NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

Date: July 22, 2025

To: State Clearinghouse, Responsible and Trustee Agencies, Interested Parties, and Organizations

Subject: **Notice of Preparation of an Environmental Impact Report for the Auburn Station Infill Project**

Comment Period: July 22, 2025, through August 22, 2025

Lead Agency: City of Auburn

Per state law, the deadline for your response is 30 days after receipt of this notice. Please provide your written response to the address or email address shown below before 5:00 pm on August 22, 2025, to:

Contact: Tia Klumpp, Planning Director
City of Auburn, Planning Division
1225 Lincoln Way
Auburn, CA 95603
Email: tklumpp@auburn.ca.gov

The City of Auburn, as the lead agency, is developing a plan for implementation of the Auburn Station Infill Project ("the project"). The City has determined that the project requires the preparation of an Environmental Impact Report (EIR) in compliance with the California Environmental Quality Act (CEQA; California Public Resources Code, Section 21000 et seq.) and Title 14 of the California Code of Regulations (CEQA Guidelines).

Purpose of Notice

The City has prepared this Notice of Preparation (NOP) in accordance with CEQA Guidelines Sections 15082(a) and 15375 to solicit guidance from responsible and trustee agencies about the scope and content of environmental information to be included in the EIR related to the agencies' statutory responsibilities. The City anticipates that applicable responsible and trustee agencies will use the City's EIR when considering any permits or other approvals related to the proposed project.

Requested Input

1. **Scope of Environmental Analysis**—guidance on the scope of analysis for this EIR, including identification of specific issues that will require closer study due to the location, scale, and character of the proposed project.

2. **Mitigation Measures**—ideas for feasible mitigation, including mitigation that would avoid, eliminate, or reduce potentially significant or significant impacts of the proposed project.
3. **Alternatives**—suggestions for alternatives to the proposed project that could potentially reduce or avoid potentially significant or significant impacts.
4. **Responsible and Trustee Agencies**—Identify if your agency could be a responsible or trustee agency for this proposed project and a contact name and contact information for such agency.
5. **Interested Parties**—Identification of public agencies, public and private groups, and individuals that the City should notice regarding this proposed project and the accompanying EIR.

As outlined in CEQA Guidelines Section 15082(b), each responsible and trustee agency must identify specific environmental issues, alternatives, and mitigation measures that should be explored in the EIR. If there is no response within 30 days, the City will assume that there are no specific environmental issues, alternatives, or mitigation measures that the responsible and trustee agencies believe should be incorporated into the EIR.

The NOP also provides an opportunity for other interested parties to provide the City with information they may possess or comments on environmental issues they consider pertinent to the EIR.

Scoping Meeting

Responsible agencies, trustee agencies, or the Office of Land Use and Climate Innovation may request a scoping meeting with the City to assist in determining the scope and content of the environmental information that the responsible or trustee agency may require. Such meetings will be convened by the City no later than 30 days after a meeting is requested.

Purpose of EIR

The purpose of an EIR is to inform decision-makers and the general public of the environmental effects of a project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant environmental impacts, examine methods of reducing adverse impacts, and consider alternatives to the project. The EIR for the proposed project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the EIR will include the following:

- A summary of the EIR;
- A project description;
- A description of the existing environmental setting, environmental impacts, and feasible mitigation measures for potentially significant impacts;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the proposed project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth-inducing impacts; and (d) cumulative impacts.

Project Location and Setting

The project site is located at 175 Fulweiler Avenue, northwest of the intersection of Nevada Street and Fulweiler Avenue, within the city of Auburn in Placer County. The site consists of approximately 17.5 acres and is owned by Placer County. The General Plan Land Use Designation of the project site is Commercial

with a Public overlay. The existing zoning for the project site is Central Business District / Open Space & Conservation.

Please see Exhibit 1 for the location of the project site and the site context.

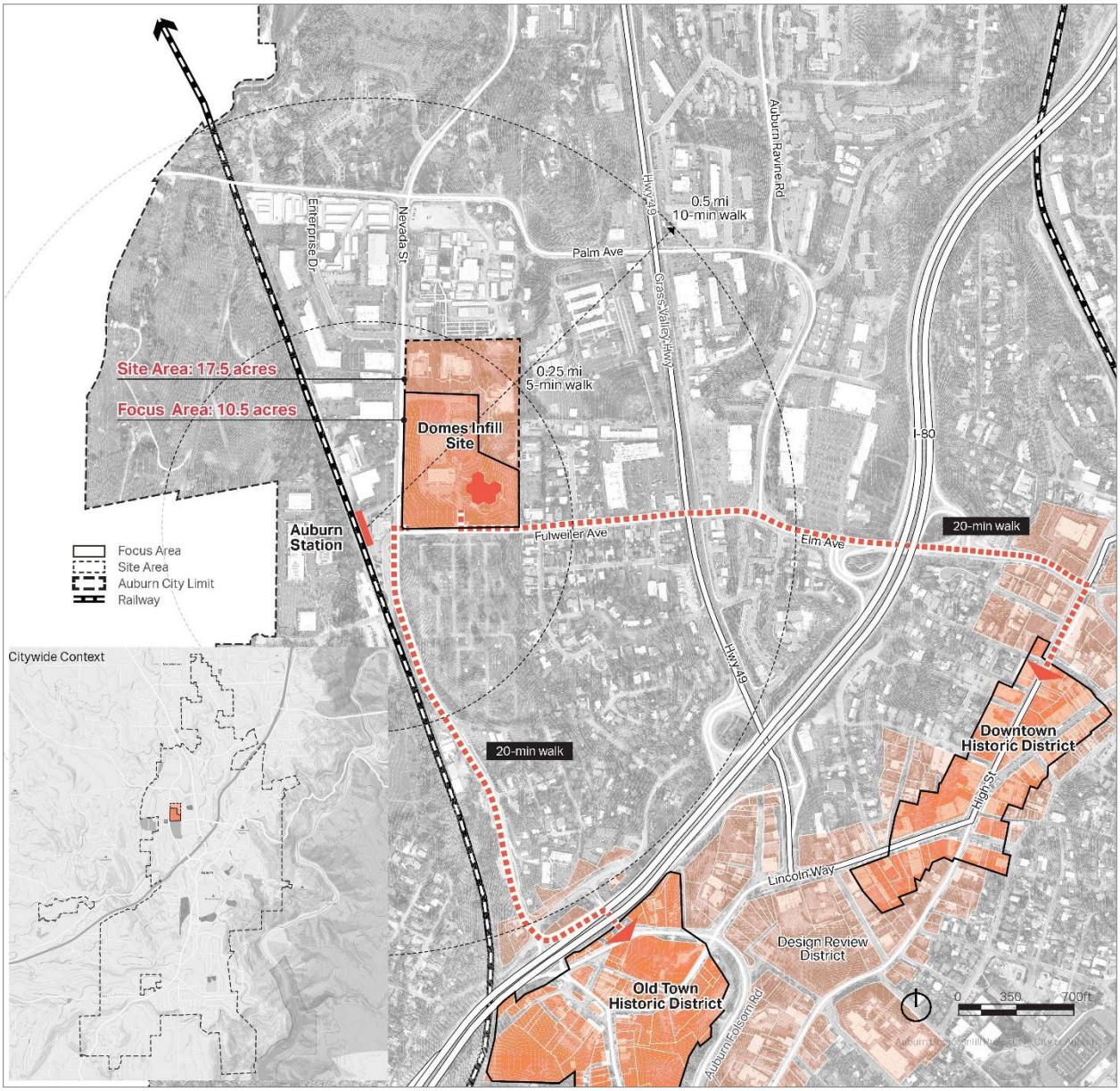


Exhibit 1: Project Site Location and Context

Project Description

The Auburn Station Infill Project is a proposed mixed-use infill development. The property owned by Placer County that includes the project site encompasses approximately 17.5 acres. The project site is a 10.5-acre area within the larger 17.5-acre area owned by the County. The proposed project could accommodate:

- Between 200 and 350 dwelling units, currently anticipated to be a combination of stacked flats and townhomes, and with a mix of one-, two-, and/or three-bedroom units.
- Shared community space in the form of outdoor plaza area/s and a community building for the residents of the project site and visitors to the site.
- Publicly accessible open space, including preservation of, and new pedestrian connections to the existing County-owned amphitheatre.
- Small-scale retail or commercial services use integrated into the residential portion of the project site.
- Improvements to pedestrian, bicycle, and vehicular circulation and emergency access – both on-site and off-site between the project site and Downtown and Old Town Auburn.
- Potential removal of some trees and demolition of driveways, parking fields, and on-site buildings.
- New landscaping, irrigation, and connection to adjacent water, sewer, and drainage lines.
- Potential construction of new office space to accommodate Placer County operations on-site.

Project Objectives

The project site is part of an area identified in the Sacramento Area Council of Governments (SACOG) Green Means Go Green Zones pilot initiative. This initiative seeks to promote infill development, reduce greenhouse gas (GHG) emissions across the Sacramento region by promoting alternative transportation, increase housing near transit and amenities, and expand access to electric vehicles. The City of Auburn received grant funding from SACOG to support planning for the development of the Auburn Station Infill Project site. The project objectives are based in part on the grant criteria, but have been refined by the City in consultation with Placer County, and include:

- Accelerate transit-oriented infill housing development at varying affordability levels, focusing on achieving a minimum density of 30 dwelling units per acre.
- Create a feasible development master plan, supported by market and proforma analyses, that can serve as a model for future infill development in Auburn under the forthcoming updated General Plan.
- Identify pedestrian and bicycle facility improvements that can future residents to walk and bike to nearby destinations and public transit.
- Complement and enhance existing City and County assets on and near the site.
- Design a project that offers a mix of public open space, residential, commercial, and institutional uses.
- Collaborate with the City and County on site planning and environmental streamlining to facilitate development.

Potential Environmental Effects

The EIR will identify the significant and potentially significant environmental effects that could result from the implementation of the Auburn Station Infill Project. If any significant or potentially significant effects are identified, the EIR will evaluate whether there are feasible mitigation measures to avoid or reduce those impacts. The EIR will also analyze alternatives to the proposed project that could lessen or avoid significant environmental effects.

Additional information will be incorporated to ensure that the analysis in the EIR is current and fully reflects the scope and objectives of the Auburn Station Infill Project. The EIR will evaluate the potential impacts of the proposed project in relation to the following environmental resource topics:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gases Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise and Vibration
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems
- Wildfire

In conformance with the CEQA Guidelines, the EIR will also include the following sections: (1) growth-inducing impacts, (2) significant irreversible environmental changes, (3) references and organizations/persons consulted, and (4) EIR authors.

Initial Study and Focused EIR

The City anticipates a "focused EIR" that addresses significant and potentially significant impacts attributable to the proposed project. The City has drafted an Initial Study to focus the EIR content on topics where the proposed project could have a potentially significant or significant impacts. The Initial Study is available for review on the City's website at: https://www.auburn.ca.gov/690/Public-Notice-CEQA-Filings

Public Review Period

The Notice of Preparation is being circulated for public review and comment for a period of 30 days beginning July 22, 2025. The City will accept written comments through 5:00 p.m. on August 22, 2025. Comments must be mailed to Tia Klumpp, Planning Director, City of Auburn, Planning Division, 1225 Lincoln Way, Auburn, CA 95603 or emailed to tklumpp@auburn.ca.gov. The Notice of Preparation is available for review during regular business hours at the following locations: City of Auburn, Planning Division, 1225 Lincoln Way, Auburn, CA.

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Draft

City of Auburn
Auburn Station Infill Project Initial Study



Prepared for:

City of Auburn

AECOM

July 2025

Draft

City of Auburn
Auburn Station Infill Project Initial Study



Prepared for:

City of Auburn

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Auburn, CA 95603

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AECOM

July 2025

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ACRONYMS AND OTHER ABBREVIATIONS

µm	less than 1 micrometer
AAQS	ambient air quality standards
AB	Assembly Bill
Alquist-Priolo Act	Alquist-Priolo Earthquake Fault Zoning Act
ARB	California Air Resources Board
BMPs	Best Management Practices
CAAQS	California ambient air quality standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CBC	California Building Standards Code
CCR	California Code of Regulations
Central Valley RWQCB	Central Valley Regional Water Quality Control Board
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGS	California Geological Survey
CH_4	Methane
City	City of Auburn
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
Construction General Permit	General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order WQ 2022-0057-DWQ, NPDES Permit No. CAS000002)
CWA	Clean Water Act
DBH	diameter at breast height
DOC	California Department of Conservation
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
EIA	United States Energy Information Administration
EIR	environmental impact report
EMFAC	ARB's Emission Factor
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	federal Endangered Species Act
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
g	estimated peak horizontal ground acceleration
GHGs	greenhouse gases
GWP	Global Warming Potential
High GWP	High Global Warming Potential
I-80	Interstate 80
IOUs	Investor Owned Utilities

kBTU	thousand British thermal units
kWh	kilowatt-hours
LRAs	Local Responsibility Areas
MGD	million gallons per day
MMBTU	million British thermal units
MS4	Municipal Separate Storm Sewer System
MT	metric tons
N_2O	Nitrous Oxide
NAAQS	national ambient air quality standards
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NWI	National Wetland Inventory
OSHA	Occupational Health and Safety Administration
PCAPCD	Placer County Air Pollution Control District
PCWA	Placer County Water Agency
PG&E	Pacific Gas & Electric Company
PM	particulate matter
PM_{10}	PM equal to or less than 10 micrometers in diameter
$PM_{2.5}$	PM equal to or less than 2.5 micrometers in diameter
proposed project	Auburn Station Infill Project
quad	California Native Plant Society Rare Plant Inventory standard 9-quadrangle
ROG	reactive organic gases
RPS	Renewable Portfolio Standards
SACOG	Sacramento Area Council of Governments
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SJVAPCD	San Joaquin Valley Air Pollution Control District
SMARA	California Surface Mining and Reclamation Act of 1975
SR	State Route
SRAs	State Responsibility Areas
Superfund	National Priorities List
SVAB	Sacramento Valley Air Basin
SWPPP	Storm Water Pollution Prevention Plan
TACs	Toxic air contaminants
TMDLs	total maximum daily loads
VMT	vehicle miles traveled

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1 INTRODUCTION

1.1 OVERVIEW

The City of Auburn (City), as the lead agency under the California Environmental Quality Act (CEQA), is proposing to implement the Auburn Station Infill Project (proposed project). The proposed project would include demolition of existing on-site buildings and parking areas and construction and operation of a new transit-oriented, mixed-use development on a portion of a 17.5-acre property owned by Placer County, located northeast of the intersection of Nevada Street and Fulweiler Avenue in the city of Auburn. The project site for this analysis is approximately 10.5 acres in land area, and does not include the entire approximately 17.5-acre legal parcel owned by Placer County. The 10.5-acre project site includes the areas where construction and new development would occur under the proposed project.

