10.8724	0.0697	5.7256	0.0755	5.8011	1.5572	0.0718	1.6290		7,518.2587	7,518.2587	0.1573	0.7574	7,747.8869

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.5 Building Construction - 2031

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529
Total	1.3091	7.9346	16.1570	0.0310		0.1481	0.1481		0.1481	0.1481	0.0000	2,897.5468	2,897.5468	0.1162		2,900.4529

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2244	10.9379	3.2246	0.0437	1.7003	0.0629	1.7633	0.4895	0.0602	0.5497		4,690.8629	4,690.8629	0.1045	0.6911	4,899.4204
Worker	0.8770	0.4806	7.6478	0.0260	4.0252	0.0126	4.0378	1.0677	0.0116	1.0793		2,827.3958	2,827.3958	0.0528	0.0663	2,848.4665
Total	1.1013	11.4185	10.8724	0.0697	5.7256	0.0755	5.8011	1.5572	0.0718	1.6290		7,518.2587	7,518.2587	0.1573	0.7574	7,747.8869

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.6 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.7452	2,206.7452	0.7137		2,224.5878

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0368	0.0231	0.3019	9.3000e-004	0.1232	5.6000e-004	0.1238	0.0327	5.1000e-004	0.0332		96.7068	96.7068	2.5900e-003	2.6100e-003	97.5484
Total	0.0368	0.0231	0.3019	9.3000e-004	0.1232	5.6000e-004	0.1238	0.0327	5.1000e-004	0.0332		96.7068	96.7068	2.5900e-003	2.6100e-003	97.5484

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.6 Paving - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0368	0.0231	0.3019	9.3000e-004	0.1232	5.6000e-004	0.1238	0.0327	5.1000e-004	0.0332		96.7068	96.7068	2.5900e-003	2.6100e-003	97.5484
Total	0.0368	0.0231	0.3019	9.3000e-004	0.1232	5.6000e-004	0.1238	0.0327	5.1000e-004	0.0332		96.7068	96.7068	2.5900e-003	2.6100e-003	97.5484

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.6 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206.745 2	2,206.745 2	0.7137		2,224.587 8

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0349	0.0211	0.2857	9.0000e-004	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		94.5097	94.5097	2.3600e-003	2.4600e-003	95.3029
Total	0.0349	0.0211	0.2857	9.0000e-004	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		94.5097	94.5097	2.3600e-003	2.4600e-003	95.3029

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.6 Paving - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.745 2	2,206.745 2	0.7137		2,224.587 8

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0349	0.0211	0.2857	9.0000e-004	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		94.5097	94.5097	2.3600e-003	2.4600e-003	95.3029
Total	0.0349	0.0211	0.2857	9.0000e-004	0.1232	5.3000e-004	0.1238	0.0327	4.9000e-004	0.0332		94.5097	94.5097	2.3600e-003	2.4600e-003	95.3029

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2278	0.1376	1.8665	5.8800e-003	0.8051	3.4700e-003	0.8085	0.2135	3.1900e-003	0.2167		617.4632	617.4632	0.0155	0.0161	622.6459
Total	0.2278	0.1376	1.8665	5.8800e-003	0.8051	3.4700e-003	0.8085	0.2135	3.1900e-003	0.2167		617.4632	617.4632	0.0155	0.0161	622.6459

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2278	0.1376	1.8665	5.8800e-003	0.8051	3.4700e-003	0.8085	0.2135	3.1900e-003	0.2167		617.4632	617.4632	0.0155	0.0161	622.6459
Total	0.2278	0.1376	1.8665	5.8800e-003	0.8051	3.4700e-003	0.8085	0.2135	3.1900e-003	0.2167		617.4632	617.4632	0.0155	0.0161	622.6459

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2163	0.1262	1.7767	5.7100e-003	0.8051	3.2700e-003	0.8083	0.2135	3.0100e-003	0.2166		604.4440	604.4440	0.0142	0.0153	609.3623
Total	0.2163	0.1262	1.7767	5.7100e-003	0.8051	3.2700e-003	0.8083	0.2135	3.0100e-003	0.2166		604.4440	604.4440	0.0142	0.0153	609.3623

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2163	0.1262	1.7767	5.7100e-003	0.8051	3.2700e-003	0.8083	0.2135	3.0100e-003	0.2166		604.4440	604.4440	0.0142	0.0153	609.3623
Total	0.2163	0.1262	1.7767	5.7100e-003	0.8051	3.2700e-003	0.8083	0.2135	3.0100e-003	0.2166		604.4440	604.4440	0.0142	0.0153	609.3623

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2055	0.1168	1.7011	5.5600e-003	0.8051	3.0600e-003	0.8081	0.2135	2.8200e-003	0.2164		592.8870	592.8870	0.0131	0.0147	597.5840
Total	0.2055	0.1168	1.7011	5.5600e-003	0.8051	3.0600e-003	0.8081	0.2135	2.8200e-003	0.2164		592.8870	592.8870	0.0131	0.0147	597.5840

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2055	0.1168	1.7011	5.5600e-003	0.8051	3.0600e-003	0.8081	0.2135	2.8200e-003	0.2164		592.8870	592.8870	0.0131	0.0147	597.5840
Total	0.2055	0.1168	1.7011	5.5600e-003	0.8051	3.0600e-003	0.8081	0.2135	2.8200e-003	0.2164		592.8870	592.8870	0.0131	0.0147	597.5840

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2029

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1949	0.1088	1.6350	5.4200e-003	0.8051	2.8700e-003	0.8079	0.2135	2.6400e-003	0.2162		582.5576	582.5576	0.0122	0.0141	587.0664
Total	0.1949	0.1088	1.6350	5.4200e-003	0.8051	2.8700e-003	0.8079	0.2135	2.6400e-003	0.2162		582.5576	582.5576	0.0122	0.0141	587.0664

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2029

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.4662	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1949	0.1088	1.6350	5.4200e-003	0.8051	2.8700e-003	0.8079	0.2135	2.6400e-003	0.2162		582.5576	582.5576	0.0122	0.0141	587.0664
Total	0.1949	0.1088	1.6350	5.4200e-003	0.8051	2.8700e-003	0.8079	0.2135	2.6400e-003	0.2162		582.5576	582.5576	0.0122	0.0141	587.0664

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2030

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1852	0.1021	1.5792	5.3000e-003	0.8051	2.6900e-003	0.8077	0.2135	2.4700e-003	0.2160		573.5146	573.5146	0.0113	0.0137	577.8654
Total	0.1852	0.1021	1.5792	5.3000e-003	0.8051	2.6900e-003	0.8077	0.2135	2.4700e-003	0.2160		573.5146	573.5146	0.0113	0.0137	577.8654

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2030

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1852	0.1021	1.5792	5.3000e-003	0.8051	2.6900e-003	0.8077	0.2135	2.4700e-003	0.2160		573.5146	573.5146	0.0113	0.0137	577.8654
Total	0.1852	0.1021	1.5792	5.3000e-003	0.8051	2.6900e-003	0.8077	0.2135	2.4700e-003	0.2160		573.5146	573.5146	0.0113	0.0137	577.8654

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2031

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1754	0.0961	1.5296	5.2000e-003	0.8051	2.5200e-003	0.8076	0.2135	2.3200e-003	0.2159		565.4792	565.4792	0.0106	0.0133	569.6933
Total	0.1754	0.0961	1.5296	5.2000e-003	0.8051	2.5200e-003	0.8076	0.2135	2.3200e-003	0.2159		565.4792	565.4792	0.0106	0.0133	569.6933

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2031

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1754	0.0961	1.5296	5.2000e-003	0.8051	2.5200e-003	0.8076	0.2135	2.3200e-003	0.2159		565.4792	565.4792	0.0106	0.0133	569.6933
Total	0.1754	0.0961	1.5296	5.2000e-003	0.8051	2.5200e-003	0.8076	0.2135	2.3200e-003	0.2159		565.4792	565.4792	0.0106	0.0133	569.6933

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2032

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203		281.4481	281.4481	0.0114		281.7328

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1667	0.0913	1.4870	5.1000e-003	0.8051	2.3600e-003	0.8074	0.2135	2.1800e-003	0.2157		558.4636	558.4636	9.9000e-003	0.0129	562.5656
Total	0.1667	0.0913	1.4870	5.1000e-003	0.8051	2.3600e-003	0.8074	0.2135	2.1800e-003	0.2157		558.4636	558.4636	9.9000e-003	0.0129	562.5656

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

3.7 Architectural Coating - 2032

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.2954					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1308	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328
Total	10.4261	0.8563	1.7977	2.9700e-003		0.0203	0.0203		0.0203	0.0203	0.0000	281.4481	281.4481	0.0114		281.7328

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1667	0.0913	1.4870	5.1000e-003	0.8051	2.3600e-003	0.8074	0.2135	2.1800e-003	0.2157		558.4636	558.4636	9.9000e-003	0.0129	562.5656
Total	0.1667	0.0913	1.4870	5.1000e-003	0.8051	2.3600e-003	0.8074	0.2135	2.1800e-003	0.2157		558.4636	558.4636	9.9000e-003	0.0129	562.5656

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.7342	35.6739	326.1214	0.6529	89.3735	0.4105	89.7840	23.8067	0.3829	24.1895		70,863.72 67	70,863.72 67	4.3194	3.2990	71,954.81 51
Unmitigated	30.7342	35.6739	326.1214	0.6529	89.3735	0.4105	89.7840	23.8067	0.3829	24.1895		70,863.72 67	70,863.72 67	4.3194	3.2990	71,954.81 51

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Office Park	16,939.05	2,509.49	1162.93	31,638,747	31,638,747
Total	16,939.05	2,509.49	1,162.93	31,638,747	31,638,747

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Office Park	0.555325	0.059694	0.187075	0.120723	0.022002	0.005883	0.011325	0.007301	0.000937	0.000488	0.025751	0.000886	0.002611

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.9454	8.5941	7.2191	0.0516		0.6532	0.6532		0.6532	0.6532		10,312.9670	10,312.9670	0.1977	0.1891	10,374.2518
NaturalGas Unmitigated	0.9454	8.5941	7.2191	0.0516		0.6532	0.6532		0.6532	0.6532		10,312.9670	10,312.9670	0.1977	0.1891	10,374.2518

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Office Park	87660.2	0.9454	8.5941	7.2191	0.0516		0.6532	0.6532		0.6532	0.6532		10,312.9670	10,312.9670	0.1977	0.1891	10,374.2518
Total		0.9454	8.5941	7.2191	0.0516		0.6532	0.6532		0.6532	0.6532		10,312.9670	10,312.9670	0.1977	0.1891	10,374.2518

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Office Park	87.6602	0.9454	8.5941	7.2191	0.0516		0.6532	0.6532		0.6532	0.6532		10,312.9670	10,312.9670	0.1977	0.1891	10,374.2518
Total		0.9454	8.5941	7.2191	0.0516		0.6532	0.6532		0.6532	0.6532		10,312.9670	10,312.9670	0.1977	0.1891	10,374.2518