The project site is currently developed with two Placer County administrative buildings, along with paved parking areas and landscaping.

CEQA requires that all state and local government agencies consider the environmental consequences of projects they propose to carry out or over which they have discretionary authority, before implementing or approving those projects. The public agency that has the principal responsibility for carrying out or approving a project is the lead agency for CEQA compliance (CEQA Guidelines Section 15367). The City has principal responsibility for carrying out the proposed project and is therefore the CEQA lead agency.

1.2 PURPOSE OF THE INITIAL STUDY

This document is an Initial Study prepared in accordance with CEQA (Public Resources Code Section 21000 et seq.) and the CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations). The purpose of this Initial Study is to (1) determine whether project implementation would result in potentially significant or significant effects on the environment; and (2) focus the preparation of an environmental impact report (EIR) on topics where there could be a significant adverse physical environmental impact.

If there is substantial evidence that a project, either individually or cumulatively, may have a significant effect on the physical environment, the lead agency must prepare an EIR (CEQA Guidelines Section 15064[a]).

1.3 SUMMARY OF FINDINGS

The City has analyzed the potential environmental impacts of the proposed project, determined that the proposed project's impacts would be less than significant for several topics, including:

- Agriculture & Forestry Resources
- Air Quality
- Biological Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality

- Mineral Resources
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire

This Initial Study provides evidence in support of the City's determination that there would be no significant adverse physical environmental impact related to the topics enumerated above. The City will direct the preparation of an EIR focused on:

- Aesthetics
- Cultural Resources
- Land Use and Planning
- Noise and Vibration
- Population and Housing
- Transportation
- Tribal Cultural Resources

The City's inclusion of the above topics in a focused EIR does not mean that there would be any significant impact related to these topics, only that the City has elected to study the potential for an impact in greater detail.

1.4 DOCUMENT ORGANIZATION

This Initial Study is organized into four chapters:

- **Chapter 1, "Introduction,"** provides summary information about the proposed project and describes the purpose and content of the Initial Study, the project background, and the necessary permits and approvals.

- **Chapter 2, "Project Description,"** provides the project location, project objectives, and detailed project description and phasing.

- **Chapter 3, "Environmental Checklist,"** contains the completed initial study checklist. The checklist contains an assessment and discussion of impacts associated with each particular environmental issue. When the evaluation identifies potentially significant effects, as identified in the checklist, mitigation measures are provided to reduce such impacts to less-than-significant levels.

- **Chapter 4, "References,"** identifies the information sources used in preparing this Initial Study.

2 PROJECT DESCRIPTION

2.1 INTRODUCTION AND PROJECT BACKGROUND

The City of Auburn (City), as the lead agency under the California Environmental Quality Act (CEQA), is proposing to implement the Auburn Station Infill Project (proposed project). The proposed project would include demolition of existing on-site buildings and parking areas and construction and operation of a new transit-oriented, mixed-use development on a portion of a 17.5-acre property owned by Placer County, located northeast of the intersection of Nevada Street and Fulweiler Avenue in the city of Auburn. The project site for this analysis is approximately 10.5 acres in land area, and does not include the entire approximately 17.5-acre legal parcel owned by Placer County. The 10.5-acre project site includes the areas where construction and new development would occur under the proposed project.

The project site is currently developed with two Placer County administrative buildings, along with paved parking areas and landscaping.

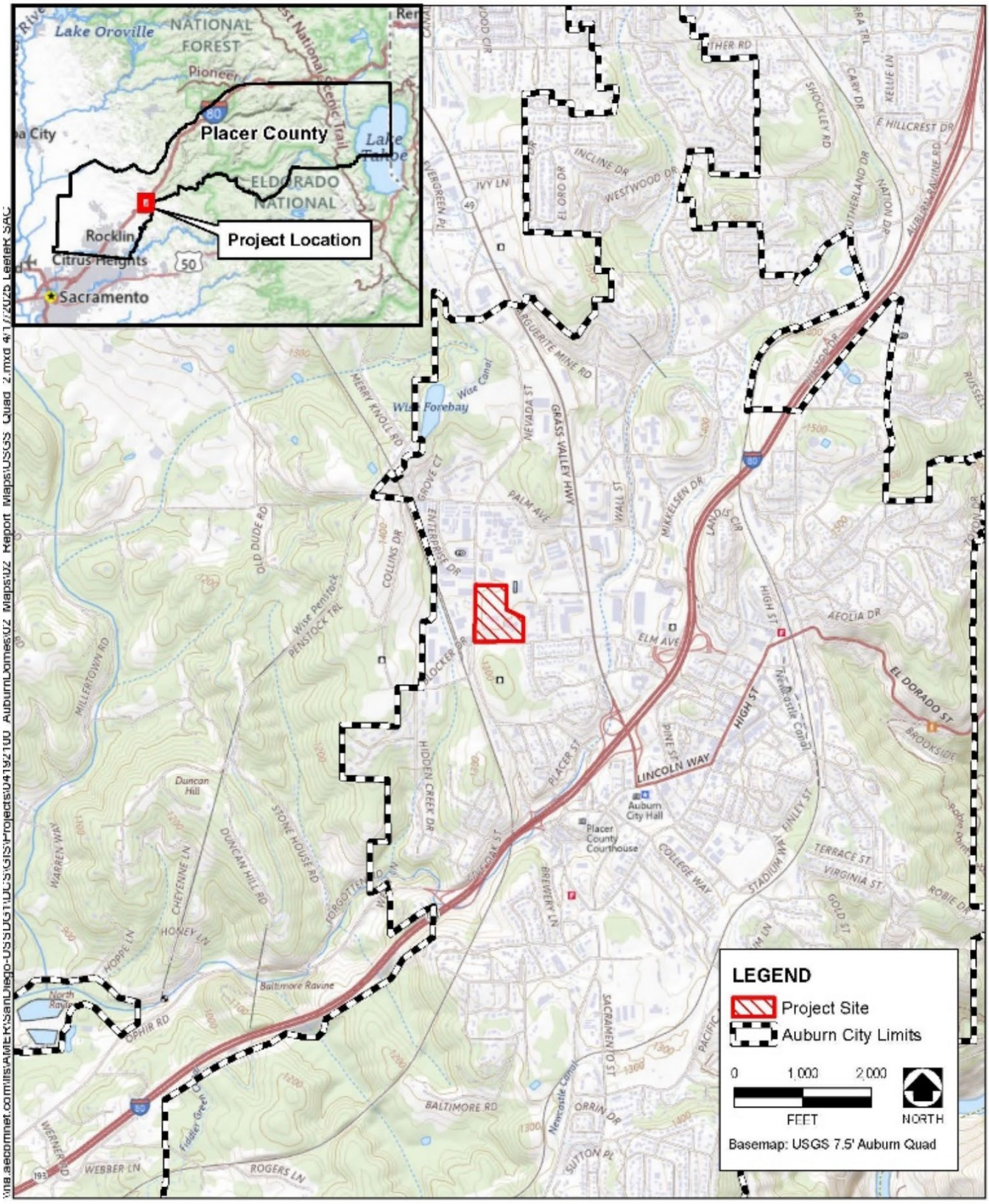
The project site is part of the Domes, Fulweiler, Nevada Street Redevelopment Green Zone under the Sacramento Area Council of Governments (SACOG) Green Means Go pilot initiative that aims to reduce greenhouse gas emissions in the region. Green Zones are areas targeted for projects that promote the use of alternative transportation options, increase housing near multi-modal transportation facilities and other amenities, and make it easier for the region to access electric vehicles. In support of this initiative, the City has identified the project site as an appropriate location for new transit-oriented housing.

2.2 PROJECT LOCATION, ACCESS, AND SURROUNDING LAND USES

The project site is located in northwest Auburn, approximately 0.6 miles from the Downtown Historic District to the southeast and the Old Town Historic District to the south. The project site comprises 10.5 acres in the southern and western portions of Assessor's Parcel No. 001-032-034-000, located northeast of the intersection of Fulweiler Avenue and Nevada Street in the city of Auburn (see Exhibit 2-1). The project site is approximately 970 feet west of State Route 49 (accessed via Fulweiler Avenue), and approximately 0.5 mile north of Interstate 80 (accessed via Nevada Street).

In addition to the vehicular access described above, the project site can be accessed by a variety of public transit options as described below:

- **Rail: Auburn Station (the Robert F. Conheim Auburn Train Station):** is directly across the street, on the west side of Nevada Street (see Exhibit 2-1). Auburn Station is an unstaffed station and serves as the northern terminus of the Capitol Corridor line. The Capitol Corridor Line connects Auburn with Sacramento, Emeryville, Oakland, and San Jose with one daily afternoon trip. All Capitol Corridor trains include on-board bicycle racks. Placer County Transit operates an hourly rail service to Sierra College, Roseville, and Sacramento on weekdays and Saturdays; one-way travel time is an hour or less, depending on the destination.



Source: AECOM 2025

Exhibit 2-1: Regional and Local Project Location

- **Bus:** Bus service is also available from Auburn Station. Placer County Transit operates five bus routes that serve the project site, including the Auburn to Light Rail (10), Highway 49 (30), Commuter Express (60), Taylor Road Shuttle (50), and Alta/Colfax (40). The Auburn Loop was a former fixed-route bus service serving the site, which is now out of operation.

- **On-Demand:** Auburn Transit Services operates Auburn OnDemand, which serves the site.

Nevada Street and Fulweiler Avenue have sidewalks adjacent to the project site, and a signalized crossing at the intersection of these streets provides pedestrian access to Auburn Station.

The project site currently includes two buildings: (1) the Placer County Government Administrative Office building; and (2) "the Domes" building, which houses the Placer County Board of Supervisors, among other County departments. Approximately 192 employees work in the two existing on-site buildings. The project site also includes a memorial dedicated to World War I veterans (consisting of a sculpture, water feature, U.S. flag, landscaping, and bench seating) at the entrance from Fulweiler Avenue (Exhibit 2-2 and Exhibit 2-3). The project site includes multiple paved parking areas and two paved entryways, along with landscaping that consists of mature trees, shrubs, and turf grass.

Surrounding land uses include an amphitheater, public library, two schools, office and commercial development, and a cemetery (Exhibit 2-3). The E.V. Cain Middle School (a public school operated by the Auburn Union School District) is within walking distance, approximately 0.25 mile northeast of the center of the project site. The Pathways Charter iLearn Academy (a public school operated by the Placer County Office of Education), which serves part-time and full-time home-schooled students, is immediately adjacent to the project site to the north, along with the Placer County Office of Education building. The Auburn Public Library is immediately adjacent to the project site to the northeast. The Auburn Garden Theater (an outdoor amphitheater) is immediately adjacent to the project site to the east. Additional office uses are present immediately adjacent to the site to the east and southwest of the Auburn Station. The Auburn District Cemetery is across Fulweiler Avenue from the project site to the south. Auburn Station is adjacent to and just east of the office uses across from the project site on the west side of Nevada Street. Commercial land uses are present northwest of the project site along Nevada Street and Enterprise Drive, along with a United States Postal Service location.

The project site (10.5 acres shown as "Focus Area" in Exhibit 2-3) and the remaining property housing the Placer County Government Center buildings to the northeast/north (7 acres) are designated and zoned for Commercial/Public uses. The surrounding areas are designated and zoned for Mixed Use to the northeast, Commercial to the east and west, and Open Space/School to the south.



Source: Google Earth 2025

Exhibit 2-2: World War I Memorial and "the Domes" Building on the Project Site from Fulweiler Avenue



Source: AECOM 2025

Exhibit 2-3: Project Site and Surrounding Area Land Uses

2.3 PROJECT CHARACTERISTICS

2.3.1 DEVELOPMENT

The project proposes redevelopment of the project site with a mix of three- and four-story residential buildings with a small commercial area in the northwestern portion of the project site. The existing World War I veterans memorial at the project site would be preserved.