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	lb/day										lb/day					
Mitigated	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Unmitigated	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.3720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	32.7458					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0142	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Total	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.3720					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	32.7458					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0142	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565
Total	37.1320	1.4000e-003	0.1555	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004		0.3349	0.3349	8.6000e-004		0.3565

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

East Lone Tree Specific Plan Project - 100% Employment Alternative - Bay Area AQMD Air District, Winter

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

East Lone Tree Specific Plan Project - 100% Employment Alternative

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

Bay Area AQMD Air District, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

East Lone Tree Specific Plan Project - 100% Employment Alternative

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

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	No Change	0	1	No Change	0.00
Concrete/Industrial Saws	Diesel	No Change	0	1	No Change	0.00
Cranes	Diesel	No Change	0	1	No Change	0.00
Excavators	Diesel	No Change	0	5	No Change	0.00
Forklifts	Diesel	No Change	0	3	No Change	0.00
Generator Sets	Diesel	No Change	0	1	No Change	0.00
Graders	Diesel	No Change	0	1	No Change	0.00
Pavers	Diesel	No Change	0	2	No Change	0.00
Paving Equipment	Diesel	No Change	0	2	No Change	0.00
Rollers	Diesel	No Change	0	2	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	6	No Change	0.00
Scrapers	Diesel	No Change	0	2	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	9	No Change	0.00
Welders	Diesel	No Change	0	1	No Change	0.00

East Lone Tree Specific Plan Project - 100% Employment Alternative

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

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Unmitigated tons/yr							Unmitigated mt/yr					
Air Compressors	1.21810E-001	8.11270E-001	1.39907E+000	2.30000E-003	3.16600E-002	3.16600E-002	0.00000E+000	1.97877E+002	1.97877E+002	9.84000E-003	0.00000E+000	1.98123E+002
Concrete/Industrial Saws	1.56400E-002	1.20710E-001	1.82500E-001	3.10000E-004	5.53000E-003	5.53000E-003	0.00000E+000	2.68828E+001	2.68828E+001	1.28000E-003	0.00000E+000	2.69148E+001
Cranes	2.01190E-001	1.62961E+000	1.09096E+000	4.21000E-003	6.71800E-002	6.23200E-002	0.00000E+000	3.66980E+002	3.66980E+002	7.88200E-002	0.00000E+000	3.68950E+002
Excavators	5.29400E-002	3.99780E-001	9.94960E-001	1.58000E-003	1.96500E-002	1.80800E-002	0.00000E+000	1.38429E+002	1.38429E+002	4.47700E-002	0.00000E+000	1.39549E+002
Forklifts	2.03540E-001	1.64591E+000	2.68183E+000	3.83000E-003	7.29000E-002	6.74800E-002	0.00000E+000	3.33683E+002	3.33683E+002	7.27100E-002	0.00000E+000	3.35501E+002
Generator Sets	1.87970E-001	1.70285E+000	2.82985E+000	5.10000E-003	5.88400E-002	5.88400E-002	0.00000E+000	4.38036E+002	4.38036E+002	1.49000E-002	0.00000E+000	4.38408E+002
Graders	2.41100E-002	2.67890E-001	1.23540E-001	5.10000E-004	8.62000E-003	7.93000E-003	0.00000E+000	4.50132E+001	4.50132E+001	1.45600E-002	0.00000E+000	4.53772E+001
Pavers	1.91200E-002	1.74140E-001	3.18540E-001	5.20000E-004	8.15000E-003	7.50000E-003	0.00000E+000	4.54039E+001	4.54039E+001	1.46800E-002	0.00000E+000	4.57710E+001
Paving Equipment	1.61500E-002	1.39120E-001	2.80110E-001	4.50000E-004	6.88000E-003	6.33000E-003	0.00000E+000	3.93491E+001	3.93491E+001	1.27300E-002	0.00000E+000	3.96672E+001
Rollers	1.50600E-002	1.58730E-001	2.03140E-001	2.90000E-004	7.98000E-003	7.34000E-003	0.00000E+000	2.53529E+001	2.53529E+001	8.20000E-003	0.00000E+000	2.55579E+001
Rubber Tired Dozers	1.81720E-001	1.86221E+000	8.25630E-001	2.28000E-003	8.31300E-002	7.64800E-002	0.00000E+000	2.00683E+002	2.00683E+002	6.49100E-002	0.00000E+000	2.02306E+002
Scrapers	1.04130E-001	9.87470E-001	8.33990E-001	2.35000E-003	3.88700E-002	3.57600E-002	0.00000E+000	2.06442E+002	2.06442E+002	6.67700E-002	0.00000E+000	2.08111E+002
Tractors/Loaders/Backhoes	3.33640E-001	2.88580E+000	5.22847E+000	7.67000E-003	1.02300E-001	9.51500E-002	0.00000E+000	6.68428E+002	6.68428E+002	1.53680E-001	0.00000E+000	6.72270E+002
Welders	1.55840E-001	1.00191E+000	1.26705E+000	1.98000E-003	2.53400E-002	2.53400E-002	0.00000E+000	1.45871E+002	1.45871E+002	1.26600E-002	0.00000E+000	1.46187E+002

East Lone Tree Specific Plan Project - 100% Employment Alternative

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

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated tons/yr							Mitigated mt/yr					
Air Compressors	1.21810E-001	8.11270E-001	1.39907E+000	2.30000E-003	3.16600E-002	3.16600E-002	0.00000E+000	1.97877E+002	1.97877E+002	9.84000E-003	0.00000E+000	1.98123E+002
Concrete/Industrial Saws	1.56400E-002	1.20710E-001	1.82500E-001	3.10000E-004	5.53000E-003	5.53000E-003	0.00000E+000	2.68828E+001	2.68828E+001	1.28000E-003	0.00000E+000	2.69147E+001
Cranes	2.01190E-001	1.62961E+000	1.09096E+000	4.21000E-003	6.71800E-002	6.23200E-002	0.00000E+000	3.66979E+002	3.66979E+002	7.88200E-002	0.00000E+000	3.68950E+002
Excavators	5.29400E-002	3.99780E-001	9.94960E-001	1.58000E-003	1.96500E-002	1.80800E-002	0.00000E+000	1.38429E+002	1.38429E+002	4.47700E-002	0.00000E+000	1.39548E+002
Forklifts	2.03540E-001	1.64591E+000	2.68182E+000	3.83000E-003	7.29000E-002	6.74800E-002	0.00000E+000	3.33683E+002	3.33683E+002	7.27100E-002	0.00000E+000	3.35500E+002
Generator Sets	1.87970E-001	1.70284E+000	2.82985E+000	5.10000E-003	5.88400E-002	5.88400E-002	0.00000E+000	4.38035E+002	4.38035E+002	1.49000E-002	0.00000E+000	4.38408E+002
Graders	2.41100E-002	2.67890E-001	1.23540E-001	5.10000E-004	8.62000E-003	7.93000E-003	0.00000E+000	4.50132E+001	4.50132E+001	1.45600E-002	0.00000E+000	4.53771E+001
Pavers	1.91200E-002	1.74140E-001	3.18530E-001	5.20000E-004	8.15000E-003	7.50000E-003	0.00000E+000	4.54039E+001	4.54039E+001	1.46800E-002	0.00000E+000	4.57710E+001
Paving Equipment	1.61500E-002	1.39120E-001	2.80110E-001	4.50000E-004	6.88000E-003	6.33000E-003	0.00000E+000	3.93490E+001	3.93490E+001	1.27300E-002	0.00000E+000	3.96672E+001
Rollers	1.50600E-002	1.58730E-001	2.03140E-001	2.90000E-004	7.98000E-003	7.34000E-003	0.00000E+000	2.53529E+001	2.53529E+001	8.20000E-003	0.00000E+000	2.55579E+001
Rubber Tired Dozers	1.81720E-001	1.86221E+000	8.25630E-001	2.28000E-003	8.31300E-002	7.64800E-002	0.00000E+000	2.00683E+002	2.00683E+002	6.49000E-002	0.00000E+000	2.02306E+002
Scrapers	1.04130E-001	9.87470E-001	8.33990E-001	2.35000E-003	3.88700E-002	3.57600E-002	0.00000E+000	2.06441E+002	2.06441E+002	6.67700E-002	0.00000E+000	2.08110E+002
Tractors/Loaders/Balckhoes	3.33640E-001	2.88579E+000	5.22846E+000	7.67000E-003	1.02300E-001	9.51500E-002	0.00000E+000	6.68427E+002	6.68427E+002	1.53680E-001	0.00000E+000	6.72269E+002
Welders	1.55840E-001	1.00191E+000	1.26705E+000	1.98000E-003	2.53400E-002	2.53400E-002	0.00000E+000	1.45871E+002	1.45871E+002	1.26600E-002	0.00000E+000	1.46187E+002

East Lone Tree Specific Plan Project - 100% Employment Alternative

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

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.68	3.91	0.02	0.10	1.94
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	-0.01	0.13		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			

East Lone Tree Specific Plan Project - 100% Employment Alternative

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

No	Land Use	Integrate Below Market Rate Housing	0.00		
	Land Use	Land Use SubTotal	0.00		
No	Neighborhood Enhancements	Improve Pedestrian Network			
No	Neighborhood Enhancements	Provide Traffic Calming Measures			
No	Neighborhood Enhancements	Implement NEV Network	0.00		
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00		
No	Parking Policy Pricing	Limit Parking Supply	0.00		
No	Parking Policy Pricing	Unbundle Parking Costs	0.00		
No	Parking Policy Pricing	On-street Market Pricing	0.00		
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00		
No	Transit Improvements	Provide BRT System	0.00		
No	Transit Improvements	Expand Transit Network	0.00		
No	Transit Improvements	Increase Transit Frequency	0.00		
	Transit Improvements	Transit Improvements Subtotal	0.00		
		Land Use and Site Enhancement Subtotal	0.00		
No	Commute	Implement Trip Reduction Program			
No	Commute	Transit Subsidy			
No	Commute	Implement Employee Parking "Cash Out"			
No	Commute	Workplace Parking Charge			
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00		

East Lone Tree Specific Plan Project - 100% Employment Alternative

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

No	Commuter	Market Commute Trip Reduction Option	0.00		
No	Commuter	Employee Vanpool/Shuttle	0.00		2.00
No	Commuter	Provide Ride Sharing Program			
	Commuter	Commuter Subtotal	0.00		
No	School Trip	Implement School Bus Program	0.00		
		Total VMT Reduction	0.00		

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	150.00
No	Use Low VOC Paint (Non-residential Interior)	100.00
No	Use Low VOC Paint (Non-residential Exterior)	150.00
No	Use Low VOC Paint (Parking)	150.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

Energy Mitigation Measures

East Lone Tree Specific Plan Project - 100% Employment Alternative

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

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
Yes	Apply Water Conservation on Strategy	0.00	20.00
No	Use Reclaimed Water	0.00	0.00
No	Use Grey Water	0.00	
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction	0.00	
No	Use Water Efficient Irrigation Systems	6.10	

East Lone Tree Specific Plan Project - 100% Employment Alternative

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

No	Water Efficient Landscape	0.00	0.00
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Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

Appendix C

East Lone Tree Specific Plan Supplemental EIR

Transportation Impact Analysis

Prepared for:

City of Antioch

Raney Planning and Management

June 2023

WC23-3955

FEHR  PEERS

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1. Introduction

This report presents the results of the transportation analysis conducted to evaluate the potential impacts of amendments to the East Lone Tree Specific Plan the City of Antioch, California. The *East Lone Tree Specific Plan* (ELS/Elbasani & Logan, Adopted March 1996, Amended July 2005) envisioned a mix of residential, employment, and retail uses on a contiguous 785-acre site in southeast Antioch. Draft and Final Environmental Impact Reports (*Draft and Final EIR Future Urbanization Area #2 Specific Plan Antioch, California*, Mundie & Associates and City of Antioch, August 25, 1995) were prepared and approved for the Specific Plan. The current proposed amendments to the Specific Plan would modify the approval process for commercial development on the remaining undeveloped parcels to not require a planned development rezoning. As the Specific Plan's environmental documentation was prepared and approved prior to the adoption of Senate Bill 743 (SB 743) the project's potential impacts related to Vehicle Miles Traveled (VMT) were not previously assessed. Thus, this analysis focuses on evaluating the effects of the Specific Plan amendments on VMT.