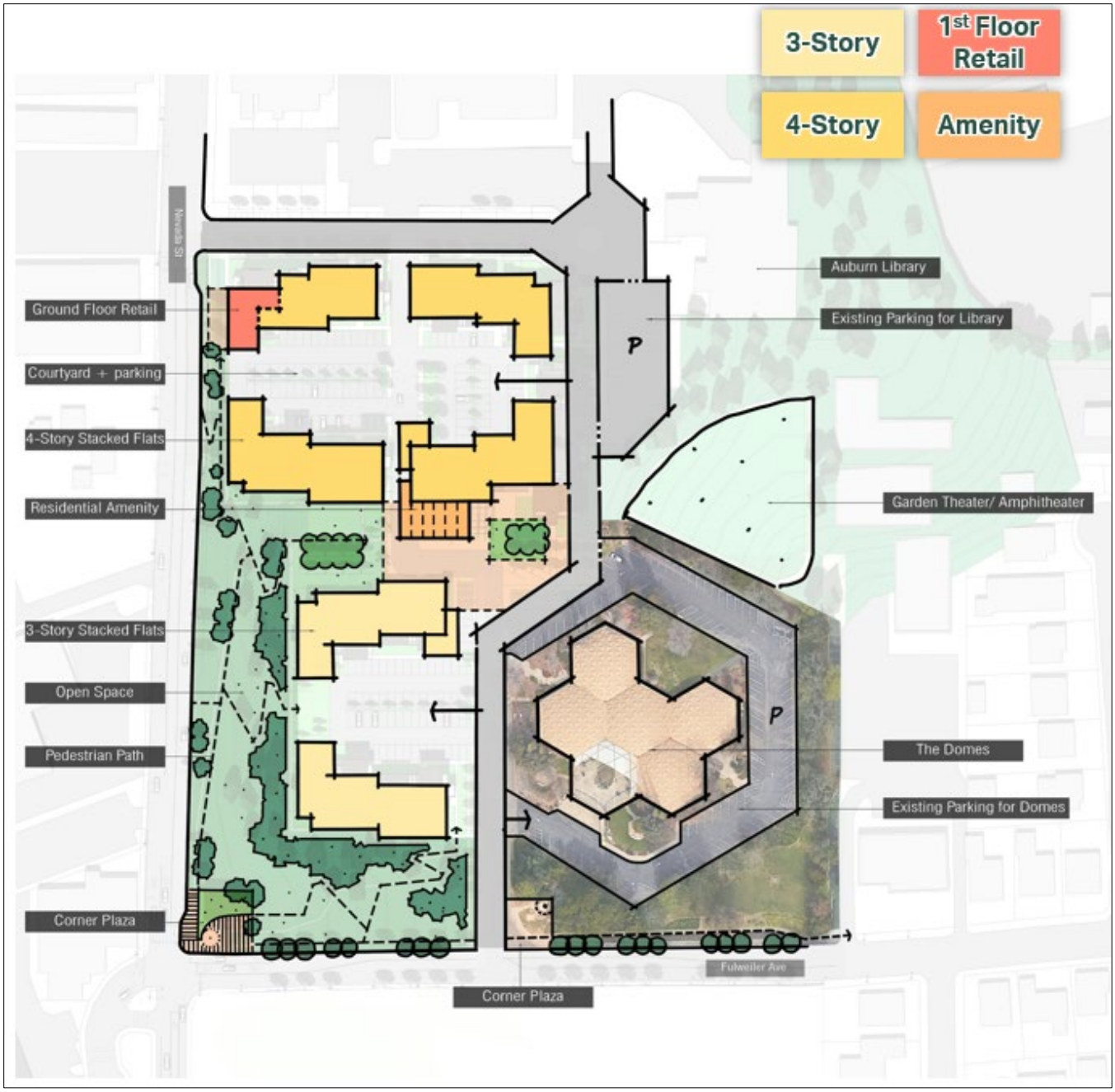
As shown in Exhibit 2-4a dn 2-4b and described below, the City has developed an option for implementation of the project that would preserve the Domes and associated parking and circulation, as well as another scenario where the Domes area would be redeveloped with additional housing opportunities and associated parking, circulation, landscaping and infrastructure connections. Option 1 contemplates preservation of the Domes and Option 2 would involve redevelopment of that portion of the project site, as well.

Option 1 would preserve "the Domes" building on the project site; however, the Placer County Government Administrative Office building would be demolished, along with most of the on-site surface parking areas. The western half of the project site would be redeveloped with apartment buildings and a central common-use building for recreation and gatherings, or meetings. Private open space areas would be provided for residents. Most of the existing mature landscape trees and the associated landscape buffer along the western and southern sides of the project site would be preserved. The existing vehicular entrance/egress from Fulweiler Avenue would be preserved or reconstructed, as necessary, to serve the circulation and emergency access needs of the proposed project. Option 1 could also serve as a first phase of redevelopment, if desired.

Option 2 would involve demolishing both existing buildings and parking areas. The project site would be redeveloped with apartment buildings and a central common-use building (also called "community space") for recreation and gatherings, or meetings. Private open space areas would be provided for residents. The existing mature landscape trees and the associated landscape buffer along the western and southern sides of the project site would be preserved. The existing vehicular entrance/egress from Fulweiler Avenue would be preserved or reconstructed, as necessary, to serve the circulation and emergency access needs of the proposed project. It is possible that, if Option 2 is advanced, that the County would identify existing or new office space on the subject property or a different property to house operations currently occurring at the project site. No definitive plans are available at this time.

Table 2-1. Redevelopment Option Details

Land Use	Option 1 – Preserve the Domes	Option 2 – Redevelop the Entire Site
Multi-Family Residential	245,410 square feet	361,318 square feet
Impervious Surfaces (parking, drive aisles)	94,759 square feet	89,646 square feet
Office (existing Domes)	22,000 square feet	-
Units	238 units	315 units
Parking for Proposed Residences	295 spaces	390 spaces
Parking for Amphitheater	0 spaces	55 spaces
Landscaping	160,113 square feet	111,740 square feet
Community Space	5,500 square feet	
Retail/Commercial	3,375 square feet	



Source: AECOM 2025

Exhibit 2-4a: Conceptual Land Use Development Scenario – Option 1 – Preserve the Domes



Source: AECOM 2025

Exhibit 2-4b: Conceptual Land Use Development Scenario – Option 2 – Redevelop the Entire Site

2.3.2 ZONING

The proposed project includes a request for a rezone from the current Commercial/Public designation to add an overlay that would allow the proposed mix of uses.

2.3.3 INFRASTRUCTURE

The project site has existing stormwater drainage, wastewater conveyance, and water supply networks that connect to larger off-site pipelines. Stormwater drainage and water quality at the project site, along with wastewater conveyance and treatment, are regulated by the City. The existing on-site infrastructure would be modified as necessary to serve the proposed new development and would connect to existing off-site supply lines in Nevada Street and Fulweiler Avenue, as appropriate.

The following providers serve the project site:

- Placer County Water Agency provides potable water supply;
- Pioneer Community Energy and Pacific Gas & Electric Company provide electric and natural gas; and
- Recology Auburn Placer provides trash removal.

2.3.4 CIRCULATION NETWORK

The proposed on-site circulation networks for the conceptual development scenarios are shown in Exhibits 2-4a and 2-4b. The existing vehicular entrances/egress points from Nevada Street and Fulweiler Avenue would be preserved and improved as a part of the project. The project may add wide sidewalks along the south side of the entrance from Nevada Street and on both sides of the entrance from Fulweiler Avenue and to provide other points of entry from pathways along the edges of the site.

The project site would include on-site pedestrian and bicycle paths to ensure connectivity for alternative modes of travel. Preserved landscaped areas along the western and southern portions of the project site would have improved pedestrian pathways connecting the Nevada Street and Fulweiler Avenue corridors to the proposed on-site residential buildings. A separated bikeway is recommended along both Nevada Street and along Fulweiler Avenue along the project site frontages, which would be a part of the project construction.

2.3.5 DEMOLITION AND CONSTRUCTION

DEMOLITION

Demolition of on-site facilities would be performed to maximize the salvage and recycling of materials. A minimum of 65 percent, by weight, of the solid waste generated would be diverted from landfill disposal through re-use and recycling, as required by the most current version of the California Green Building Standards Code.

The project site is not a Cortese-listed hazardous materials site. The demolition phase would include the abatement of any hazardous materials that may be present within the existing buildings on the site, which, due to their age, may include asbestos-containing materials, lead-based paint, electrical equipment containing polychlorinated biphenyls, and fluorescent tubes containing mercury vapors and lights. Construction worker health and safety regulations and hazardous materials removal and disposal protocols would be required to be implemented per applicable federal and state standards, including the California Division of Occupational Safety

and Health and the U.S. Environmental Protection Agency's regulations under the Asbestos National Emission Standards for Hazardous Air Pollutants. The construction contractor/s would be required by law to comply with all local, state, and federal requirements regarding handling and storage of hazardous materials, and disposal in an approved facility.

CONSTRUCTION PERIOD

For the purposes of analysis, construction is anticipated to begin in 2027, and the construction period is expected to last approximately 2 years in total. This project schedule is dependent on collaboration between the City and Placer County on the disposition of this property, construction costs, and the construction financing environment, and other factors, and therefore is subject to change.

Construction activities would generally be limited to between 7:00 a.m. and 6:00 p.m. Monday through Friday. If necessary, construction could also occur between 7:00 a.m. and 6:00 p.m. on Saturdays, and between 9:00 a.m. and 6:00 p.m. on Sundays.

2.4 REQUIRED PROJECT APPROVALS

The proposed project would include the development of a new zoning overlay to be added to the City of Auburn Zoning Code to accommodate the development of the proposed mix of uses and appropriate development standards (building heights, setbacks, etc.). Approval and buildout of the proposed project are anticipated to require the following approvals and actions:

- City of Auburn certification of the EIR and adoption of the Mitigation Monitoring and Reporting Program, revised zoning, tree removal permit, and, potentially, a joint development agreement with Placer County and a request for developer interest;
- Future additional entitlements from the City, which could include a parcel map, lot line adjustment/s, design review, and/or a conditional use permit/s, approval of improvement plans, and issuance of grading and building permits;
- Placer County Water Agency for approval of proposed water service and compliance with applicable water conveyance design standards;
- Placer County for declaration of the property as surplus property or determination that the subject property qualifies as exempt surplus land under the California Surplus Lands Act, and other approvals related to the ultimate disposition of this County-owned property; and
- Placer County Air Pollution Control District approval of authority to construct.

2.5 PROJECT OBJECTIVES

The objectives for the Auburn Domes Infill project are listed below.

- Provide economically feasible redevelopment of the site, supported by market and proforma analyses.

- Achieve a housing density that sufficiently supports existing adjacent transit services and provides new patrons for existing and future businesses.
- Create a new "sense of place" and civic hub with a mix of public open space, residential, institutional, and commercial uses.
- Complement and enhance existing City and County assets on and near the site.
- Serve as a model for future infill development under the new General Plan.

3 ENVIRONMENTAL CHECKLIST

Category	Project Information
1. Project Title:	Auburn Station Infill Project
2. Lead Agency Name:	City of Auburn
3. Contact:	Tia Klumpp, Senior Planner City of Auburn, Planning Division 1225 Lincoln Way Auburn, CA 95603 Email: tklumpp@auburn.ca.gov
4. Project Location:	175 Fulweiler Avenue, Auburn, CA
5. Project Sponsor's Name:	City of Auburn
6. General Plan Designation:	Commercial with a Public overlay
7. Zoning:	Central Business District / Open Space & Conservation
8. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.	The project proposes redevelopment of the project site with a mix of three- and four-story residential buildings with a small commercial area in the northwestern portion of the project site. The existing World War I veterans memorial at the project site would be preserved. Option 1 would preserve "the Domes" building on the project site. Option 2 would involve demolishing both existing buildings and parking areas. The project site would be redeveloped with apartment buildings and a central common-use building (also called "community space") for recreation and gatherings, or meetings.
9. Surrounding Land Uses and Setting:	Cemetery, Auburn Station public transit center, commercial, office, school, and single-family residential.
10: Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)	City of Auburn; Placer County Water Agency for approval of proposed water service and compliance with applicable water conveyance design standards; Placer County for declaration of the property as surplus property or determination that the subject property qualifies as exempt surplus land under the California Surplus Lands Act, and other approvals related to the ultimate disposition of this County-owned property; and Placer County Air Pollution Control District approval of authority to construct.

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒ Aesthetics	☐ Agriculture & Forestry Resources	☐ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology/Water Quality	☒ Land Use/Planning	☐ Mineral Resources
☒ Noise and Vibration	☒ Population/Housing	☐ Public Services
☐ Recreation	☒ Transportation	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☐ I find that although the proposed project COULD have a significant effect on the environment, there WILL NOT be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☒ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Tia Klumpp
Signature

07/22/2025
Date

Tia Klumpp
Printed Name

PlanningDirector
Title

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

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3.1 AESTHETICS

ENVIRONMENTAL ISSUES	To Be Studied in Focused EIR	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☒	☐	☐	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☒	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

3.1.1 DISCUSSION

a) Have a substantial adverse effect on a scenic vista?

The aesthetics-related effects of the proposed project are to be studied more thoroughly in an EIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The aesthetics-related effects of the proposed project are to be studied more thoroughly in an EIR.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The aesthetics-related effects of the proposed project are to be studied more thoroughly in an EIR.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The aesthetics-related effects of the proposed project are to be studied more thoroughly in an EIR.

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3.2 AGRICULTURE & FORESTRY RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agriculture and Forestry Resources.				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

3.2.1 ENVIRONMENTAL SETTING

Based on a review of the 2020 Important Farmland Map for Placer County produced by the California Department of Conservation (DOC) under the Farmland Mapping and Monitoring Program, the project site is designated as Urban and Built-Up Land (DOC 2020). There is no Farmland at the project site or in the project vicinity, which is situated in the urbanized northwestern portion of the city of Auburn. The project site was developed in the late 1960s, and includes two buildings with associated urban landscaping along with paved

parking areas and drive aisles. The project site is zoned and designated for Commercial/Public uses. The area around the project site consists of commercial, office, public (schools and a cemetery), and residential land uses.

3.2.2 DISCUSSION

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project site is designated as Urban and Built-Up Land under the Farmland Mapping and Monitoring Program (DOC 2020). The project site and the surrounding lands are situated within an urbanized area in the city of Auburn. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within or near the project site. Thus, the proposed project would not result in the conversion of Important Farmland to non-agricultural use, and there would be **no impact**.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

No Impact. The project site is zoned for Commercial/Public uses, and the surrounding lands are zoned for office, commercial, residential, and public uses. There are no Williamson Act contracts within or near the project site (Placer County 2024). Therefore, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and there would be **no impact**.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The project site is not zoned as forestland, timberland, or a Timberland Production Zone. Therefore, the proposed project would not conflict with existing zoning for, or cause rezoning of, forestry resources and there would be **no impact**.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site is developed with buildings, parking areas, and urban landscaping, and is situated in an urbanized area surrounded by existing commercial, office, residential, and public development. There is no forestland within or adjacent to the project site. Therefore, implementation of the proposed project would not result in conversion of forest land to non-forest use, and there would be **no impact**.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. Because no agricultural land uses or forestland are present within or adjacent to the project site, implementing the proposed redevelopment at the project site would not result in other changes in the physical environment that could cause the conversion of farmland to non-agricultural uses or cause conversion of forestland to non-forest uses. Thus, there would be **no impact**.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
III. Air Quality.				
Where available, the significance criteria established b applicable air quality management district or air pollu control district may be relied upon to make the follow determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase any criteria air pollutant for which the project reg nonattainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 ENVIRONMENTAL SETTING

Air quality is defined as the concentration of pollutants in relation to their impact on human health. Ambient concentrations of air pollutants are determined by the amount of emissions released by pollutant sources and the ability of the atmosphere to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and the presence of sunlight. Therefore, existing air quality conditions in the project area are influenced by factors such as topography, meteorology, and climate, as well as the quantity emissions released by air pollutant sources.

The proposed project site is located in the Sacramento Valley Air Basin (SVAB). The SVAB climate is characterized by hot, dry summers and cool, rainy winters. Typically, winds transport air pollutants northward out of the SVAB; however, during approximately half of the time from July to September, the wind pattern shifts southward, blowing air pollutants back into the SVAB and exacerbating the concentration of air pollutant emissions in the air basin. In addition, between winter storms, high pressure and light winds contribute to low-level temperature inversions and stable atmospheric conditions, resulting in the concentration of air pollutants.

Individual air pollutants at certain concentrations may adversely affect human or animal health, reduce visibility, damage property, and reduce the productivity or vigor of crops and natural vegetation. Six air pollutants have been identified by the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) as being of concern both on a nationwide and statewide level: ozone; carbon monoxide (CO); nitrogen dioxide; sulfur dioxide; lead; and particulate matter (PM), which is subdivided into two classes based on particle

size – PM equal to or less than 10 micrometers in diameter (PM_{10}) and PM equal to or less than 2.5 micrometers in diameter ($PM_{2.5}$).

Health-based ambient air quality standards (AAQS) have been established for these pollutants by EPA at the national level and by ARB at the state level. These standards are referred to as the national ambient air quality standards (NAAQS) and the California ambient air quality standards (CAAQS), respectively. The NAAQS and CAAQS were established to protect the public with a margin of safety from adverse health impacts caused by exposure to air pollution. Both EPA and ARB designate areas of California as "attainment," "nonattainment," "maintenance," or "unclassified" for the various pollutant standards according to the federal Clean Air Act and the California Clean Air Act, respectively. Because the air quality standards for these air pollutants are regulated using human and environment health-based criteria, they are commonly referred to as "criteria air pollutants."

The proposed project site is located within the SVAB portion of Placer County and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). PCAPCD is responsible for ensuring that emission standards are not violated and for attainment planning required to achieve air pollution standards for pollutants for which the area is currently in non-attainment. With respect to regional air quality, the SVAB region, including the portion of Placer County where the proposed project site is located, is currently designated as nonattainment for the NAAQS and CAAQS for ozone, and nonattainment for the NAAQS for 24-hour $PM_{2.5}$, and the CAAQS for PM_{10} (ARB 2023).

3.3.2 DISCUSSION

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less-than-Significant Impact. Air quality plans describe air pollution control strategies to be implemented to bring an area that does not attain the NAAQS or CAAQS into compliance with those standards, or to maintain existing compliance with those standards, pursuant to the requirements of the federal Clean Air Act and the California Clean Air Act.

PCAPCD has adopted air quality plans pursuant to regulatory requirements under EPA and ARB for the attainment and maintenance of federal and state ambient air quality standards. For ozone nonattainment, PCAPCD worked with the other local air districts within the Sacramento region (El Dorado County Air Quality Management District, Feather River Air Quality Management District, Sacramento Metropolitan Air Quality Management District, and Yolo-Solano Air Quality Management District) to develop the Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan (SMAQMD 2017) and the Sacramento Regional 2015 Ozone NAAQS Attainment and Reasonable Further Progress Plan (SMAQMD 2023) to describe and demonstrate how the Sacramento Federal Nonattainment Area is meeting requirements under the federal CAA in demonstrating reasonable further progress and attainment of the NAAQS for ozone. The Ozone Attainment and Progress Plan is the currently adopted and applicable air quality plan for the region. For particulate matter, the Sacramento region prepared the $PM_{2.5}$ Maintenance Plan and Redesignation Request (SMAQMD 2013) to address how the region attained and would continue to attain the 24-hour $PM_{2.5}$ standard. In 2017, EPA found that the area attained the 2006 24-hour $PM_{2.5}$ NAAQS by the attainment date of December 31, 2015. The $PM_{2.5}$ Maintenance Plan and Redesignation Request will be updated and submitted in the future based on the attainment finding made by the EPA.

In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants for which the area is designated nonattainment, PCAPCD has adopted recommended thresholds of significance for emissions of PM_{10} and ozone precursors (reactive organic gases [ROG] and nitrogen oxides [NO_X]). As documented in the PCAPCD CEQA Handbook, projects whose emissions would be less than the recommended thresholds of significance for criteria air pollutants would not conflict with or obstruct implementation of applicable air quality plans (PCAPCD 2017).

As discussed in detail in impact discussion 'b)' below, modeled project construction and operational emissions associated with both Option 1 and Option 2 would not exceed the PCAPCD thresholds of significance for any criteria air pollutant. Additionally, the proposed project construction-related activities would be required to comply with applicable PCAPCD rules and regulations established, in part, to ensure implementation of and consistency with strategies and actions of the applicable air quality plans, including but not limited to Rule 202 (Visible Emissions), Rule 207 (Particulate Matter), Rule 217 (Cutback and Emulsified Asphalt Paving Materials), Rule 218 (Architectural Coatings) and Rule 228 (Fugitive Dust). Rule 228 (Fugitive Dust) establishes the minimum fugitive dust control requirements that must be used for all construction and grading activities, including but not limited to watering unpaved areas, limiting vehicle speeds on unpaved areas, and minimizing track-out onto paved public roadways. Therefore, construction and operational activities related to the proposed project would not conflict with or obstruct implementation of the applicable air quality plan, and this impact would be **less than significant**.

b) Result in a cumulatively considerable net increase of any criteria air pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?

Less-than-Significant Impact (and Less than Cumulatively Considerable). The nonattainment status of regional pollutants is a result of past and present development within the SVAB, and this regional impact is cumulative in nature rather than being attributable to any one source. A single project's emissions may be individually limited, by could be cumulatively considerable when considered in combination with past, present, and future emissions sources within the air basin. With respect to regional air quality, the SVAB region, including the portion of Placer County where the project site is located, is currently designated as nonattainment for the NAAQS and CAAQS for ozone, and nonattainment for the NAAQS for 24-hour $PM_{2.5}$, and the CAAQS for PM_{10}. As described above in Impact 'a)', PCAPCD has adopted recommended thresholds of significance for emissions of PM_{10} and ozone precursors (ROG and NO_X). Based on guidance developed by the PCAPCD, if a project's emissions are below the PCAPCD thresholds of significance, the project is considered to have a less-than-significant impact on regional air quality (PCAPCD 2017).

Construction

Construction emissions are described as short-term or temporary in duration but have the potential to adversely affect air quality. Construction would result in temporary emissions of criteria air pollutants and ozone precursors from activities such as demolition, site preparation (e.g., excavation, grading, and clearing), building construction, paving, and application of architectural coatings. Ozone precursor emissions of ROG and NO_X are associated primarily with construction equipment exhaust and construction-related vehicle exhaust from worker commute trips and material deliveries. Evaporative ROG emissions would also result from asphalt paving and the application of architectural coatings. PM emissions are also generated by equipment and vehicle exhaust. Clearing and earthmoving activities comprise the major source of construction dust generation, but re-entrained road dust

from vehicle travel and general disturbance of the soil also contribute to these emissions. Fugitive dust PM generation is dependent on soil type, soil silt content, soil moisture, wind speed, as well as the amount of total acreage actually involved in clearing, grubbing, and grading activities and total vehicle travel.

As described in Section 2.3, "Project Characteristics", there are two options for implementation of the project. Option 1 would preserve the Domes and associated parking and circulation and Option 2 would redevelop the Domes area with additional housing opportunities and associated parking, circulation, landscaping and infrastructure connections. Under both options, the Placer County Library Administration building and associated paved and landscaped areas would be demolished and redeveloped. The construction emissions modeling for both Option 1 and Option 2 accounts for proposed new structures and site elements (i.e., new paved areas and landscaping) that would be constructed under the proposed project.

The California Emissions Estimator Model (CalEEMod), Version 2022.1.1.29, was used to model project emissions. **Table** 3.3-1 summarizes the maximum daily emissions of ROG, NO_X, and PM_{10} associated with construction of Option 1 and Option 2. Model reports showing emissions inputs and outputs, including the daily and annual emissions estimates are included in Appendix A. As there can be differences in the emissions between winter and summer, the maximum daily emissions show the maximum level of emissions between the seasons.

Table 3.3-1: Maximum Daily Construction-Related Emissions of Criteria Air Pollutants and Ozone Precursors

	Maximum Daily Emissions ROG (pounds per day)	Maximum Daily Emissions NO_x (pounds per day)	Maximum Daily Emissions PM_{10} (pounds per day)
Option 1 Maximum Daily Construction Emissions	6.7	28.0	21.0
Option 2 Maximum Daily Construction Emissions	8.1	32.2	21.0
PCAPCD Significance Threshold	82	82	82
Do Project Emissions Exceed PCAPCD Threshold?	No	No	No

Emissions modeled by AECOM in 2025. See Appendix A for detailed construction inputs and model output files. Threshold PCAPCD 2017.
Notes:
NO_X = oxides of nitrogen; PCAPCD = Placer County Air Pollution Control District; PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; ROG = reactive organic gases

As shown in the Table 3.3-1, the proposed project construction would not exceed the significance thresholds established by PCAPCD for either Option 1 or Option 2. Therefore, the project's construction activities would not result in a cumulatively considerable net increase of any criteria air pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard and this construction impact would be **less than significant.**

Operations

Once construction is completed, additional pollutants would be emitted through the use, or operation, of the site and would be generated by area-, energy-, and mobile-sources. While construction emissions are considered short-term and temporary, operational emissions are considered long-term and occur for the lifetime of the project. Operational area- and energy-source (i.e., natural gas combustion, landscape maintenance, periodic architectural coatings, and consumer products) air pollutant emissions were modeled in CalEEMod based on the assumed land use acreages and building square footages under both Option 1 and Option 2. Mobile-source emissions were also estimated in CalEEMod based on default VMT, trip generation rates, and fleet mix for the

proposed project land use types. Operational emissions are calculated as the net of future development under the proposed project and existing land uses to determine the net increase in emissions associated with new development. The resultant long-term net operational emissions are shown in **Error! Reference source not found.**.

Table 3.3-2: Net Maximum Daily Operational Emissions of Criteria Air Pollutants and Ozone Precursors

	Maximum Daily Emissions ROG (pounds per day)	Maximum Daily Emissions NOx (pounds per day)	Maximum Daily Emissions PM10 (pounds per day)
Option 1			
Mobile	4.3	3.0	7.2
Area	5.6	0.1	0.004
Energy	0.04	0.6	0.05
Option 1 Maximum Daily Operational Emissions[1]	**10.0**	**3.8**	**7.2**
Option 2			
Mobile	4.0	2.7	6.5
Area	7.1	0.1	0.004
Energy	0.04	0.7	0.1
Option 2 Maximum Daily Operational Emissions[1]	**11.1**	**3.6**	**6.6**
PCAPCD Significance Threshold	**55**	**55**	**82**
Do Project Emissions Exceed PCAPCD Threshold?	**No**	**No**	**No**

Emissions modeled by AECOM in 2025. See Appendix A for detailed construction inputs and model output files. Threshold PCAPCD 2017.

Notes:

PCAPCD = Placer County Air Pollution Control District; PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; ROG = reactive organic gases.

[1] Totals may not sum due to rounding.

As shown in **Error! Reference source not found.**, net maximum daily operational emissions would not exceed the PCAPCD thresholds. Therefore, the project's operation would not result in a cumulatively considerable contribution to a significant impact on regional air quality and this impact would be **less than significant.**

c) Expose sensitive receptors to substantial pollutant concentrations?

Less-than-Significant Impact. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Children, pregnant women, the elderly, those with existing health conditions, and athletes or others who engage in frequent exercise are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered sensitive receptors include schools, daycare centers, parks and playgrounds, and medical facilities.

Residential areas are considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation.

Sensitive receptors nearest to the project site are single-family dwelling units located approximately 80 feet southeast of the southern project boundary. The Pathways Charter iLearn Academy, which is a public school that serves part-time and full-time home-schooled students, is located approximately 120 feet north of the project site boundary. The E.V. Cain Middle School is located approximately 360 feet from the northeastern corner of the project site boundary.

Toxic Air Contaminants

Toxic air contaminants (TACs) are a set of airborne pollutants that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. The health effects associated with TACs are quite diverse and generally are assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage; or short-term acute affects such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

Stationary sources of TACs include gasoline stations, dry cleaners, and diesel backup generators. On-road motor vehicles and off-road sources, such as construction equipment and trains, are also common sources of TACs. According to the California Almanac of Emissions and Air Quality (ARB 2013), most of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being diesel particulate matter (DPM). Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is known as DPM. More than 90 percent of DPM is less than 1 micrometer (µm) in diameter, and thus is a subset of $PM_{2.5}$ (ARB 2025).

Construction would generate DPM emissions from the use of off-road diesel-powered equipment and any diesel-powered trucks serving construction activities. These activities may expose nearby receptors to TACs, including surrounding residences and schools.

Health risk is a function of the concentration of contaminants in the environment and the duration of exposure to those contaminants. Even in intensive phases of construction, there would not be substantial pollutant concentrations from an individual project, with the potential exception of the immediate vicinity of the construction site. Concentrations of mobile-source DPM emissions are typically reduced by approximately 60 percent at a distance of around 300 feet (100 meters) (Zhu and Hinds 2002). Site preparation, demolition, and grading are considered the most intensive construction phases with respect to heavy-duty diesel equipment. While site preparation, demolition, and grading activities may take place within 80 feet of nearby residential receptors and 120 feet from the nearest school, these activities are conservatively anticipated to occur over a total duration of five months. Construction activities could take longer, which would reduce DPM concentrations. Additionally, these construction activities would occur throughout the entire approximately 10.5-acre construction disturbance area, which extends up to 1,000 feet away from nearby sensitive receptors. Therefore, construction activities would not be concentrated along the proposed project site boundary near sensitive receptors for extended periods of time. In addition, as shown in the detailed emissions outputs in Appendix A, the maximum daily exhaust $PM_{2.5}$ emissions are estimated to be less than 1.07 pounds per day or average daily emissions of approximately 0.3 pound per day.