1.1 Purpose

The purpose of this document is to summarize the effects of the project on the transportation network. The California Environmental Quality Act (CEQA) Guidelines were updated in 2020 per SB 743 to require the use of VMT to evaluate a project's environmental effect on the transportation system. The passage of SB 743 includes elimination of automobile delay, Level of Service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining a project's significant impacts to the transportation system. This report summarizes the project's effects on VMT for CEQA purposes.

1.2 Project Description

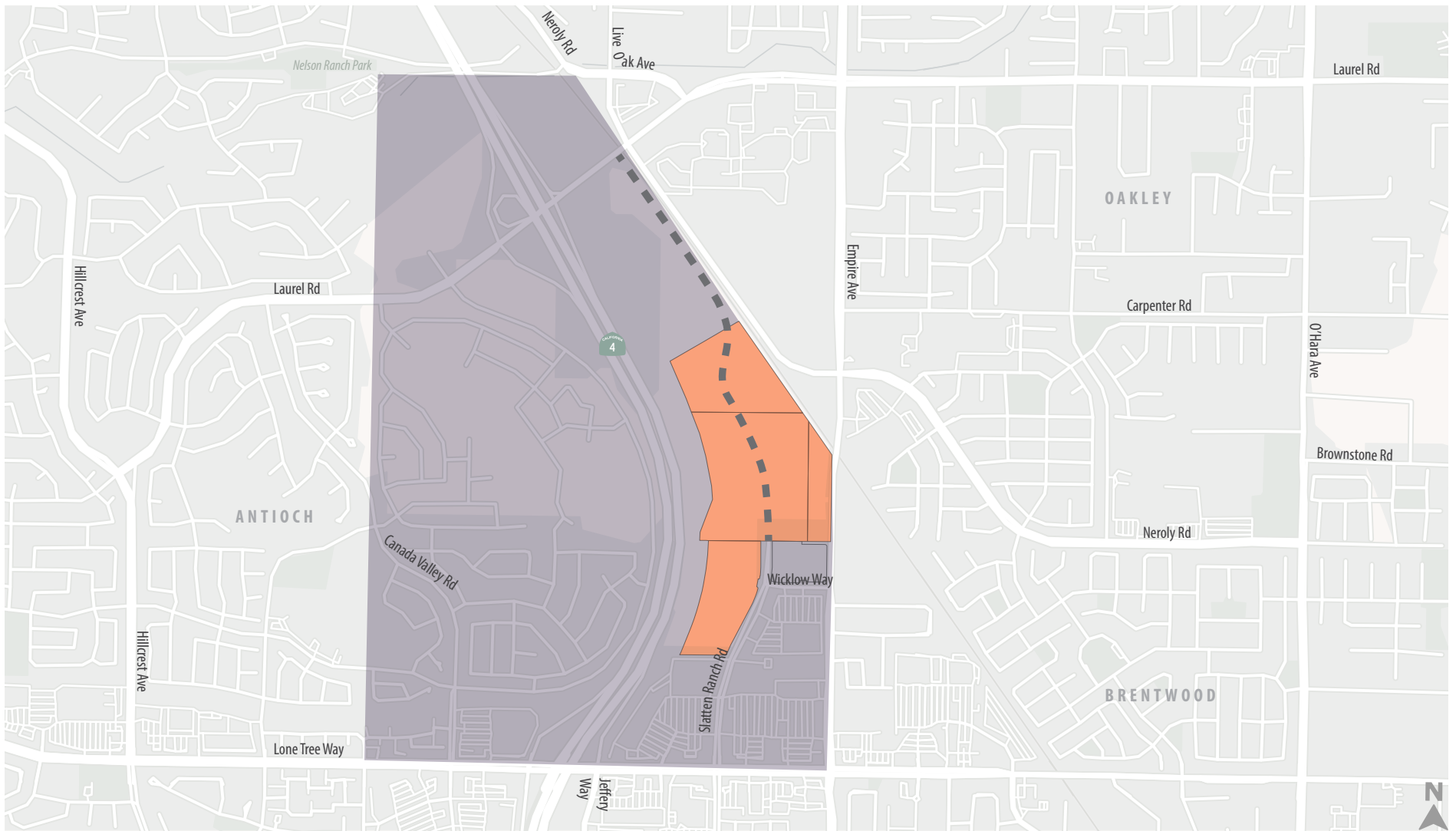
The East Lone Tree Specific Plan Area is a contiguous 785-acre site in southeast Antioch bounded by Lone Tree Way to the south, Empire Avenue and the Union Pacific Railroad to the east, the Contra Costa Canal to the north and residential subdivisions to the west (see **Figure 1**). The Specific Plan's approved land uses included 1,322 residential units, 122 acres dedicated to employment (general office or light industrial), 96.5 acres of commercial/retail space and 196 acres of public services, parks, and open spaces. While the plan was developed prior to the construction of the State Route 4 (SR 4) bypass, it planned for and incorporated the new freeway within its land plan. The areas west of SR 4 were largely planned to be residential land uses with the areas to the east being planned for commercial and employment uses.

At this time most of the residential and commercial uses within the Specific Plan area have been constructed and are currently occupied. The SR 4 bypass has been constructed along with most of the



infrastructure envisioned in the plan, although Slatten Ranch Road has not yet been extended its entire length from Lone Tree Way to Laurel Road. Four parcels zoned for regional retail/employment on the east side of the Specific Plan area between SR 4 and the railroad tracks have not yet been developed and are largely the focus of this assessment. These parcels are 87.8 acres in total size and have a potential gross development area of 1.5 million square feet based on the parcel sizes and plan allowable floor area ratios. **Figure 2** illustrates the locations of the four subject parcels.



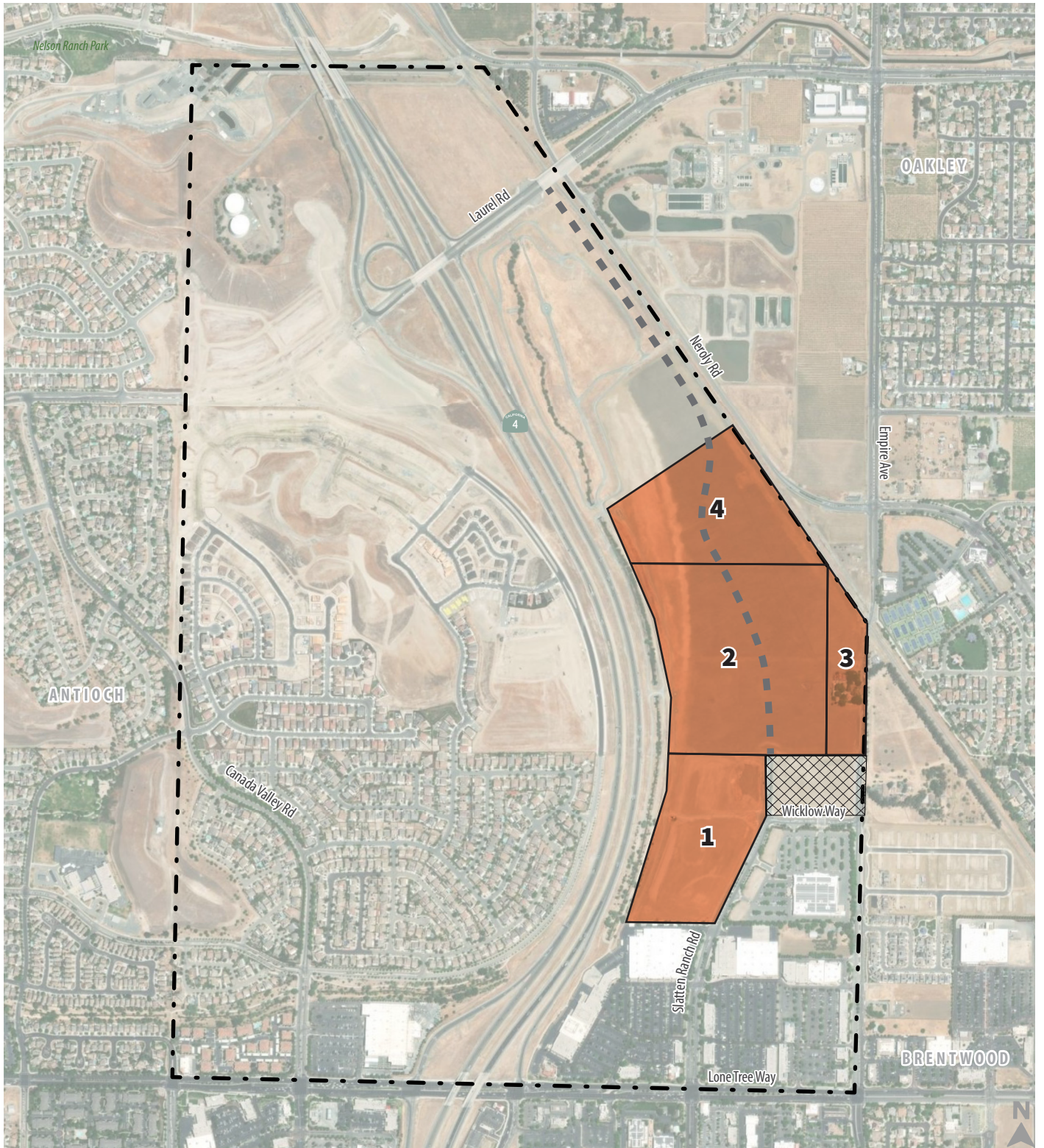


- Development Parcels
- Specific Plan Area
- Future Roadway



Figure 1

Study Area



- Development Parcels
- Specific Plan Area
- HDR (Included in Housing Element)
- Future Roadway

Figure 2

Specific Plan Development Parcels



2. Analysis Approach

The California Environmental Quality Act Guidelines were updated in December 2019 per Senate Bill 743 to remove Level of Service from CEQA analysis and require the use of Vehicle Miles Traveled to evaluate a project's environmental impact on the transportation system. VMT measures the amount of driving generated by the project and thereby the effects on the environment from those miles traveled. SB 743 changes the focus of transportation impact analysis in CEQA from measuring *impacts on drivers* to measuring the *environmental impact of driving*.

The relevant CEQA Guidelines Appendix G Transportation Section checklist questions are:

Would the project:

- a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Transit System - The project would create a significant impact related to transit service if the following criteria is met:

1. The project interferes with existing transit facilities or precludes the construction of planned transit facilities.

Bicycle System - The project would create a significant impact related to the bicycle system if any of the following criteria are met:

1. Disrupt existing bicycle facilities; or
2. Interfere with planned bicycle facilities; or
3. Create inconsistencies with adopted bicycle system plans, guidelines, policies, or standards.

Pedestrian System - The project would create a significant impact related to the pedestrian system if any of the following criteria are met:

1. Disrupt existing pedestrian facilities; or
2. Interfere with planned pedestrian facilities; or
3. Create inconsistencies with adopted pedestrian system plans, guidelines, policies, or standards.



- b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d. Result in inadequate emergency access?

Criterion B is the formal implementation of the SB 743 requirement to analyze VMT as part of the CEQA Transportation section. Under SB 743, congestion-related project effects (such as those measured by LOS or similar metrics) are deemed an unsuitable basis on which to determine a significant environmental effect. The relevant subsection of CEQA Guidelines section 15064.3(b) for the project reads as follows:

- (1) **Land Use Projects.** Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
- (2) **Transportation Projects.** Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.
- (3) **Qualitative Analysis.** If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. for many projects, a qualitative analysis of construction traffic may be appropriate.
- (4) **Methodology.** A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.



As noted in subsection (4), the City of Antioch, using its discretion as lead agency, has the ability to select the methodology and CEQA significance criteria for use in the CEQA Transportation section. At this time, the City of Antioch has not yet formally adopted locally applicable CEQA metrics, methodologies, or significance criteria. For the purpose of this study, the VMT methodology and significance thresholds adopted by the Contra Costa Transportation Authority (CCTA) in July 2020 and summarized in the *Contra Costa County Transportation Authority Growth Management Program Implementation Guide* (February 2021) were used.

2.1 VMT Methodology

CCTA requires that VMT analysis be prepared using the Regional Travel Behavior Model (CCTA Model). The following describes the specific CCTA VMT metrics and significance thresholds that should be used in evaluating different project types:

- Residential Projects should use the home-based VMT per capita metric to evaluate their project generated VMT. The project generated home-based VMT per resident constitutes a significant impact if it is higher than 85% of the home-based VMT per resident in the subject municipality or unincorporated Authority subregion (for areas outside of municipalities) or 85% of the existing county-wide average home-based VMT per resident, whichever is less stringent.
- Employment-Generating Projects should use the home-work VMT per worker metric for their project generated VMT estimates. The project generated home-work VMT per worker constitutes a significant impact if it is higher than 85% of the home-work VMT per worker in the subject municipality or unincorporated Authority subregion (for areas outside of municipalities) or 85% of the existing Bay Area region-wide average home-work VMT per worker, whichever is less stringent.
- Other Uses and Projects need to be analyzed using a methodology developed by the lead agency specifically for the project, taking into account the specific methodologies and thresholds identified in Approval of the Vehicle Miles Traveled Analysis Methodology for Land Use Projects in the Growth Management Program, CCTA, July 15, 2020.
- Mixed-Use Projects may be analyzed using a combination of techniques.

Project generated VMT should be measured by calculating the appropriate VMT metric (home-based, home-work, total) generated by project Traffic Analysis Zones (TAZ) within the model and normalizing the metric by population to reflect that there are different populations in each TAZ.

CCTA guidance defines the following criteria that lead agencies can apply to screen projects out of conducting project-level VMT analysis:



- CEQA Exemption – Any project that is exempt from CEQA is not required to conduct a VMT analysis.
- Small projects – Small projects can be presumed to cause a less-than-significant VMT impact. Small projects are defined as having 10,000 square feet or less of non-residential space or 20 residential units or less, or otherwise generating less than 836 VMT per day.
- Local-Serving Uses – Projects that consist of Local-Serving Uses can generally be presumed to have a less-than-significant impact absent substantial evidence to the contrary, since these types of projects will primarily draw users and customers from a relatively small geographic area that will lead to short-distance trips and trips that are linked to other destinations.
- Projects Located in Transit Priority Areas (TPAs) – Projects located within a TPA can be presumed to have a less-than-significant impact absent substantial evidence to the contrary.
- Projects located in Low VMT Areas – residential and employment-generating projects located within a low VMT-generating area can be presumed to have a less-than-significant impact absent substantial evidence to the contrary. A Low VMT area is defined as follows:
 - For housing projects: Cities, towns and unincorporated portions within Contra Costa that have existing home-based VMT per capita that is 85% or less of the existing county-wide average.
 - For employment-generating projects: Cities, towns, and unincorporated portions within Contra Costa that have existing home-work VMT per worker that is 85% or less of the existing regional average.

2.1.1 Cumulative Analysis

The cumulative analysis of a project involves understanding the project's effect on overall VMT within its study area. This analysis is needed to address circumstances where an individual project might affect travel patterns from other developments in the broader area; this might happen for a variety of reasons, such as that the project offers different housing, employment or other opportunities than would otherwise exist in the area and that causes other users to change their travel decisions, or because the drivers and transit users generated by the project take up available system capacity and cause other users to change their travel routes or modes.

The project's effect on VMT should be measured by defining a VMT study area and calculating the total VMT occurring on all network links inside that study area, in both the cumulative without project and cumulative with project scenarios. To allow for a reasonable comparison between those two scenarios, the total study area VMT should be normalized in some fashion to reflect that there are different numbers of people within the study area (i.e., because the project has added people to the study area as compared to the without project scenario). If the project adds residents to the study area, then it would be reasonable



to present the VMT results as total study area VMT divided by number of study area residents. If the project adds employees to the study area, then it would be reasonable to use total study area VMT divided by number of study area employees. The exact method for normalizing the VMT number is not critical; what is essential is that the same method be used for both the cumulative without project and the cumulative with project scenarios, to allow for a direct comparison.

Cumulative Threshold. Cumulative VMT impacts should be considered significant if there is a net increase in the total study area VMT normalized to the number of people within the study area, when comparing cumulative no project to cumulative plus project conditions.

2.1.2 Specific Plan Assessment

The proposed Project is an amendment to an approved Specific Plan. The amendments under consideration would allow for the development of up to 1.5 million square feet of retail and/or employment uses on four parcels totaling 88 acres in size. As the Project is a Specific Plan amendment which focuses on the long-range development of parcels within the city, the analysis evaluates the potential transportation outcomes within the Cumulative scenario. Specifically, VMT calculations were prepared for the following scenarios:

- **Baseline No Project:** VMT was calculated using the year 2023 CCTA Model.
- **Cumulative No Project:** VMT was calculated using the year 2040 CCTA Model
- **Cumulative Plus Project:** VMT was calculated using the year 2040 CCTA Model with the Project land use added into transportation analysis zone (TAZ) 30691.¹

The CCTA Model was used to assess the Project effects on VMT. The CCTA Model assigns all predicted trips within, across, or to or from the nine-county San Francisco Bay Area region onto the roadway network and the transit system by mode (single-driver and carpool vehicle, biking, walking, or transit) and transit carrier (bus, rail) for a particular scenario.

Impacts under Cumulative conditions are identified based on the Project's effect on total VMT per service population. The normalized total VMT on all roadways within a study area is compared between Cumulative without Project and Cumulative with Project conditions. The project would result in a significant impact under Cumulative conditions if the Cumulative with Project total VMT per service population is greater than the Cumulative without Project total VMT per service population.

¹ The CCTA Model area is divided into geographic sub-areas called traffic analysis zones (TAZs). TAZs are used in the CCTA Model to connect the land uses to the roadway network. Each TAZ includes land use information for that geographic sub-area within the model. The Project is located in TAZ 30691.



In addition to the Project's effect on total VMT per service population, the total home-based work VMT per employee is also calculated and compared to the Countywide and regionwide averages. This metric provides information relative to the VMT efficiency of locating retail and employment uses in the Specific Plan area.



3. Setting

This section describes the existing multi-modal transportation system in the study area, including the street system, public transit service, and bicycle and pedestrian facilities. This section also outlines the regulatory setting which includes applicable plans and policies from the City of Antioch General Plan, CCTA, and Caltrans.

3.1 Existing Transportation System

3.1.1 Vehicle Roadway System

Direct vehicular access to the Specific Plan parcels is provided via Lone Tree Way, Empire Ave, Slatten Ranch Road, and Wicklow Way. Regional access is provided via State Route 4.

Routes of regional significance designated by the Contra Costa County Transportation Agency within the vehicle roadway system are noted below. Routes of regional significance are roadways that connect two or more subareas of Contra Costa, cross county boundaries, carry significant through traffic, and/or provide access to a regional highway or transit facility.

3.1.1.1 State Highways

State Route 4 (SR-4) is an east-west freeway that extends from the City of Hercules in the west to the City of Stockton and beyond in the east. SR-4 connects the Project site with Oakley, Brentwood, Pittsburg, I-680, Martinez, Pinole, and I-80. In the study area, SR-4 has a northwest/southeast orientation between SR-160 and Walnut Boulevard in east Contra Costa County. It is a six-lane freeway from I-680 to Laurel Road and a four-lane freeway from Laurel Road to Balfour Road. SR-4 transitions to a two-lane highway at Balfour Road. Access to the Project site is provided via ramp terminals at Laurel Road and Lone Tree Way. SR-4 is a designated route of regional significance by the Contra Costa Transportation Authority (CCTA). The posted speed limit near the Project site is 65 miles per hour. The annual average daily traffic on SR-4 north of Lone Tree Way was 142,400 in 2019.

State Route 160 (SR-160) is a north-south freeway that extends from SR-4 to north over the San Joaquin River via the Antioch Bridge. SR-160 connects the study area with Rio Vista and Sacramento. It is a two-lane highway from SR-4 to the Antioch Bridge and transitions to a one-lane highway at the Antioch Bridge. Access to the Project site is provided via SR-4. SR-160 between SR-4 and the Antioch Bridge is a designated route of regional significance by the Contra Costa Transportation Authority (CCTA). The posted speed limit near the Project site is 65 miles per hour. The annual average daily traffic on SR-160 north of Wilbur Avenue was 55,000 in 2019.



3.1.1.2 Arterials and Collectors

Arterials are major streets carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to properties. Primary arterials provide access to Pittsburg to the west, Oakley, and Brentwood to the east, and rural Contra Costa County to the south. Collectors are streets for traffic moving between arterial and local streets, generally providing direct access to properties. Local streets provide direct access to properties and are often designed to discourage through traffic.