The risks estimated for an exposed individual are higher if a fixed exposure occurs over a longer period of time. Health effects from TACs are often described in terms of individual cancer risk, which is based on a 30-year lifetime exposure to TACs (OEHHA 2015). Construction activities for the proposed project would be temporary, would vary in activity and equipment intensity over that time, and would take place throughout the entirety of the

project site, thereby limiting the amount of time that emitting equipment would be within a distance that would expose sensitive receptors to substantial pollutant concentrations. Due to the intermittent and temporary nature of construction activities, the dispersive properties of TACs, and the fact that average daily $PM_{2.5}$ emissions, of which DPM is only a subset, would be less than 0.3 pound per day, short-term construction would not expose sensitive receptors to substantial DPM emission levels that would result in a health hazard. As a result, this construction impact would be **less than significant**.

Once constructed, the proposed project would consist primarily of residential uses, with some retail and shared community space. Operation of the proposed project is not expected to produce significant quantities of DPM or TACs, as residential land uses are not substantial sources of TACs. Land uses that are more likely to generate substantial TAC emissions include industrial land uses that involve stationary sources, manufacturing processes, and large-scale commercial, warehousing, logistics, or other uses that could potentially attract heavy truck traffic, which are not uses proposed for the project. The proposed project would result in emissions related to periodic reapplication of architectural coatings, vehicle trips to and from the proposed project site, and landscape maintenance. Operational activities would be subject to existing federal, state, and local regulations for hazardous materials and air quality, such as PCAPCD Rule 218 (Architectural Coatings). No substantial operational TAC emissions sources are associated with the proposed project and sensitive receptors would not be exposed to substantial pollutant concentrations. This operational impact would be **less than significant.**

Health Effects of Criteria Air Pollutants

Criteria air pollutants can have human health effects at various concentrations, dependent upon the duration of exposure and type of pollutant. Adverse health effects induced by regional criteria air pollutant emissions generated by the project (ozone precursors and PM) are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, the number and character of exposed individuals [e.g., age, gender]). For these reasons, ozone precursors (ROG and NOx) contribute to the formation of ground-borne ozone on a regional scale, where emissions of ROG and NOx generated in one area may not equate to a specific ozone concentration in that same area. Similarly, some types of particulate pollutants may be transported over long distances or formed through atmospheric reactions. As such, the magnitude and locations of specific health effects from exposure to increased ozone or regional PM concentrations are the product of emissions generated by numerous sources throughout a region.

Technical limitations of existing models to correlate project- or plan-level regional emissions to specific health consequences are recognized by air quality management districts throughout the state, including the San Joaquin Valley Air Pollution Control District (SJVAPCD) and South Coast Air Quality Management District (SCAQMD), who provided amici curiae briefs for a case ultimately decided by the California Supreme Court called *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502, colloquially known as the Friant Ranch case. In its brief, SJVAPCD (2015) acknowledges that while health risk assessments for localized air toxics, such as DPM, are commonly prepared, “it is not feasible to conduct a similar analysis for criteria air pollutants because currently available computer modeling tools are not equipped for this task.” The air district further notes that “emissions solely from the Friant Ranch project (which equate to less than one-tenth of one percent of the total NOx and VOC in the Valley) is not likely to yield valid information,” and that any such information should not be “accurate when applied at the local level.” SCAQMD presents similar information in their brief, stating that “it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels” (SCAQMD 2015).

The PCAPCD's thresholds of significance were established with consideration given to the health-based air quality standards established by the AAQS, and are designed to aid the PCAPCD in implementing the applicable attainment plans to achieve attainment of the AAQS (PCAPCD 2017). The AAQS are informed by a wide range of scientific evidence that demonstrates there are known safe concentrations of criteria pollutants. While recognizing that air quality is cumulative problem, air districts typically consider projects that generate criteria air pollutant and ozone precursor emissions below these thresholds to be minor in nature and would not adversely affect air quality such that the AAQS would be exceeded. Emissions generated by a project or plan could increase some local concentrations of photochemical reactions and the formation of tropospheric ozone and secondary PM (even if regional emissions are reduced with implementation of a project or plan), which at certain concentrations, could lead to increased incidence of specific health consequences at the local level. Although these health effects are associated with ozone and particulate pollution, the effects are a result of cumulative and regional emissions. As a result, attributing health risks at any specific geographic location to a single proposed project is not feasible, and this preceding information and consideration regarding the health effects of criteria air pollutants is presented for informational purposes only.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-than-Significant Impact. The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Typically, odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from the psychological (i.e., irritation, anger, or anxiety) to the physiological, including circulatory and respiratory effects, nausea, vomiting, and headache. The ability to detect odors varies considerably among the population and overall is quite subjective.

The predominant source of power for construction equipment is diesel engines. Exhaust odors from diesel engines and emissions associated with asphalt and non-asphalt paving and the application of architectural coatings may be considered offensive to some individuals. Surrounding residents may be exposed to such construction-related odors. However, the odors would be temporary and disperse rapidly with distance from the source. Therefore, construction-generated odors would not result in the frequent exposure of receptors to objectionable odor emissions. Furthermore, the proposed project is required to comply with applicable portions of PCAPCD Rules 205 (Nuisance) and 218 (Architectural Coatings), which would help ensure that odors generated by short-term construction would not affect a substantial number of people. Therefore, this impact would be **less than significant**.

Future development under the proposed project would include primarily residential uses, with some retail and shared community space. Option 1 would include the continued operation and use of the Domes building. Residential land uses are not typically considered to be sources of objectionable odors. Industries and/or facilities that are likely to emit objectionable odors include wastewater treatment plants, landfills, composting facilities, petroleum refineries, and manufacturing plants. The proposed project would not include any of these types of facilities. Operation of the proposed project would not result in other emissions, such as those leading to odors, adversely affecting a substantial number of people and this impact would be **less than significant.**

3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Biological Resources. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) 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?	☐	☐	☐	☒
d) 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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

3.4.1 ENVIRONMENTAL SETTING

Field reconnaissance, database searches, and background literature review were conducted to characterize biological resources present or with the potential to occur within the project site. No protocol-level wildlife or botanical surveys have been conducted within the project site to date. A site reconnaissance survey was conducted on April 25, 2025.

Prior to the site reconnaissance, records searches of the following databases were performed to identify special-status species, sensitive habitats, and wetlands or waters known to occur or with potential to occur within the project site and vicinity:

- California Natural Diversity Database (CNDDB) within a 5-mile radius from the project site (CDFW 2025),

- California Native Plant Society Rare Plant Inventory standard 9-quadrangle (quad) search for the U.S. Geological Survey Auburn quad, where the project site is located, and adjacent eight quads (CNPS 2025),
- U.S. Fish and Wildlife Service's Information for Planning and Consultation database identifying federally-regulated sensitive resources with potential to occur and critical habitat within the project site (USFWS 2025a), and
- National Wetland Inventory (NWI) Wetlands Mapper (USFWS 2025b).

SITE DESCRIPTION

The project site is currently developed with two Placer County administrative buildings, along with paved parking areas and landscaping. Surrounding land uses include an amphitheater, public library, two schools, office and commercial development, and a cemetery (Exhibit 2-3). The nearest waterway is Auburn Ravine, a modified stream 0.25 mile east of the project site. The project site is highly disturbed, and landscaped areas are regularly maintained (i.e., mowed and trimmed). The elevation of the project site is approximately 1,300 feet above mean sea level, with the administrative buildings and parking areas approximately 20 feet higher than the landscaping along the perimeter.

VEGETATION COMMUNITY AND HABITAT

The project site is classified as the urban land cover type. Non-native ornamental trees and shrubs (e.g., deodar cedar [*Cedrus deodara*], crepe myrtle [*Lagerstroemia* spp.], olive [*Olea europaea*]) surround the administrative buildings and parking areas in the southern portion of the project site. Native incense cedar (*Calocedrus decurrens*) and oaks (interior live oak [*Quercus wislizeni*], valley oak [*Quercus lobata*], blue oak [*Quercus douglasii*], and black oak [*Quercus kelloggii*]) are minimally interspersed among the ornamental trees in these areas and comprise most trees in the landscape strips lining the parking areas in the northern portion of the project site. Most native trees appear to have been planted after the site was developed, although a few mature valley oak likely preceded site development. Turf grass underlies landscaped areas along the southern and western edges of the project site.

The project site overall provides low habitat value for wildlife because of frequent disturbance, limited connectivity, and the prevalence of non-native vegetation. Wildlife observed during the reconnaissance survey included Anna's hummingbird (*Calypte anna*), killdeer (*Charadrius vociferus*), western kingbird (*Tyrannus verticalis*), California scrub-jay (*Aphelocoma californica*), house finch (*Haemorhous mexicanus*), and Brewer's blackbird (*Euphagus cyanocephalus*). These bird species or other similarly urban-adapted wildlife species may forage or nest within the project site. No burrows or nest sites were observed within or adjacent to the project site at the time of the reconnaissance survey. The potential for special-status species to occur in the project site is discussed in Section "Special-status Species," below.

SPECIAL-STATUS SPECIES

Special-status species include plants and animals in the following categories:

- species listed by the State of California or the federal government as endangered, threatened, or rare;
- species proposed or candidate for state or federal listing as endangered or threatened;

- taxa (i.e., taxonomic categories or groups) that meet the criteria for listing, even if not currently included on any list, as described in California Code of Regulations Section 15380 of the California Environmental Quality Act (CEQA) Guidelines;
- species identified by the California Department of Fish and Wildlife (CDFW) as species of special concern;
- species listed as fully protected under the California Fish and Game Code; and
- taxa considered by CDFW to be "rare, threatened, or endangered in California" and assigned a California Rare Plant Rank (CRPR) of 1A, 1B, 2A, or 2B.

The CDFW system includes six rarity and endangerment ranks for categorizing plant species of concern, which are summarized as follows:

- CRPR 1A – Plants presumed to be extinct in California;
- CRPR 1B – Plants that are rare, threatened, or endangered in California and elsewhere;
- CRPR 2A – Plants presumed to be extinct in California, but more common elsewhere;
- CRPR 2B – Plants that are rare, threatened, or endangered in California, but more common elsewhere;
- CRPR 3 – Plants about which more information is needed (a review list); and
- CRPR 4 – Plants of limited distribution (a watch list).

All plants with a CRPR are considered "special plants" by CDFW. The term "special plants" is a broad term used to refer to all plant taxa inventoried in CDFW's CNDDB regardless of their legal or protection status. Plants ranked as CRPR 1A, 1B, 2A, and 2B may qualify as endangered, rare, or threatened species within the definition of CEQA Guidelines Section 15380. CDFW recommends that CRPR 1 and 2 species be addressed within the context of CEQA analyses and documentation. In general, CRPR 3 and 4 species do not meet the definition of endangered, rare, or threatened pursuant to CEQA Guidelines Section 15380.

The term "California species of special concern" is applied by CDFW to animals not listed under the federal Endangered Species Act (ESA) or California Endangered Species Act (CESA), but that are nonetheless declining at a rate that could result in listing, or that historically occurred in low numbers, or have limited ranges, and known threats to their persistence currently exist. "Fully protected" was the first state classification used to identify and protect animal species that are rare or facing possible extinction. Most of these species were subsequently listed as threatened or endangered under CESA or ESA. The remaining fully protected species that are not officially listed under CESA or ESA are still legally protected under California Fish and Game Code, and qualify as endangered, rare, or threatened species within the definition of CEQA Guidelines Section 15380.

Database searches identified previously documented occurrences of eight special-status plant species and seven special-status wildlife species in the vicinity of the project site (Tables 3.4-1 and 3.4-2). All 15 special-status species identified by the database searches are either unlikely to occur or have no potential to occur. No critical habitat or proposed critical habitat is located within the project site or the surrounding 10 miles (USFWS 2025a).

Table 3.4-1. Special-Status Plant Species with the Potential to Occur in the Project Vicinity

Common and *Scientific Name*	Legal Status[1]		Distribution	Habitat Association and Elevation	Blooming Period	Potential for Occurrence within the Project Site[2]	Rationale
	Federal	State/ CRPR					
Jepson's onion *Allium jepsonii*	–	–/1B.2	Butte, El Dorado, Placer, and Tuolumne counties	Serpentine and volcanic areas in chaparral, cismontane woodland, lower montane coniferous forest. 985–4,330 feet amsl	April–August	No potential	Landscaped areas within the project site are regularly maintained (i.e., mowed, trimmed) and do not provide serpentine or volcanic microhabitats that support this species. This species was not observed during the site reconnaissance survey on April 25, 2025.
Big-scale balsamroot *Balsamorhiza macrolepis*	–	–/1B.2	Alameda, Amador, Butte, Colusa, El Dorado, Lake, Mariposa, Napa, Placer, Santa Clara, Shasta, Solano, Sonoma, Tehama, and Tuolumne counties	Chaparral, cismontane woodland, valley and foothill grassland. 150–5,100 feet amsl	March–June	No potential	Landscaped areas within the project site are regularly maintained (i.e., mowed, trimmed) and do not provide habitats that support this species. This species was not observed during the site reconnaissance survey on April 25, 2025.
Stebbins' morning-glory *Calystegia stebbinsii*	FE	SCE/1B.1	El Dorado and Nevada counties	Chaparral openings, cismontane woodland. 605–3,575 feet amsl	April–July	No potential	Landscaped areas within the project site are regularly maintained (i.e., mowed, trimmed) and do not provide habitats that support this species. This species was not observed during the site reconnaissance survey on April 25, 2025.
Pine Hill Ceanothus *Ceanothus roderickii*	FE	SR/1B.1	El Dorado County	Gabbroic and serpentine areas (sometimes) in chaparral and cismontane woodland. 245–1,090 feet amsl	April–June	No potential	The project site is outside the species' elevational range.