Key roadways providing access to the study area include the following:

- **Lone Tree Way** is an east-west three-lane arterial that extends from SR-4 in north Antioch to the City of Brentwood. Lone Tree way has a north-south orientation between SR-4 and Dallas Ranch Road and transitions to an east-west orientation east of Dallas Ranch Road. Lone Tree Way connects the development parcels to SR-4. Class II and Class III bicycle facilities exist along Lone Tree Way near the Project site. Lone Tree Way is a designated route of regional significance by the Contra Costa Transportation Authority. The posted speed limit near the Project site is 45 miles per hour.
- **Empire Avenue** is a north-south two-lane arterial that extends from Shady Willow Lane in the City of Brentwood to Main Street in the City of Oakley. Empire Avenue connects the Project site to SR-4 via Lone Tree Way. Class II bicycle facilities exist along Empire Avenue near the Project site. Empire Avenue is a designated route of regional significance by the Contra Costa Transportation Authority. The posted speed limit near the Project site is 35 miles per hour.
- **Laurel Road** is a northeast-southwest three-lane arterial that extends from Hillcrest Avenue in the City of Antioch to Main Street in the City of Oakley. Laurel Road connects the Project site to SR-4. It is a designated route of regional significance by the Contra Costa County Transportation Authority. The posted speed limit near the Project site is 45 miles per hour.
- **Slatten Ranch Road** is a north-south two-lane local roadway that extends from Lone Tree Way to the Project site. Buildout of the Specific Plan would include the extension of the roadway from its current terminus north to connect with Laurel Road. Slatten Ranch Road connects the Project site to restaurants and retail stores at its intersection with Lone Tree Way. It also connects the Project site to SR-4 via Lone Tree Way and via Laurel Road in the future with the proposed roadway extension. Class II bicycle facilities exist along Slatten Ranch Road. The posted speed limit near the Project site is 35 miles per hour.
- **Wicklow Way** is an east-west two-lane local roadway that extends from Slatten Ranch Road to Empire Ave. Wicklow Way connects the Project site to Empire Avenue via Slatten Ranch Road. Class II bicycle facilities exist along Wicklow Way. The posted speed limit on Wicklow Way is 25 miles per hour.



3.1.2 Transit Services and Connectivity

Two major public mass transit operators provide service within or adjacent to the study area, including Bay Area Rapid Transit (BART) and the Eastern Contra Costa Transit Authority (Tri Delta Transit). Amtrak also serves the city.

3.1.2.1 BART

Bay Area Rapid Transit (BART) provides fixed rail transit to Eastern Contra Costa County and regional connections to most of the Bay Area. BART runs from the North Bay Area in Richmond to the South Bay Area in Fremont. In the east-west direction BART runs from Antioch to the San Francisco Airport and Milbrae with several connections in Oakland.

The City of Antioch is served by the Antioch BART Station. The terminus station is located in Antioch at Hillcrest Avenue, approximately five miles from the Project site with timed transfers from traditional BART transit to clean diesel BART trains at the Pittsburg/Bay Point BART station. The Antioch BART station has over 1,000 parking spaces and is served by Tri-Delta Transit Routes 384, 385, and 395 that provide connections to the Project site. BART service at the Antioch station runs from 4:47 AM to 12:00 AM on weekdays with a frequency of 15 minutes. On Saturdays, trains run from 5:44 AM to 12:00 AM with a frequency of 30 minutes. On Sundays, trains run from 7:17 AM to 12:00 AM with a frequency of 30 minutes.

3.1.2.2 Tri-Delta Transit

The Eastern Contra Costa Transit Authority (Tri-Delta Transit) provides transit service in eastern Contra Costa County, serving the communities of Brentwood, Antioch, Oakley, Concord, Discovery Bay, Bay Point and Pittsburg. The closest bus stop is 0.3 miles from the Project site at the Lone Tree Way and Slatten Ranch Road/Shady Willow Lane intersection. The bus stop serves Route 384 connecting to the Antioch BART Station and Brentwood Park & Ride, Route 385 connecting to the Antioch BART Station and Brentwood Park & Ride, and Route 395 connecting to the Antioch BART Station. The bus routes within the study area are described in **Table 1** and presented in **Figure 3**.²

² Transit service is reflective of April 2023 operations.



Table 1: Tri Delta Transit Routes

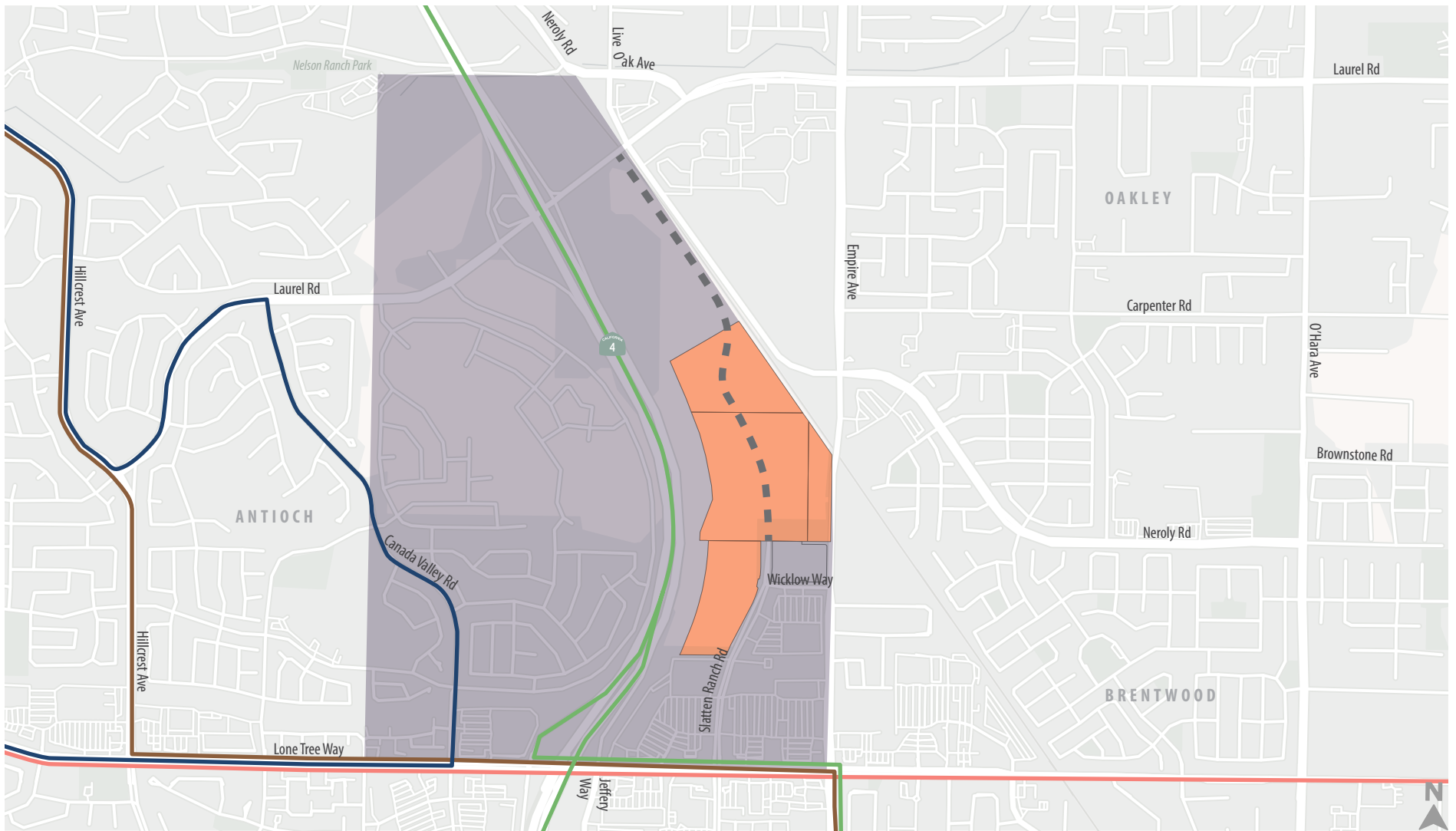
Transit Route	Origin	Destination	Service Hours	Headways
Route 384	Brentwood Park & Ride	Antioch BART Station	7:00 AM – 5:00 PM	60 minutes
Route 384	Antioch BART Station	Brentwood Park & Ride	7:00 AM – 7:00 PM	60 minutes
Route 385	Brentwood Park & Ride	Antioch BART Station	6:15 AM – 5:30 PM	45-90 minutes
Route 385	Antioch BART Station	Brentwood Park & Ride	6:30 AM – 8:30 AM 8:30 AM – 7:30 PM	30-90 minutes 60 minutes
Route 395 Loop	Streets of Brentwood	Antioch BART	9:35 AM – 8:30 PM	60 minutes

Source: Tri-Delta Transit, 2023.

3.1.2.3 Amtrak

Amtrak offers regional passenger rail service from Antioch to the San Francisco Bay Area, Sacramento, and Bakersfield via the San Joaquin line. The City of Antioch is serviced by the Antioch-Pittsburg Amtrak Station at the I Street and West 1st Street intersection. Tri-Delta Transit provides connections from the Project site via Route 387 from the Antioch BART station. The San Joaquin line serves Antioch between 8:50 AM and 9:10 PM daily. Northbound and southbound services operate with a frequency of two to four hours.





- Development Parcels
- Specific Plan Area
- Future Roadway
- Tri Delta Transit 380
- Tri Delta Transit 384
- Tri Delta Transit 385
- Tri Delta Transit 395

Figure 3

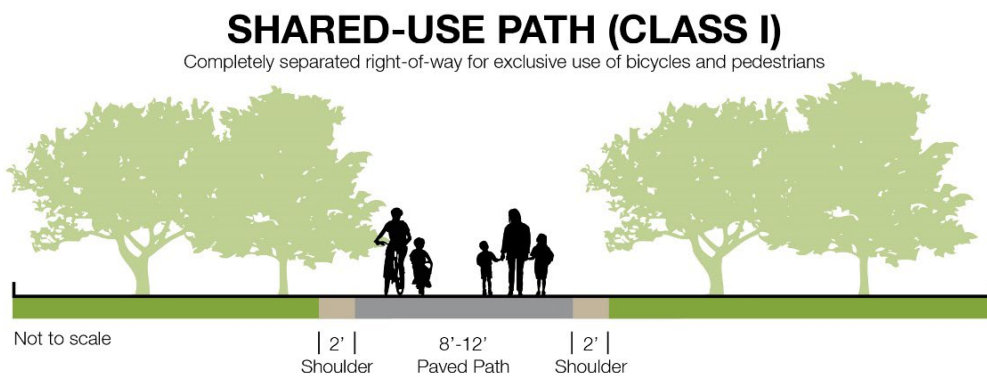
Existing Transit Routes



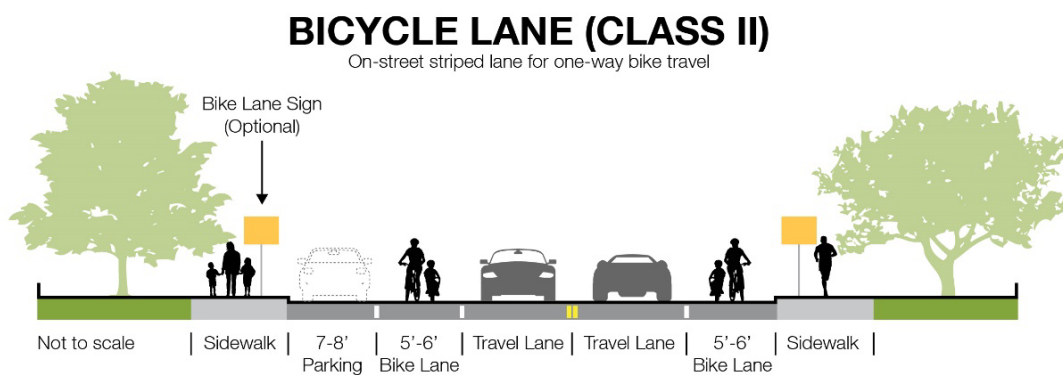
3.1.3 Bicycle Facilities

Bikeway planning and design in California typically relies on guidelines and design standards established by California Department of Transportation (Caltrans) in the Highway Design Manual (Chapter 1000: Bikeway Planning and Design). Caltrans provides examples for four distinct types of bikeway facilities, as described below and shown in the accompanying figures.