Table 3.4-1. Special-Status Plant Species with the Potential to Occur in the Project Vicinity

Common and *Scientific Name*	Legal Status[1]		Distribution	Habitat Association and Elevation	Blooming Period	Potential for Occurrence within the Project Site[2]	Rationale
	Federal	State/ CRPR					
El Dorado bedstraw *Galium californicum* ssp. *sierrae*	FE	SR/1B.2	El Dorado County	Gabbroic areas in chaparral, cismontane woodland, and lower montane coniferous forest. 330–1,920 feet amsl	May–June	No potential	Landscaped areas within the project site are regularly maintained (i.e., mowed, trimmed) and do not provide the gabbroic soils that support this species. This species was not observed during the site reconnaissance survey on April 25, 2025.
Boggs Lake hedge-hyssop *Gratiola heterosepala*	–	SCE/1B.2	Fresno, Lake, Lassen, Madera, Mendocino, Merced, Modoc, Placer, Sacramento, San Joaquin, Shasta, Siskiyou, Solano, Sonoma, and Tehama counties	Clay soils in marsh and swamp margins and vernal pools. 35–7,790 feet amsl	April–August	No potential	Aquatic habitats required by this species are not present within the project site.
Layne's ragwort *Packera layneae*	FT	SR/1B.2	El Dorado, Placer, Tuolumne, and Yuba counties	Gabbroic (sometimes), rocky, and serpentine (sometimes) areas in chaparral and cismontane woodland. 655–3,560 feet amsl	April–August	No potential	Landscaped areas within the project site are regularly maintained (i.e., mowed, trimmed) and do not provide the microhabitats or habitats that support this species. This species was not observed during the site reconnaissance survey on April 25, 2025.
Oval-leaved viburnum *Viburnum ellipticum*	–	–/2B.3	Alameda, Contra Costa, El Dorado, Fresno, Glenn, Humboldt, Lake, Mendocino, Napa, Placer, Shasta, Solano, Sonoma, and Tehama counties	Chaparral, cismontane woodland, and lower montane coniferous forest. 705–4,595 feet amsl	May–June	No potential	Landscaped areas within the project site are regularly maintained (i.e., mowed, trimmed) and do not provide the habitats that support this species. This species was not observed during the site reconnaissance survey on April 25, 2025.

Notes for Table 3.4-1:

Notes:
amsl = above mean sea level;
CRPR = California Rare Plant Rank.

[1] Status explanations:
– = no listing.

Federal
FE = listed as federally endangered under the federal Endangered Species Act.
FT = listed as threatened under the federal Endangered Species Act.

State
SCE = state candidate for listing as endangered under the California Endangered Species Act.
SR = state listed as rare under the Native Plant Protection Act.

California Native Plant Society California Rare Plant Ranks:
1B = plant species considered rare, threatened, or endangered in California and elsewhere.
2B = plant species considered rare, threatened, or endangered in California but more common elsewhere.

California Rare Plant Rank Extensions:
1 = seriously endangered in California (>80% of occurrences are threatened and/or have high degree and immediacy of threat).
2 = fairly endangered in California (20–80% of occurrences are threatened and/or have moderate degree and immediacy of threat).
3 = not very threatened in California (<20% of occurrences are threatened and/or have low degree and immediacy of threat or no current threats known).

[2] Potential for occurrence categories defined:
No Potential = The project site is located outside the species' geographic or elevational range, or no suitable habitat for the species is present within or immediately adjacent to the project site.

Sources: CDFW 2025, CNPS 2025, NRCS 2025

Table 3.4-2. Special-Status Wildlife Species with the Potential to Occur in the Project Vicinity

Common and Scientific Name	Legal Status[1]		Habitat Requirements	Potential for Occurrence in the project site[2]	Rationale
	Federal	State			
Invertebrates					
Western bumble bee *Bombus occidentalis*	–	SCE	Forages on flowering plants, often in meadows and forested openings. Uses burrows for nests and hibernation sites for queens.	Unlikely	The species' historical range throughout California and much of western North America has significantly declined to be centered around Idaho and Montana (Graves et al. 2020). The nearest CNDDB-documented occurrence is 5 miles southeast of the project site in 1976 (CDFW 2025).
Monarch butterfly *Danaus plexippus*	FPT	–	Requires milkweed (*Asclepias* spp.) for breeding. Breeds and forages in open, agricultural, wet, or developed areas with flowering plants. In California, overwinters in groves of blue gum (*Eucalyptus globulus*), Monterey pine (*Pinus radiata*), and Monterey cypress (*Hesperocyparis macrocarpa*).	Unlikely	The project site is outside the species overwintering range and does not contain milkweed, the host plant for the species. The species may pass through the project site during migration.
Amphibians and Reptiles					
Foothill yellow-legged frog, north Sierra DPS *Rana boylii*	–	ST	Frequents rocky, sunny banks along streams and rivers of all sizes in woodland, chaparral and forest. Closely restricted to water.	No potential	No aquatic habitat occurs within or adjacent to the project site. The nearest perennial waterway is Auburn Ravine, 0.25 mile east of the project site.
California red-legged frog *Rana draytonii*	FT	SSC	Associated with deep, still, or slow-moving water and dense, shrubby riparian vegetation (arroyo willow [*Salix lasiolepis*]; also cattail [*Typha* spp.] and bulrush [*Scirpus* spp.]).	No potential	No aquatic habitat occurs within or adjacent to the project site. The nearest perennial waterway is Auburn Ravine, 0.25 mile east of the project site. No CNDDB-documented occurrences occur within 5 miles of the project site (CDFW 2025).

Table 3.4-2. Special-Status Wildlife Species with the Potential to Occur in the Project Vicinity

Common and Scientific Name	Legal Status[1]		Habitat Requirements	Potential for Occurrence in the project site[2]	Rationale
	Federal	State			
Northwestern pond turtle *Actinemys marmorata*	FPT	SSC	Closely associated with permanent or nearly permanent water in a variety of aquatic habitats. Forages in ponds, marshes, slow-moving streams, sloughs, and irrigation/drainage ditches; nests in nearby uplands with low, sparse vegetation. Basking sites such as partially submerged logs, rocks, floating vegetation mats, or open mud banks are required for thermoregulation. Hibernation may occur in aquatic habitats or in burrows of adjacent uplands.	No potential	No aquatic habitat occurs within or adjacent to the project site. The nearest perennial waterway is Auburn Ravine, 0.25 mile east of the project site. The project site and surrounding areas do not provide suitable upland habitat due to their frequent disturbance.
Fishes					
Steelhead, Central Valley DPS *Oncorhynchus mykiss irideus* population 11	FT	SSC	Cool, clear streams with abundant cover, well-vegetated banks, and relatively stable flows. Pool and riffle complexes and gravelly streambeds for spawning. Adult steelhead migrate from the ocean into freshwater streams to spawn between December and March, and juveniles migrate downstream to the ocean in late winter or spring.	No potential	No aquatic habitat occurs within or adjacent to the project site. Concrete weirs block passage of anadromous fish into nearby Auburn Ravine (CDFW 2023).
Mammals					
Townsend's big-eared bat *Corynorhinus townsendii*	–	SSC	Widespread throughout California, from low desert to mid-elevation montane habitats. Roosts in spacious cavities inside caves, tunnels, mines, or abandoned buildings. Forages in edge habitats along streams or forested habitats.	No potential	Suitable roosting and foraging habitats are not present within the project site. No CNDDB-documented occurrences within 5 miles of the project site occurred within the past 50 years (CDFW 2025).

Notes for Table 3.4-2.

Notes:
CNDDB = California Natural Diversity Database;
DPS = Distinct Population Segment.

[1] Status explanations:
– = no listing.

Federal
FPT = proposed for listing as threatened under the federal Endangered Species Act.
FT = listed as threatened under the federal Endangered Species Act.

State
SCE = state candidate for listing as endangered under the California Endangered Species Act.
SSC = state species of special concern
ST = listed as threatened under the California Endangered Species Act.

Sources: CDFW 2025, USFWS 2025a

[2] Potential for occurrence categories defined:
Unlikely = The project site is located within the species' range, and only poor quality habitat occurs on or adjacent to the project site, or the project site is characterized by features that limit the likelihood of a species' occurrence; the project site is not expected to support these species. The species may or may not have been recorded within 5 miles of the project site.
No Potential = The project site is located outside the species' geographic or elevational range or no suitable habitat for the species is present within or immediately adjacent to the project site.

WETLANDS AND WATERS

Any areas that meet the regulatory definition of "waters of the United States" are regulated under the jurisdiction of the United States Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act. Waters of the U.S. include documented navigable waters of the United States; interstate waters; all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce; tributaries to any of these waters, and wetlands adjacent to these waters. Potentially jurisdictional waters of the U.S. are typically determined by conducting a wetland delineation according to USACE methods and guidelines. No potential wetland features or waters of the U.S. were identified within the project site during review of NWI data (USFWS 2025b) or observed on-site during the reconnaissance survey. The biologist therefore deemed a wetland delineation survey unnecessary.

WILDLIFE MOVEMENT/CORRIDORS

The project site is located amid commercial and residential development; no wildlife movement corridors occur on the project site. Auburn Ravine, 0.25 mile east of the project site, may provide a movement corridor for wildlife, including migratory birds, but is likely too disturbed and fragmented to be used by most wildlife. The North Fork American River corridor, 1.5 miles east of the project site, has dense, continuous riparian and adjacent upland habitats that function as a movement corridor for many wildlife species. Any wildlife using these areas as movement corridors are not likely to move onto the project site due to its poor habitat quality and lack of habitat connectivity.

3.4.2 DISCUSSION

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

Less than Significant with Mitigation Incorporated. Scattered shrubs and trees in and around the project site provide suitable nesting habitat for common, urban-adapted migratory birds and raptors protected under the Migratory Bird Treaty Act and Section 3503.5 of the California Fish and Game Code. Project construction may disturb birds nesting within or adjacent to the project site, causing nest abandonment. Any potential impact on nesting birds would be **potentially significant**.

Mitigation Measure BIO-1: Conduct Preconstruction Nesting Bird Surveys and Implement Appropriate Avoidance Buffers, as Needed.

If construction will occur during the bird nesting season (typically February 1 to August 31), a qualified biologist will conduct a preconstruction survey for nesting birds no more than 2 weeks prior to the start of ground-disturbing construction activities. The survey will include all suitable habitat within the project site and a 100-foot buffer of the project site.

If nesting birds are located during the preconstruction nesting bird survey, an appropriate buffer will be established by a qualified biologist to protect the nest from project-related disturbances until the nest has fledged or is no longer active. An appropriate non-disturbance buffer will be determined based on the

species, site conditions (e.g., existing level of disturbance), biologist observations, and professional judgement. Typical buffers are 50 feet for passerines and 250 feet for non-special-status raptors. Smaller buffers may be implemented if nest monitoring by a qualified biologist confirms project activities are not adversely affecting the nest; this typically requires a period of nest monitoring prior to initiation of project activities to establish baseline nest activity.

Significance after Mitigation

Implementing Mitigation Measure BIO-1 would reduce the potentially significant impact on nesting birds to **less than significant** by protecting birds that nest within or in the vicinity of the project site from construction-related disturbances if project construction occurs during the nesting season.

Database searches identified no other special-status species with the potential to be impacted by the project. Therefore, impacts of the proposed project on species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service would be **less than significant with mitigation incorporated**.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

No Impact. Sensitive natural communities include riparian habitat and other natural communities of special concern to resource agencies, areas protected under CEQA, or areas otherwise protected under local regulations and policies. No riparian habitat or other sensitive natural communities are present in or adjacent to the project site; therefore, implementation of the proposed project would have **no impact** on riparian habitat or other sensitive natural communities.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. No wetland features are present in or adjacent to the project site; therefore, implementation of the proposed project would have **no impact** on federally protected wetlands.

d) 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?

No Impact. No established migratory routes for native species occur on the project site. The project site is small, disturbed, and isolated amid urban development. Furthermore, noise and visual disturbances from temporary construction and long-term operations are not expected to rise above levels of existing urban disturbances along movement corridors in the vicinity (e.g., Auburn Ravine).

Implementation of the proposed project would not interfere with the movement of any native species, with established migratory corridors, or with use of native wildlife nursery sites; therefore, there would be **no impact** from the proposed project related to this issue.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant with Mitigation. The project site is located within the City of Auburn in Placer County. Section 161 of the City's Municipal Code includes regulations for the protection of native trees with a diameter at breast height (DBH) of 6 inches or more. The project site includes several native trees, as defined in the City's Municipal Code, some of which would be removed during project construction, resulting in a **potentially significant** impact without mitigation.

> **Mitigation Measure BIO-2: Prepare Tree Report and Apply for Tree Permit and Mitigate for Tree Removal, as Needed.**
>
> The City will commission a tree report to be prepared by an arborist or professional forester containing information on the location, condition, potential impacts, and recommended actions and mitigation measures regarding trees with a DBH of at least 6 inches or with multiple trunks with an aggregate DBH of at least 20 inches and within 50 feet of any proposed construction activity. If any native trees, per Municipal Code Section 161, will be removed or potentially impacted by project construction, the City will apply for an appropriate tree permit and mitigate for tree removal or damage at the ratio defined in the approved permit. Project activities will follow recommendations in the tree report for the protection of native trees that will not be removed during project construction.

Significance after Mitigation

The project will be required to comply with tree preservation measures in Section 161 of the Municipal Code through implementation of Mitigation Measure BIO-2, which requires preparation of a tree report, mitigation for the removal of or damage to native trees including incense cedar and oaks, and protection of native trees that will be preserved onsite. Implementing Mitigation Measure BIO-2 would reduce the potentially significant impact to **less than significant** through adherence with local tree preservation policies.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Placer County Conservation Program, which constitutes a Habitat Conservation Plan under the federal ESA and a Natural Community Conservation Plan under the California Natural Community Conservation Planning Act, covers approximately 201,000 acres of western Placer County (Placer County 2020). However, the City of Auburn, the CEQA lead agency for the proposed project, is not a Permittee under the Placer County Conservation Program. Therefore, implementation of 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 there would be **no impact** from the proposed project related to this issue.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	To Be Studied in Focused EIR	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☒	☐	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☒	☐	☐	☐

3.5.1 DISCUSSION

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

The cultural resources effects of the proposed project are to be studied more thoroughly in an EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

The cultural resources effects of the proposed project are to be studied more thoroughly in an EIR.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

The cultural resources effects of the proposed project are to be studied more thoroughly in an EIR.

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3.6 ENERGY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
VI. Energy. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.6.1 ENVIRONMENTAL SETTING

Energy systems in California include electricity from renewable and non-renewable sources, natural gas, and petroleum.

The transportation sector (predominantly from vehicles) is the largest consumer of energy, accounting for 42 percent of end-use energy consumption in California (United States Energy Information Administration [EIA] 2022). There is a direct link between the vehicle miles traveled (VMT) and energy use. In addition to mobile sources in the transportation sector, energy is consumed from residential and commercial/industrial building use. Energy is consumed by building use primarily in the form of electricity and natural gas, and is consumed for transportation primarily in the form of gasoline and diesel fuel.