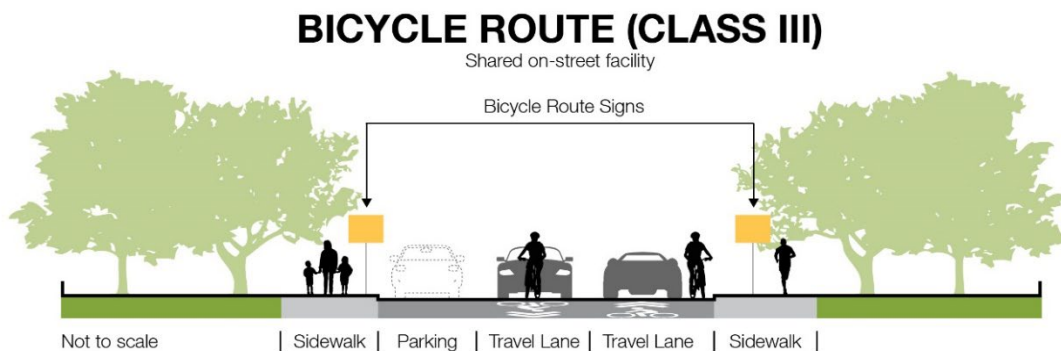
Class I Bikeways (Shared-Use Path) provide a separate right-of-way and are designated for the exclusive use of bicycles and pedestrians, with vehicle and pedestrian cross-flow minimized. In general, bike paths serve corridors where on-street facilities are not feasible or where sufficient right-of-way exists to allow them to be constructed.



Class II Bikeways (Bicycle Lanes) are dedicated lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are typically five (5) feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted.



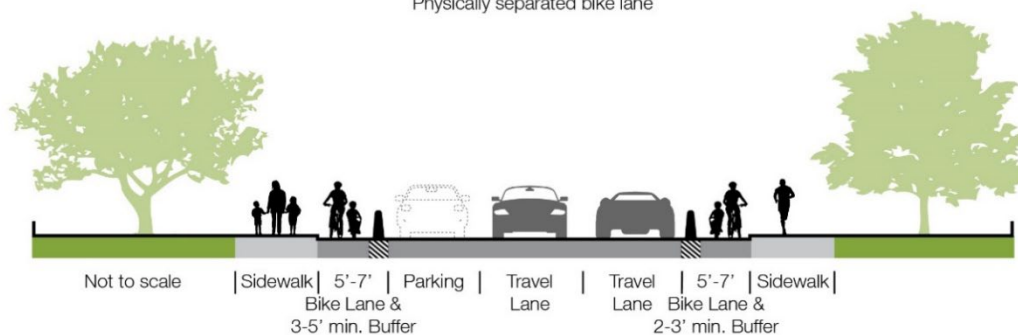
Class III Bikeways (Bicycle Route) are designated by signs or pavement markings for shared use with pedestrians or motor vehicles but have no separated bike right-of-way or lane striping. Bike routes serve either to: a) provide a connection to other bicycle facilities where dedicated facilities are infeasible, or b) designate preferred routes through high-demand corridors.



Class IV Bikeways (cycle tracks or "separated" bikeways) provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic by physical barriers, including, but not limited to, grade separation, flexible posts, inflexible vertical barriers such as raised curbs, or parked cars.

CYCLE TRACK/SEPARATED BIKEWAY (CLASS IV)

Physically separated bike lane



Existing bicycle facilities are provided within the study area and provide connections to key destinations such as the Antioch BART station, retail stores, and restaurants. Existing and proposed bicycle facilities providing access to the study area include the following:

- Hillcrest Avenue (Antioch BART to south of Lone Tree Way): Class II Bike Lane
- Laurel Road (Hillcrest Avenue to O'Hara Avenue): Class II Bike Lane
- Canada Valley Road (Laurel Road to south of Lone Tree Way): Class II Bike Lane
- Lone Tree Way (Hillcrest Avenue to O'Hara Avenue):



- Westbound: Class III Bike Route
- Eastbound: Class II Bike Lane
- Empire Avenue (Laurel Road to Lone Tree Way): Class II Bike Lane
- O'Hara Avenue (Laurel Road to south of Lone Tree Way): Class II Bike Lane
- Parallel to SR-4 Northbound (North of Lone Tree Way): Proposed Class I Bike Path

Existing and proposed bikeway facilities in the study area are illustrated on **Figure 4**.

3.1.4 Pedestrian Facilities

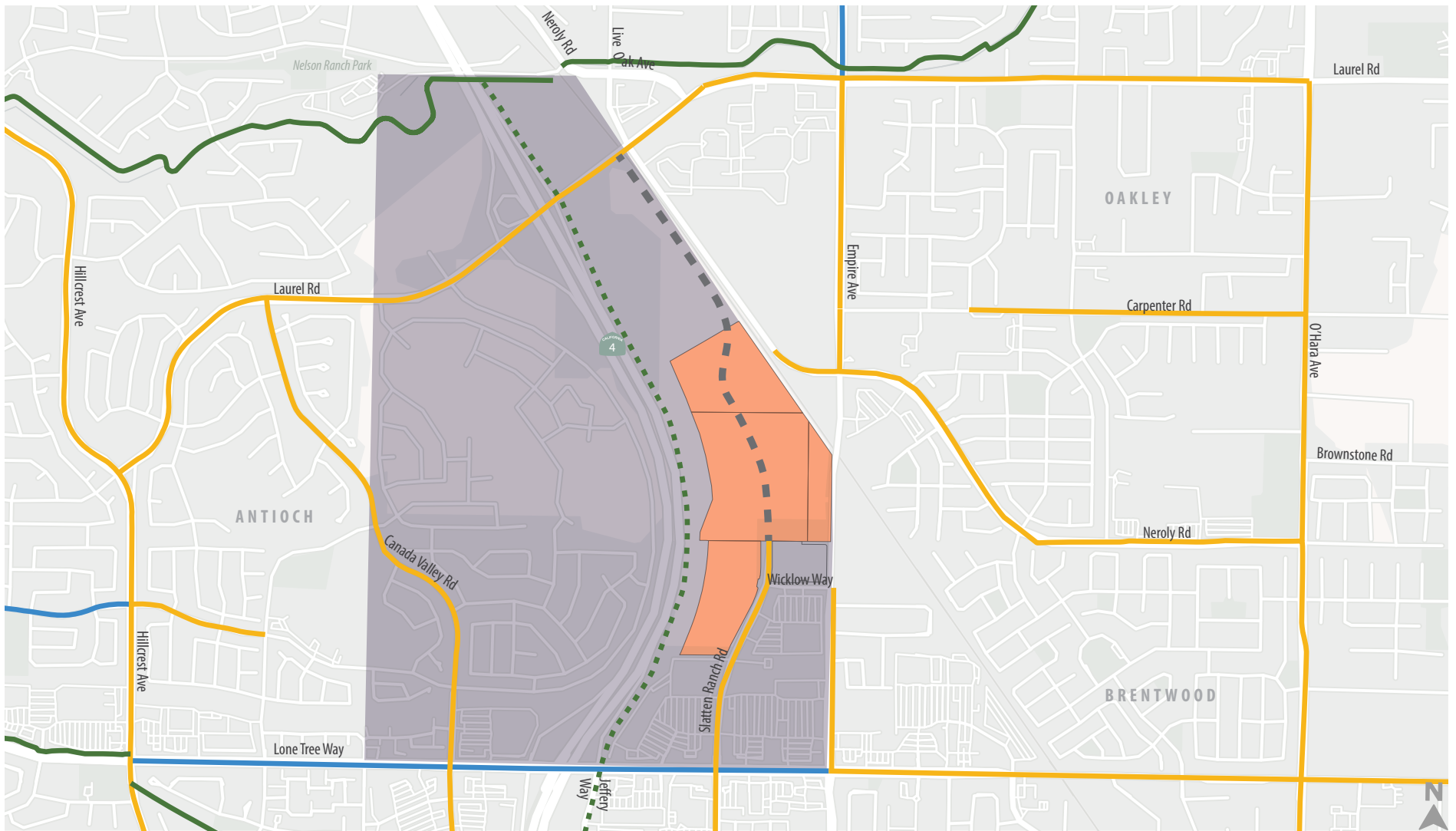
Pedestrian facilities are available throughout most areas of Antioch, including sidewalks, wheelchair ramps, and crosswalks. In 2018, the Contra Costa Transportation Authority (CCTA) adopted a Countywide Bicycle and Pedestrian Plan, which incorporated Antioch's local pedestrian-focused programs and defined the areas surrounding BART and Amtrak stations in northern Antioch as Pedestrian Priority Areas. These areas receive priority for funding for pedestrian improvement projects.

The pedestrian environment was evaluated along the connecting roadways that directly serve the Specific Plan development parcels and adjacent roadways that connect to transit stops and/or nearby destinations in the greater study area. Pedestrian connectivity in the study area is provided by a network of sidewalks and crosswalks that serve Lone Tree Way, Empire Avenue, and Laurel Road.

In general, the local pedestrian network is complete. Gaps in the pedestrian network exist along the following segments and intersections:

- Lone Tree Way/SR-4 SB Ramps: North-south crosswalk not provided
- Empire Avenue (Wicklow Way to Neroly Road): Sidewalk not provided on both sides of the roadway





Source: Contra Costa County Active Transportation Plan, 2022.

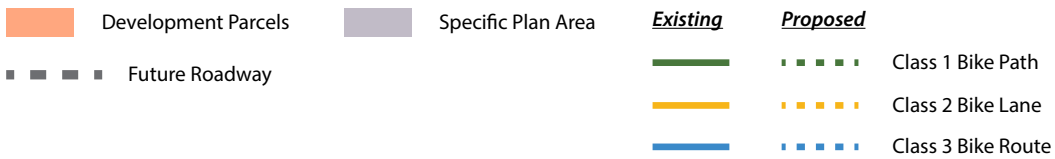


Figure 4

Existing and Proposed Bicycle Facilities



3.2 Regulatory Framework

This section describes the existing State, regional, and local regulatory frameworks related to transportation.

3.2.1 State

The following section describes the existing State of California regulatory environment related to transportation.

3.2.1.1 *Assembly Bill 1358*

Assembly Bill 1358, also known as the California Complete Streets Act of 2008, requires cities and counties to include “Complete Street” policies in their general plans. These policies address the safe accommodation of all users, including bicyclists, pedestrians, motorists, public transit vehicles and riders, children, the elderly, and the disabled. These policies can apply to new streets as well as the redesign of corridors.

3.2.1.2 *Senate Bill 375*

Senate Bill (SB) 375 provides guidance regarding curbing emissions from cars and light trucks. There are four major components to SB 375. First, SB 375 requires regional greenhouse gas emission targets. These targets must be updated every 8 years in conjunction with the revision schedule of the housing and transportation elements of local general plans. Second, Metropolitan Planning Organizations are required to create a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. Third, SB 375 requires housing elements and transportation plans to be synchronized on 8-year schedules. Finally, Metropolitan Planning Organizations must use transportation and air emissions modeling techniques that are consistent with the guidelines prepared by the California Transportation Commission.

3.2.1.3 *Senate Bill 743*

Passed in 2013, California Senate Bill (SB) 743 changes the focus of transportation impact analysis in CEQA from measuring impacts to drivers, to measuring the impact of driving. The change is being made by replacing Level of Service as a performance metric with a vehicle miles traveled approach. This shift in transportation impact focus is intended to better align transportation impact analysis and mitigation outcomes with the State’s goals to reduce greenhouse gas (GHG) emissions, encourage infill development, and improve public health through development of multimodal transportation networks. LOS or other delay metrics may still be used to evaluate the impact of projects on drivers as part of land use entitlement review and impact fee programs.



In December 2018, the Natural Resources Agency finalized updates to Section 15064.3 of the CEQA Guidelines, including the incorporation of SB 743 modifications. The Guidelines' changes were approved by the Office of Administrative Law and as of July 1, 2020 are now in effect statewide.

To help aid lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory)³ that provides guidance about the variety of implementation questions they face with respect to shifting to a VMT metric. Key guidance from this document includes:

- VMT is the most appropriate metric to evaluate a project's transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a "per rate" basis.
- OPR recommends that a per capita or per employee VMT that is fifteen percent below that of existing development may be a reasonable threshold. In other words, an office project that generates VMT per employee that is more than 85 percent of the regional VMT per employee could result in a significant impact. OPR notes that this threshold is supported by evidence that connects this level of reduction to the State's emissions goals.
- OPR recommends that where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.
- Lead agencies have the discretion to set or apply their own significance thresholds.

3.2.1.4 Caltrans

Caltrans issued the VMT-Focused Transportation Impact Study Guide (TISG)⁴ in May 2020, providing the process by which Caltrans will review and assess VMT impacts of land development projects. The TISG generally aligns with the guidance in the OPR Technical Advisory.

Caltrans also issued the Transportation Analysis Framework (TAF)⁵ in September 2020, which details methodology for calculating induced travel demand for capacity increasing transportation projects on the

³ Governor's Office of Planning and Research (OPR), 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory). Available online: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. Accessed February 23, 2023.

⁴ Caltrans, 2020. VMT-Focused Transportation Impact Study Guide (TISG). Available online: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>. Accessed January 23, 2023.

⁵ Caltrans, 2020. Transportation Analysis Framework (TAF). Available online: <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-09-10-1st-edition-taf-fnl-a11y.pdf>. Accessed January 23, 2023.



State Highway System. Caltrans also issued the Transportation Analysis Under CEQA (TAC) guidance in September 2020 which describes significance determinations for capacity increasing projects on the State Highway System. It is noted that the Project does not propose any changes to the Caltrans owned and operated network.

Caltrans also issued Traffic Safety Bulletin 20-02-R1: Interim Local Development Intergovernmental Review Safety Review Practitioner Guidance⁶ in December 2020, describing the methods with which Caltrans will assess the safety impacts of projects on the Caltrans owned and operated network. This guidance states that Caltrans will provide its safety assessment to lead agencies for inclusion in environmental documents.

Finally, Caltrans has adopted procedures to oversee construction activities on and around its facilities. The Caltrans Construction Manual⁷ describes best practices for construction activities, including personnel and equipment safety requirements, temporary traffic control, signage, and other requirements aimed at reducing construction-related hazards and constructing projects safely and efficiently. Any work proposed on Caltrans facilities would be required to abide by these requirements.

3.2.2 Regional

The following section describes the existing regional regulatory environment related to transportation.

3.2.2.1 Contra Costa Countywide Transportation Plan

The Contra Costa Countywide Transportation Plan⁸ incorporates five sub-regional Action Plans for Routes of Regional Significance (Action Plans). This is one of the primary vehicles for implementing achieving the Measure J Growth Management Program's goal of reducing the cumulative impacts of growth. The Action Plans also fulfill a key requirement of CCTA's Congestion Management Program. This is a State-mandated program for evaluating the impact of land use decisions on the regional transportation system and establishing performance measures. Each Action Plan contains these components:

- Long range assumptions about future land uses based on local general plans and travel demand based on household and job growth.
- Multi-modal transportation objectives that can be measured and timed.

⁶ Caltrans, 2020. Traffic Safety Bulletin 20-02-R1: Interim Local Development Intergovernmental Review Safety Review Practitioner Guidance. Available online: <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/policy/interim-ldigr-safety-guidance-memo-revision1-and-guidance-a11y.pdf>. Accessed January 23, 2023.

⁷ Caltrans, 2019-2022. Construction Manual. Available online: <https://dot.ca.gov/programs/construction/construction-manual>. Accessed January 23, 2023.

⁸ Contra Costa Transportation Authority, 2017. Countywide Transportation Plan (CTP). Available online: <https://ccta.net/planning/2017-countywide-transportation-plan/>. Accessed January 24, 2023.



- Specific actions to be implemented by each jurisdiction.
- A process for consultation on environmental documents.
- A procedure for reviewing the impacts of local General Plan amendments that could affect the transportation objectives.
- A schedule for reviewing and updating the Action Plans.

The City of Antioch is included in the East County Action Plan.

3.2.2.2 CCTA VMT Guidance for Member Agencies

The CCTA has developed guidance for member jurisdictions to use in developing their own VMT analysis methods, metrics, and thresholds of significance. The CCTA's Growth Management Program Implementation Guide (Revised February 17, 2021)⁹, Appendix F (CCTA Recommended Methodology) describes the recommendations.

3.2.2.3 Contra Costa County Congestion Management Program

The CCTA is Contra Costa County's designated Congestion Management Agency (CMA). It is responsible for implementing programs to ensure traffic levels remain manageable. Antioch serves on the TRANSPLAN Committee which coordinates the transportation interests of the communities in eastern Contra Costa County, California. The five member governments of TRANSPLAN include the Cities of Antioch, Brentwood, Oakley, Pittsburg, and Contra Costa County. In addition to the four cities, the region includes the unincorporated communities of Bay Point, Bethel Island, Byron, Discovery Bay, and Knightsen, which are governed by the County.

As the CMA, CCTA is in charge of coordinating land use, air quality, and transportation planning among local jurisdictions. A Congestion Management Program (CMP) was created to spend the funds allocated to these projects, known as Measure J. This measure is a one-half cent Countywide sales tax used for transportation improvements within the County. The revenue must be spent on projects and programs included in the CCTA Transportation Expenditure Plan (Expenditure Plan). The Expenditure Plan designates 18 percent of the annual sales tax revenue as "return-to-source" funds. The City's eligibility for these funds is contingent on compliance with the City's Growth Management Program (GMP), reflected in the Growth Management section of the General Plan.

⁹ Contra Costa Transportation Authority, 2021. Growth Management Program Implementation Guide. Available online: https://ccta.net/wp-content/uploads/2021/08/GMP_Implementation_Guide_FINAL_02172021.pdf. Accessed January 24, 2023.



The CMP network is a subset of the network of Routes of Regional Significance Routes adopted by the Authority. In the case of the City of Antioch, the only roadway included in this network is the SR-4 portion that runs through the city.

For all the roads on the CMP network, the CMP must establish traffic level-of-service standards. To be included in the network all roads should meet three conditions.

- The road is four lanes or wider for at least one mile;
- Average daily traffic on the road equals or exceeds 20,000 vehicles per day for a segment of one mile or greater; and
- The road has been designated as a Route of Regional Significance.

The CMP legislation states that, "In no case shall the LOS standards established be below level of service E or the current level, whichever is farthest from level of service A..." . Therefore, if the current level of service is F, representing significant congestion, the LOS standard can be set at level of service F. Alternatively, if the current level of service is A, the CMA has the option of setting the LOS standard between the existing level A and the lowest allowable level of service E. It was determined that the SR-4 portion that runs through Antioch would have a level of service standard of F.

3.2.3 Local

The following section describes the existing local regulatory environment related to transportation.

3.2.3.1 Antioch General Plan

The Antioch General Plan¹⁰ is a comprehensive long-range general plan for the physical development of the City of Antioch.

The various elements within the General Plan include goals and policies for the physical development of the City. The city is in the process of updating the General Plan. However, because the update is underway and not yet complete, the goals and policies from the current General Plan that are relevant to this transportation impact analysis are listed below.

- Goal 3.2-1: Maintain a clear linkage between growth and development within the City and expansion of its service and infrastructure systems
- Goal 3.2-2: Maintain a moderate rate of residential growth to ensure that the expansion of public services and facilities keeps pace.

¹⁰ City of Antioch, 2015. Housing Element 2015-2023. Available online: <https://www.antiochca.gov/fc/community-development/planning/2015-2023-housing-element.pdf>. Accessed January 24, 2023.