At the proposed project site, natural gas and electrical services are currently provided by Pacific Gas and Electric Company (PG&E). In 2022, PG&E provided 77,887,000 megawatt hours of electricity to its customers (CEC 2022a). Electricity is generated from a variety of sources, including hydropower, natural-gas-fired generators, renewable resources eligible under the state's Renewable Portfolio Standards (RPS) program (e.g., solar, wind, geothermal, hydroelectric, and bioenergy), and purchases from other energy suppliers. PG&E's electricity base mix as of 2023 was provided by 33 percent qualified renewable energy sources and 100 percent by GHG-free sources (CEC 2023a). In addition, the proportion of PG&E-delivered electricity for all customers generated from eligible renewable energy sources is anticipated to increase to 100 percent by 2040 (PG&E 2022). Pioneer Community Energy began providing electricity services in 2018 to Auburn along with most of unincorporated Placer County. Pioneer Community Energy is a Community Choice Aggregator, which is a not-for-profit public agency that purchases electricity for residents and businesses in a community and works with Investor Owned Utilities (IOUs) like PG&E to deliver electricity through the existing power grid.

Natural gas service is provided to Placer County and surrounding areas by PG&E through portions of PG&E's approximately 43,500 miles of natural gas distribution pipelines. Natural gas consumption in the PG&E service area was approximately 4,421 million therms in 2022 (CEC 2022b), approximately 2 percent (99 million therms) of which were provided to users in Placer County (CEC 2022c).

Petroleum products (gasoline, diesel, jet fuel) are consumed almost exclusively by the transportation sector, and account for about 85 percent of the energy used in California by the transportation sector (EIA 2024a). Of the estimated 11,685 million gallons of gasoline sold in California in 2023, it is estimated that 163 million gallons of gasoline were sold in Placer County (CEC 2023b).

3.6.2 DISCUSSION

a, b) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation OR obstruct a state or local plan for renewable energy or energy efficiency during project construction or operation or conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less-than-Significant Impact. Implementation of the proposed project would involve the consumption of energy during construction and operations in the form of electricity and fossil fuels (e.g., gasoline and diesel fuel and natural gas).

CONSTRUCTION-RELATED ENERGY CONSUMPTION

Implementation of the proposed project would increase the consumption of energy for the duration of construction, primarily in the form of fossil fuels (e.g., gasoline, diesel fuel) to power construction vehicles and equipment operating on-site, trucks delivering equipment and supplies to the site, and construction workers driving to and from the site.

Table 3.6-1 presents the total fuel consumption anticipated for the proposed construction activities, which was estimated based on the emissions calculations for proposed construction activities modeled using CalEEMod, as further detailed in Section 3.3 "Air Quality" and Section 3.8 "Greenhouse Gas Emissions" of this Initial Study, and application of the EIA carbon dioxide (CO_2) emissions coefficients (EIA 2024b) to estimate fuel consumption from project construction activities.

Table 3.6-1: Modeled Construction Fuel Consumption

Energy Consuming Component	Diesel (gallons)	Gasoline (gallons)
Option 1		
On-Site Equipment Use	57,130	0
Off-Site On-road Vehicles	19,325	41,216
Total	**76,455**	**41,216**
Option 2		
On-Site Equipment Use	64,437	0
Off-Site On-road Vehicles	26,935	56,665
Total	**91,372**	**56,665**

Modeled by AECOM in 2025. See Appendix A for detailed emissions modeling and energy calculations.

As described in Section 3.3, "Air Quality", the construction emissions modeling (and associated fuel consumption) for both Option 1 and Option 2 accounts for proposed new structures and site elements (i.e., new paved areas and landscaping) that would be constructed under the proposed project.

Fuel consumption rates would vary over the duration of construction based on the intensity of construction activities. This includes factors such as the amount and duration of equipment use, as well as the number of vehicle trips and distances traveled during each phase of construction. The proposed construction-related activities and associated equipment use are necessary components of the construction phase of the project. Related fuel consumption would be temporary, ceasing after the completion of construction, and would not represent a significant demand on available energy resources, beyond normal construction fuel usage. Additionally, project construction activities would be conducted in accordance with all applicable laws and regulations, including applicable federal, state, and local laws that are intended to promote efficient utilization of resources, such as California Code of Regulations (CCR) Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes.

Construction equipment and vehicle activity and related energy consumption would be typical of that associated with construction of the types of land use development in the region and of similar type and scale to the proposed project. The proposed project does not include unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites. Therefore, construction associated with the proposed project would not result in inefficient, wasteful, or unnecessary use of fuel or other energy sources or conflict with or obstruct implementation of a plan for renewable energy or energy efficiency. This impact would be **less than significant**.

OPERATIONAL ENERGY CONSUMPTION

Operational activities would consume energy in the form of electricity, natural gas, and gasoline and diesel fuels. Building energy use associated with operation of the project would include electricity and natural gas use for heating and cooling systems, lighting, appliances, and water and wastewater conveyance. Gasoline and diesel consumption would be associated with vehicle trips generated by employee personnel vehicles and fire truck trips.

Electricity and natural gas demand were estimated using CalEEMod based on the building square footage for each proposed land use. Electricity demand includes electricity associated with supplying, treating, and distributing water for use in the proposed project buildings. These estimates are based on default energy consumption rates developed for CalEEMod and do not account for increased energy efficiency that is likely over time due to improvements in building design and technology, as well as regulatory requirements of the California Building Standards Code. Transportation fuel consumption associated with operational trips was calculated based on CalEEMod default vehicle trip and VMT inputs for the proposed land uses and the use of ARB's Emission Factor (EMFAC) 2025 model version v.2.0.0 vehicle fuel and electricity consumption data.

Energy consumption was converted to a common energy unit using heat content information for fuels (The Climate Registry 2025), and the conversion rate of 7,368 British thermal units per kilowatt hour for electricity.

In order to determine the net increase in operational energy consumption associated with implementation of the proposed project, operational energy consumption associated with existing uses at the proposed project site were calculated for the baseline year 2025 according to the methodology described above and subtracted from the estimated post-project operational energy consumption associated with buildout of the proposed project. Additional details of operational activities and other input parameters are included in Appendix B.

As shown in Table 3.6-2, transportation fuel consumption for vehicle trips would represent the greatest operational use of energy associated with the proposed project. Federal and state regulations regarding fuel

efficiency standards for vehicles in California are designed to reduce wasteful, unnecessary, and inefficient use of energy for transportation. These regulations include the federal Corporate Average Fuel Economy standards adopted by the USEPA and the National Highway Transportation Safety Administration, which sets fuel economy standards for light-duty vehicles (i.e., passenger cars and light trucks) and fuel consumption standards for medium- and heavy-duty trucks and engines. State regulations include the Truck and Bus Regulation, which as of January 1, 2023, requires all diesel-powered vehicles operating in California with a gross vehicle weight rating over 14,000 pounds to have a 2010 or newer engine and emission system, and the Advanced Clean Cars Program, which includes low-emission vehicle standards and sets requirements for the phase in of light-duty zero-emission vehicles by 2035. These regulations will reduce operational energy consumption associated with the proposed project over time.

Table 3.6-2: Estimated Net Project Annual Operational Energy Consumption

Operational Activity	Annual Consumption	MMBTU
Option 1		
Electricity Consumption[1]	377, 454 kWh	2,781
Natural Gas Consumption	2,434,063 kBTU	2,434
Transportation Fuel Consumption	99,273 gallons gasoline	12,409
Transportation Fuel Consumption	7,563 gallons diesel	1,044
Transportation Electricity Consumption	351,017 kWh	1,198
Total	--	**19,866**
Option 2		
Electricity Consumption[1]	258,024 kWh	1,901
Natural Gas Consumption	2,860,967 kBTU	2,861
Transportation Fuel Consumption	101,408 gallons gasoline	12,676
Transportation Fuel Consumption	7,724 gallons diesel	1,066
Transportation Electricity Consumption	356,107 kWh	1,215
Total	**--**	**19,719**

Notes: kBTU = thousand British thermal units; kWh = kilowatt-hours; MMBTU = million British thermal units.
Source: Modeled by AECOM in 2025. See Appendix B for detailed emissions modeling and energy calculations.
1 The electricity demand presented in this table include both the electricity associated with the operation of the building, and electricity associated with the supply, distribution and treatment of water and wastewater treatment.

The proposed project would receive electrical power and natural gas from PG&E. As described above, under "Environmental Setting," the proportion of PG&E-delivered electricity for all customers generated from eligible renewable energy sources is anticipated to increase to 100 percent by 2040. Additionally, the proposed buildings would be constructed to meet all applicable energy efficiency standards at the time of construction and would be required to comply with the current energy performance standards found Title 24 of the CC R, including the Green Building Code (Part 11 of Title 24) Building Energy Efficiency Standards.

As noted, the transportation sector (predominantly from vehicles) is the largest consumer of energy, accounting for 42 percent of end-use energy consumption in California (EIA 2022). The proposed project site is an infill site and the project represents redevelopment of an existing developed site that is adjacent to a range of destinations and public transportation. The nature and location of the proposed project would serve to reduce vehicular travel

demand and therefore the most important type of energy use: for transportation. Therefore, energy consumption associated with operational transportation and building operations would not be inefficient, wasteful, or unnecessary or conflict with or obstruct a state or local plan for renewable energy or energy efficiency and this impact would be **less than significant**.

Energy efficiency is a possible indicator of environmental impacts. The actual adverse physical environmental effects associated with energy use and the efficiency of energy use are detailed throughout this Initial Study in the environmental topic–specific sections. For example, the use of energy can lead to air pollutant and GHG emissions, the impacts of which are addressed in Air Quality and Greenhouse Gas, respectively, of this Initial Study. There is no physical environmental effect associated with energy use that is not addressed in the environmental topic–specific sections of this Initial Study.

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3.7 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Geology and Soils. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

3.7.1 ENVIRONMENTAL SETTING

GEOLOGY AND PALEONTOLOGICAL RESOURCES

Based on a review of geologic mapping prepared by Gutierrez (2011), the project site and surrounding area are underlain by Jurassic-age metavolcanic rock that is part of the Foothill Melange. The Foothill Melange is a defined as a chaotic mixture of metasedimentary and metavolcanic rocks of varying lithologies and ages. It includes bodies of gabbroic and ultramafic rocks and lenses of carbonate rocks. Coherent rocks masses large enough to be shown on the map include metavolcanic rock, which is present in a wide band that trends northwest/southeast along the western Sierra Nevada foothills (Gutierrez 2011). Metavolcanic rock was produced

originally as a result of volcanic activity, but was later metamorphosed under conditions of high temperature and pressure causing the original volcanic rock to recrystallize into a different form.

Due to the high temperatures that are present when volcanic rock (such as lava) is formed, and the subsequent high temperatures and pressures during metamorphism, metavolcanic rock generally does not contain fossils and therefore is not considered to be paleontologically sensitive.

SEISMICITY

The project site is situated within the foothills of Sierra Nevada. Several branches of the Foothills Fault Zone run north/south through the city, including the Maidu East Fault (part of the Bear Mountains Fault Zone), the Dewitt Fault, Deadman Fault (Jennings and Bryant 2010). The traces of these faults are present in the vicinity of the project site, ranging from approximately 0.5 to 0.75 mile north, west, and south; however, no fault traces are known to be present within or immediately adjacent to the project site. The age of last known movement on these faults is late Quaternary (the last 700,000 years) for the Dewitt and Deadman Faults, and middle to early Quaternary (700,000 to 2.6 million years Before Present) for the Maidu East Fault. None of these faults are classified as "active" (Jennings and Bryant 2010). The nearest active faults classified under the Alquist-Priolo Act are approximately 41 miles north near Lake Oroville and approximately 53 miles east at Lake Tahoe (California Geological Survey [CGS] 2022).

3.7.2 DISCUSSION

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

No Impact. Geologists have determined that the greatest potential for surface fault rupture and strong seismic ground shaking is from active faults; that is, faults with evidence of activity during the Holocene epoch (i.e., the last 11,700 years). The western Sierra Nevada foothills along I-80, where the project site is located, historically have not experienced any large magnitude earthquakes (U.S. Geological Survey 2025). The Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act) was created to help reduce the loss of life and property from an earthquake by prohibiting the construction of structures designed for human occupancy across the traces of active faults. The project site is not located within or adjacent to a fault designed under the Alquist-Priolo Act, or any other known active or potentially active fault (CGS 2022, Jennings and Bryant 2010). Thus, there would be **no impact**.

ii) Strong seismic ground shaking?

Less-than-Significant Impact. Earthquake shaking hazards have been calculated by the Working Group on California Earthquake Probabilities by projecting earthquake rates based on earthquake history and fault slip rates, the same data used for calculating earthquake probabilities. The probabilistic *Earthquake Shaking Potential for California* (Branum et al. 2016) indicates that the project site is rated with the lowest potential shaking hazard intensity (i.e., an estimated peak horizontal ground acceleration of approximately 0.15*g*). Regions in the low

intensity categories are distant from known, active faults and are projected to experience lower levels of shaking less frequently.

Development of the proposed project is required by law to comply with seismic safety standards of the California Building Standards Code (CBC) (CC R Part 2, Title 24). The CBC philosophy focuses on "collapse prevention," meaning that structures are designed for prevention of collapse for the maximum level of ground shaking that could reasonably be expected to occur at a site. Based on the seismic design category, the CBC requires an analysis of slope instability, liquefaction, and surface rupture attributable to faulting or lateral spreading, plus an evaluation of lateral pressures on basement and retaining walls, liquefaction and soil strength loss, and lateral movement or reduction in foundation soil-bearing capacity. It also requires that measures to reduce damage from seismic effects be incorporated in structural design. Measures may include ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements, or any combination of these measures. The City of Auburn Building Code incorporates the requirements of the CBC through Auburn Municipal Code Title XV Section 150.001.