- Policy 3.3.1-1: The Growth Management Element establishes a quantified annual cap on residential growth and sets forth roadway and highway level of service standards, as well as public services and facilities performance standards.
- Policy 3.3.1-2: The Land Use Element defines acceptable locations and the appropriate intensity for new development. By defining acceptable locations and appropriate intensities for new development, the Land Use Element establishes maximum allowable development intensity for the City at “build out” of the Antioch Planning area.
- Policy 3.4.2-1: The Growth Management Element sets level of service standards for roadways within the City of Antioch Planning Area. These standards form the basis for the City’s circulation policy. The level of service for Basic Routes, which are defined as all local roads not otherwise designated as Route of Significance.
- Goal 4.2-1: Maintain a pattern of land uses that minimizes conflicts between various uses.
- Policy 4.4.6-1: Create ten areas within the Antioch General Plan for focused policy analysis and direction.
- Goal 7.2-1: Improve present traffic flows and provide easy and convenient access to all areas of the community
- Goal 7.2-2: Provide safety for all modes of motorized and non-motorized transportation
- Goal 7.2-3: Reduce dependence on single occupant automobile travel
- Policy 7.3.2-a: Meet the roadway performance set in the Growth Management Element. Promote the design of roadways to optimize safe traffic flow, by minimizing driveways and intersections, uncontrolled access to adjacent parcels, on-street parking, and frequent stops.
- Policy 7.3.2-b: Design and reconfigure collector and local roadways to improve circulation within and connections to residential and commercial areas.
- Policy 7.3.2-c: Require the design of new developments to focus on through traffic onto arterial streets.
- Policy 7.3.2-e: Establish Assessment Districts in areas that will require major roadway infrastructure improvements that will benefit only that area of the City.
- Policy 7.3.2-h: Require traffic impact studies for all new development that propose to increase the approved density or intensity of development or are projected to generate 50 peak hour trips or more at any intersection of Circulation Element roadways.
- Policy 7.4.2-a: Design new residential neighborhoods to provide safe pedestrian and bicycle access to schools, parks, and commercial facilities.



- Policy 7.4.2-f: Provide as appropriate bicycle lanes (Class II) or parallel bicycle/pedestrian paths (Class I) along all arterial streets and high-volume collector streets, as well as along major access routes to schools and parks.
- Policy 7.4.2-p: Design walks to provide direct route for short to medium distance pedestrian trips, and to facilitate movement of large numbers of pedestrians.
- Policy 7.5.2-a: Permit higher residential densities and mixed-use development adjacent to the downtown Amtrak stop and other rail transit stations.

3.2.3.2 East Lone Tree Specific Plan

The *East Lone Tree Specific Plan* (ELS/Elbasani & Logan, Adopted March 1996, Amended July 2005) envisioned a mix of residential, employment, and retail uses on a contiguous 785-acre site in southeast Antioch. The Specific Plan is a comprehensive long-range plan for the future land uses, design standards, public improvements, and implementation programs within in the East Lone Tree Specific Plan Area (ELTA). Prepared in conformance with the City of Antioch's General Plan, the Specific Plan includes the following relevant infrastructure and circulation goals:

- SR 4 Bypass constructed with grade-separated interchanges at Laurel Road and Lone Tree Way
- Lone Tree Way widening to six lanes west of the SR 4 Bypass and to four lanes east of the SR 4 Bypass
- Laurel Road extension from Hillcrest Avenue to the ELTA
- Sunset Drive constructed from Lone Tree Way to Laurel Road
- Bicycle/pedestrian trail constructed within Antioch Creek open space
- Pedestrian trails constructed within the Ridgetop open space

3.2.3.3 Local Roadway Safety Plan

The City of Antioch is currently developing a Local Roadway Safety Plan (LRSP). The LRSP must follow both the Federal Highway Administration and Caltrans requirements. The city is utilizing federal funding to develop a plan to improve transportation safety by reducing fatalities and severe injuries that result from accidents on its transportation systems.



4. Vehicle Miles Traveled (VMT) Assessment

This section describes the evaluation of the Project’s effects on VMT.

4.1 VMT Travel Demand Modeling Assumptions

The VMT analysis uses the latest CCTA model land use and network input files. Land use files for Baseline (2023) were verified with current conditions in the Project study area. The Cumulative No Project reflects conditions forecast to prevail in the year 2040 with buildout of the General Plans of the surrounding communities along with other approved and planned developments. The recently approved City of Antioch Housing Element is included in the Cumulative No Project forecasts along with the unbuilt elements of the East Lone Tree Specific Plan. **Table 2** summarizes the modeling assumptions of those projects as reflected in the CCTA travel demand model.

Table 2: Cumulative No Project – Included Projects

Project	Size	Units	Project Type
Antioch Housing Element Update ¹	4,575	Multi-Family Dwelling Units	Residential
Antioch Housing Element Update ¹	136	Single-Family Dwelling Units	Residential
East Lone Tree Specific Plan ² (Development Parcels Approved Uses)	3,656	Total Employees	Specific Plan

Sources:

1. City of Antioch 2023-2031 Housing Element Update, March 2023
2. East Lone Tree Specific Plan, July 2005

The amendments proposed by the Project to the approved Specific Plan would allow for the development of up to 1.5 million square feet of retail and/or employment uses on the four subject parcels. As the proposed zoning would allow either office or retail uses on the 88-acres, the following two model runs were prepared:

1. **Cumulative Plus Alternative 1:** 100% Office use on development parcels
2. **Cumulative Plus Alternative 2:** 100% Retail use on development parcels

The land uses within the relevant Traffic Analysis Zone (TAZ) of the CCTA Model are summarized in **Table 3**.



Table 3: Model Land Use Assumptions

Scenario	TAZ	Development Parcel Land Use (Total Employment)	TAZ Land Use (Total Employment)	Difference from No Project
Baseline (2023)	30691	0	49	-
Cumulative No Project	30691	3,656	3,694	-
Cumulative Plus Alternative 1 (Maximum Office) ¹	30691	4,591	4,629	935
Cumulative Plus Alternative 2 (Maximum Retail) ²	30691	3,060	3,098	-596

Notes:

1. Office land use assumes 3 employees per KSF.

2. Retail land use assumes 2 employees per KSF.

Source: Fehr & Peers, April 2023.

4.2 VMT Analysis Results

The analysis scenarios were analyzed using the methodologies described in Section 2.1. The VMT analysis of the two alternative land use considerations on total VMT per service population in the Cumulative condition are summarized in **Table 4** below. The project’s effect on VMT is measured by defining a VMT study area (in this case Contra Costa County) and calculating the total VMT occurring on all network links inside that study area, in both the cumulative without project and cumulative with project scenarios. To allow for a reasonable comparison between those two scenarios, the total study area VMT is normalized in some fashion (in this case by service population which is the total number of residents and employees) to reflect that there are different numbers of people within the study area (i.e., because the project has added people to the study area as compared to the without project scenario).

Table 4: Cumulative VMT Analysis Summary – Project Effect on VMT

Scenario	Threshold (County-wide)	Project Effect on VMT (Total VMT per Service Population)		Change from Threshold
		No Project	With Project	
Cumulative Plus Alternative 1 (Maximum Office)	16.1	16.1	16.1	+0.0 (+0%)
Cumulative Plus Alternative 2 (Maximum Retail)	16.1	16.1	16.1	+0.0 (+0%)

Source: Fehr & Peers, April 2023.



As illustrated in Table 4, both the maximum office space alternative and maximum retail space alternative are expected to result in a total VMT per service population of 16.1, which is equivalent to the current countywide average and significance threshold. Thus, the project is expected to result in a **less-than-significant impact** related to VMT. Combinations of development on the subject parcels that included partial retail and partial office buildouts would be expected to have similar results.

Table 5 presents the home-based work VMT per employee for the two project alternatives. While Table 4 illustrates the project’s effect on total VMT (including how other trips are redistributed due to the presence of the project), Table 5 presents the unique VMT generated by the project itself. Project generated VMT is measured by calculating the appropriate VMT metric (in this case home to work VMT per employee) generated by project Traffic Analysis Zones (TAZ) within the model and normalizing the metric by population to reflect that there are different populations in each TAZ.

Table 5: Cumulative VMT Analysis Summary – Home-Work VMT

Scenario	85% of Bay Area Regionwide Average (Threshold)	85% of Countywide Average	Project TAZ Home-Work VMT per Employee		Change from Threshold
			No Project	With Project	
Baseline (2023)	13.1	12.8	10.5	-	-
Cumulative Alternative 1 (Maximum Office)	13.3	12.9	8.3	7.9	-5.4 (-40.6%)
Cumulative Alternative 2 (Maximum Retail)	13.3	12.9	8.3	8.3	-5.0 (-37.6%)

Source: Fehr & Peers, April 2023.

The home-based work VMT per employee for both the maximum office and maximum retail alternatives are substantially below the Bay Area regionwide and Countywide averages. The prevalence of residential land uses in southeast Antioch, Oakley and Brentwood, and the presence of additional employment sites on the four Specific Plan parcels result in shorter home-work trips for employees traveling to and from the Project TAZs.



5. CEQA Checklist Review

This section provides a summary of the potential Project impacts related to bicycles, pedestrians, transit, VMT, hazards and emergency vehicle access based on the previously outlined significance criteria. This summary is presented in **Table 6**.

Table 6: CEQA Checklist Review

Significance Criteria	Discussion	Mitigation
A. Conflict with a program, plan, ordinance or policy addressing the circulation system, including roadway, transit, bicycle and pedestrian facilities?		
<i>A pedestrian impact is considered significant if the project would:</i>		
Disrupt existing pedestrian facilities	The project proposes no features that would disrupt existing pedestrian facilities.	None required
Interfere with planned pedestrian facilities	The project proposes no features that would interfere with planned pedestrian facilities.	None Required
Create inconsistencies with adopted pedestrian system plans, guidelines, policies, or standards	The project is consistent with adopted pedestrian system plans, guidelines, policies, or standards.	None Required
<i>A bicycle impact is considered significant if the project would:</i>		
Disrupt existing bicycle facilities	The project proposes no features that would disrupt existing bicycle facilities.	None required
Interfere with planned bicycle facilities	The project proposes no features that would interfere with planned bicycle facilities.	None required
Create inconsistencies with adopted bicycle system plans, guidelines, policies, or standards	The project is consistent with adopted bicycle system plans, guidelines, policies, or standards.	None Required
<i>A transit impact is considered significant if the project would:</i>		
Interfere with existing transit facilities or precludes the construction of planned transit facilities.	The project proposes no features that interfere with existing transit facilities or precludes the construction of planned transit facilities.	None Required



Table 6: CEQA Checklist Review

Significance Criteria	Discussion	Mitigation
B. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?		
<p>Would the project result in a significant adverse impact related to Vehicle Miles Traveled</p>	<p>Both the maximum retail alternative and maximum office alternative would result in a total VMT per service population of 16.1 in the Cumulative scenario, which is equivalent to the current Cumulative no Project VMT per service population.</p> <p>Measured on a home-based work VMT per employee basis the maximum retail alternative results in 8.3 home based work daily VMT per employee while the maximum office alternative results in a 7.9 home based work daily VMT per employee. Both results are substantially below 85% of the Countywide (12.9) and Bay Area regionwide averages (13.3)</p> <p>The project would have a less than significant impact related to VMT.</p>	<p>None required</p>
C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		
<p>Would implementation of the project result in a geometric design feature that do not meet City standards?</p>	<p>The project proposes no features that do not meet City design standards. Future development proposals on the development parcels would undergo site specific design and review processes.</p>	<p>None required</p>
D. Result in inadequate emergency access?		
<p>Would the project result in inadequate emergency access?</p>	<p>The project proposes no features that would result in inadequate emergency vehicle access. Future development proposals on the development parcels would undergo site specific design and review processes.</p>	<p>None required</p>

Source: Fehr & Peers, 2023.