A site-specific geotechnical report must be prepared according to CBC and City requirements (including Auburn Municipal Code Title XV Section 150.001). The geotechnical report would be submitted to the City for review as part of the applicant's permit application. The project applicant is required by the CBC and the City to implement the engineering and design recommendations related to seismic, soils, and other geologic considerations at the project site that are contained in the geotechnical report. Therefore, impacts from strong seismic ground shaking would be **less than significant**.

iii) Seismic-related ground failure, including liquefaction?

No Impact. Soil liquefaction occurs when ground shaking from an earthquake causes a sediment layer saturated with groundwater to lose strength and become fluid, similar to quicksand. The liquefaction potential depends on the type of soil, the level and duration of seismic ground motions, and the depth to groundwater. The locations that are most susceptible to liquefaction-induced damage have loose, water-saturated, granular sediment that is within 40 feet of the ground surface. Liquefaction poses a hazard to engineered structures, such as buildings, bridges, and underground utility pipelines, because the loss of soil strength can result in bearing capacity insufficient to support foundation loads and increased lateral pressure on retaining walls.

Based on data from a groundwater monitoring well installed on the property immediately west of the project site in 1996, the depth to groundwater was approximately 13 feet below the ground surface (Applied Engineering and Geology, Inc. 1996). Given that the same soil type and geologic formation are present at the project site, along with a similar elevation, the depth to groundwater at the project site is likely to be similar. Although 13 feet below the ground surface is a shallow depth to groundwater, the Auburn silt loam soil at the project site is stable, the project site is underlain by stable bedrock comprised of metavolcanic rock (Gutierrez 2011), and there is a low potential for strong seismic ground shaking (Branum et al. 2016). Thus, there is no potential for liquefaction, and there would be **no impact**.

iv) Landslides?

Less-than-Significant Impact. The project site slopes steeply on the western side. However, part of this area currently consists of mature landscape trees and turf grass, which would be preserved as part of the proposed project. Because the project site is already developed with buildings and paved parking areas, only minor cuts-

and-fills would be necessary, and the finished grades would generally follow existing grades. Since the potential for strong seismic ground shaking is low, seismically-induced landslides would not represent a hazard, and this impact would be **less than significant**.

b) Result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact. Based on a review of site-specific soil data (Natural Resources Conservation Service [NRCS] 2024), the project site is composed of Auburn silt loam, 2 to 15 percent slopes. The Auburn silt loam soil type is rated with moderate wind and water erosion hazards, and is classified by NRCS as Hydrologic Group C, which consists of soils with a high stormwater runoff potential (NRCS 2024).

Project-related construction would involve earthmoving activities throughout most of the 10.5-acre project site associated with the proposed redevelopment. The project site slopes steeply on the western side. However, part of this area currently consists of mature landscape trees and turf grass, which would be preserved as part of the proposed project. Because the project site is already developed with buildings and paved parking areas, only minor cuts-and-fills would be necessary, and the finished grades would generally follow existing grades.

Because project-related construction would disturb more than one acre of land, the project applicant and the construction contractor are required by law to comply with the provisions of the SWRCB's *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Order WQ 2022-0057-DWQ, NPDES Permit No. CAS000002) (Construction General Permit). The Construction General Permit regulates stormwater discharges for construction activities under the Clean Water Act. The project applicant must submit a notice of intent to discharge to the Central Valley Regional Water Quality Control Board (RWQCB), and must prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) that includes site-specific Best Management Practices (BMPs) to minimize those discharges. All NPDES permits also have inspection, monitoring, and reporting requirements. The Central Valley RWQCB requires dischargers to implement construction and operational design features and BMPs that are specifically intended to reduce the potential for soil erosion and subsequent transport of soil and other pollutants to downstream waterbodies.

Furthermore, the project applicant is required to comply with the City's Grading Ordinance (90-2) per Auburn Municipal Code Title XV Chapter 155 (Grading, Erosion, and Sediment Control). A grading permit must be obtained prior to the start of earthmoving activities. Materials that must be provided to the city in support of the permit application include: topographic site plans showing cuts and fills (grading plans); an erosion and sediment control plan that sets forth site-specific BMPs that will be implemented to control dust, erosion, sediment transport, season of work, weather conditions, sequence of work, and access roads and haul routes; and a revegetation plan. Construction techniques that could be implemented to reduce the potential for stormwater runoff and sediment transport may include minimizing site disturbance, controlling water flow over the construction site, stabilizing bare soil, and ensuring proper site cleanup. BMPs that could be implemented to reduce erosion may include silt fences, staked straw bales/wattles, silt/sediment basins and traps, geofabric, trench plugs, terraces, water bars, soil stabilizers and re-seeding and mulching to revegetate disturbed areas.

Compliance with existing laws, regulations, and ordinances would ensure that the short-term, temporary construction impacts from soil erosion would be less than significant. (Short-term and long-term impacts from project construction and operation on water quality are evaluated in Section 3.10, "Hydrology and Water Quality.")

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less-than-Significant Impact. The Auburn silt loam soil at the project site has been rated by the NRCS (2024) as limited for construction of residential and commercial buildings due to the potential for steep slopes and a shallow depth to bedrock (approximately 20 inches below the ground surface). However, the NRCS data do not indicate any potential instability due to the inherent soil characteristics, such as lack of bearing strength or weak and compressible soil. The project site slopes steeply on the western side. However, part of this area is currently comprised of mature landscape trees and turf grass, which would be preserved as part of the proposed project. Because the project site is already developed with buildings and paved parking areas, only minor cuts-and-fills would be necessary, and the finished grades would generally follow existing grades. Thus, the potential for landslides is low. The shallow depth to bedrock would be addressed through geotechnical engineering recommendations contained in a site-specific geotechnical report, which would be integrated into the project design. Examples of the types of measures that could be implemented include attaching the building foundations into the bedrock by anchoring systems or drilling piers. As discussed in criterion a) ii) above, a geotechnical report must be prepared according to CBC and City requirements (including Auburn Municipal Code Title XV Section 150.001). The geotechnical report would be submitted to the City for review as part of the applicant's permit application. The project applicant is required by the CBC and the City to implement the engineering and design recommendations related to seismic, soils, and other geologic considerations at the project site that are contained in the geotechnical report. Therefore, impacts from construction in unstable soil would be **less than significant**.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating direct or indirect substantial risks to life or property?

No Impact. The soil at the project site consists of Auburn silt loam, 2 to 15 percent slopes. The NRCS (2024) has rated this soil with a low plasticity index, meaning that it is not expansive; thus, there would be **no impact**.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The project site is developed with two existing office buildings. An on-site wastewater collection system currently conveys wastewater off the project site to larger pipelines that are owned and maintained by the City. Wastewater conveyance for the proposed redevelopment at the project site would continue to be provided via sewer systems owned by the City. Temporary, portable restrooms would be provided for construction workers during the construction phase. Thus, there would be **no impact**.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. Due to the high temperatures involved in the formation of volcanic rocks, and the subsequent high temperatures and pressures during metamorphism, metavolcanic rock such as that present at the project site generally does not contain fossils. Therefore, it is not considered to be paleontologically sensitive, and earthmoving activities at the project site would have no impact on unique paleontological resources. Furthermore, the project site does not contain any unique geologic features (which would consist of outstanding examples of

unique rock formations, glaciers, volcanic cinder cones, major rivers, large waterfalls, or gorges), and thus there would be **no impact**.

3.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.8.1 ENVIRONMENTAL SETTING

Certain gases in Earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by Earth's surface, and a smaller portion of this radiation is reflected toward space through the atmosphere. Infrared radiation is selectively absorbed by GHGs. As a result, infrared radiation released from Earth that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on Earth. GHGs are present in the atmosphere naturally, are released by natural sources and anthropogenic sources (e.g., human caused), and are formed from secondary reactions taking place in the atmosphere. Natural sources of GHGs include the respiration of humans, animals, and plants; decomposition of organic matter; volcanic activity; and evaporation from the oceans. Anthropogenic sources include the combustion of fossil fuels by stationary and mobile sources, waste treatment, and agricultural processes. Anthropogenic sources lead to atmospheric levels of GHGs in excess of natural ambient concentrations and have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change. The following are GHGs that are widely accepted as the principal contributors to human-induced global climate change that are relevant to the project:

- Carbon Dioxide (CO_2): Natural sources of CO_2 include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; and evaporation from oceans. Anthropogenic (human) sources include burning of coal, oil, natural gas, and wood.

- Methane (CH_4): CH_4 is emitted during the production and transport of coal, natural gas, and oil. CH_4 emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.

- Nitrous Oxide (N_2O): N_2O is produced by both natural and human-related sources. Primary human-related sources of N_2O are agricultural soil management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. N_2O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests.

- Fluorinated gases: These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes called High Global Warming Potential (High GWP) gases. GHGs are not monitored at local air pollution monitoring stations and do not represent a direct impact to human health. Rather, GHGs generated locally contribute to global concentrations of GHGs, which result in changes to the climate and environment.

Emissions of CO_2 are byproducts of fossil fuel combustion. CH_4 is the main component of natural gas and is associated with agricultural practices and landfills. N_2O is a colorless GHG that results from industrial processes, vehicle emissions, and agricultural practices.

Global Warming Potential (GWP) is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of a GHG is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and the length of time the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2. Therefore, CO_2 has a GWP of 1. GHGs with lower emissions rates than CO_2 may still contribute to climate change because they are more effective at absorbing outgoing infrared radiation than CO_2 (i.e., high GWP). GHG emissions are typically measured in terms of metric tons (MT) of carbon dioxide equivalent (CO_2e) and are often expressed in MT CO_2e.

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms. GHGs typically persist in the atmosphere for extensive periods time, long enough to be dispersed throughout the globe and result in long-term global impacts. As such, the proposed project would not, by itself, contribute significantly to climate change; however, cumulative emissions from many projects and plans all contribute to global GHG concentrations and the climate system.

3.8.2 DISCUSSION

a, b) Generate greenhouse gas 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 emissions of greenhouse gases?

Less-than-Cumulatively Considerable Impact. Project implementation would generate short-term construction and long-term operational GHG emissions. Construction-related GHG emissions would cease following construction of the project. However, operational emissions are considered long-term and assumed to occur for the lifetime of the project. Construction-related GHG emissions would be generated primarily from exhaust emissions associated with off-road construction equipment, construction worker commutes, and vendor and haul truck trips. Operational GHG emissions can be categorized into direct and indirect GHG emissions. Direct GHG emissions are those emissions that are generated at the location of consumption or use. For example, mobile-source emissions are direct emissions because GHG emissions are generated as a vehicle is operated. Conversely, indirect emissions are those emissions that occur at a different time or location from the point of consumption or use. For example, electricity-related GHG emissions are indirect emissions because as a consumer uses electricity, the fuel combustion and emissions associated with creating that electricity likely occurred off-site or at a different

time. Other indirect GHG emissions include emissions associated with solid waste disposal and water consumption.

Given the relatively small levels of emissions generated by a typical development in relationship to the total amount of GHG emissions generated on a national or global basis, individual development projects are unlikely to contribute to climate change significantly by themselves. However, given the magnitude of the impact of GHG emissions on the global climate, GHG emissions from new development could result in significant, cumulative impacts with respect to climate change. Therefore, this impact is assessed within the cumulative context of the project's potential contribution to significant impacts on global climate change.

Addressing the potential impacts from GHG emissions generated as a result of a project requires an agency to make a determination as to what constitutes a significant impact. As stated in Appendix G of the CEQA Guidelines, the significance criteria established by the applicable air quality management district may be relied on to support determinations of significance. On October 13, 2016, the Placer County Air Pollution Control District (PCAPCD) adopted GHG emissions thresholds which are designed to analyze a project's consistency with the State's near- and longer-term climate targets, including Assembly Bill (AB) 32, which required reduction of statewide GHG emissions to 1990 levels by 2020, Senate Bill (SB) 32, which established a reduction mandate of 40 percent below 1990 statewide emissions levels by 2030, Executive Order (EO) S-3-05 which established a State goal for the reduction of GHG emissions generation by 80 percent compared to 1990 levels by 2050 (PCAPCD 2016). The GHG thresholds include a bright-line threshold for the construction and operational phases of land use projects and stationary source projects, a screening level threshold for the operational phase of land use projects, and efficiency thresholds for the operational phase of land use projects that result in GHG emissions that fall between the bright-line threshold and the screening level threshold. The bright-line threshold of 10,000 MT CO_2e per year is the point at which a project would be deemed to have a cumulatively considerable contribution to global climate change. The PCAPCD further recommends use of the 10,000 MT CO_2e per year for analysis of construction-related GHG emissions for land use projects. Any project with operational GHG emissions below the screening level threshold of 1,100 MT CO_2e e per year is considered by the PCAPCD as less than cumulatively considerable impact related to GHG emissions, and would not conflict with any State or regional GHG emissions reduction goals. A land use project with GHG operational emissions between 1,100 MT CO_2e per year and 10,000 MT CO_2e per year can still be found less than cumulatively considerable and not conflict with any State or regional GHG emissions reduction goals when the results of the project's related efficiency analysis meets one of the conditions of the efficiency matrix for that applicable land use setting and land use type. The GHG efficiency thresholds, which are in units of $MTCO_2e$/yr per capita or per 1,000 square feet, are presented in Table 3.8-1.

Table 3.8-1. PCAPCD Operational GHG Efficiency Thresholds of Significance

	Residential ($MTCO_2e$ per year/capita)	Non-Residential ($MTCO_2e$ per year/1,000 square feet)
Urban	4.5	26.5
Rural	5.5	27.3

Source: PCAPCD 2017

Notes: $MTCO_2e$ = metric tons of carbon dioxide equivalents

The PCAPCD guidance suggests that lead agencies could first consider whether a project is considered rural or urban. The California Emissions Estimator Model (CalEEMod) is one of the primary tools used for estimating

mass air pollutant and greenhouse gas emissions for projects in California. Examining CalEEMod, the default locational context for the project site is rural. CalEEMod assigns the locational context (urban versus rural) based on the United State Census Tract within which the project site is located. As described in Section 2.2, "Project Location, Access, and Surrounding Land Uses," the project site is surrounded by various public and commercial facilities, including a library, schools, and office and commercial development. Beyond the immediate surrounding land uses, there are single-family residences and retail land uses. Additionally, the project site is directly across the street from Auburn Station, which is the location of various connections to public transportation. Therefore, notwithstanding the Census Tract characterization, due to the proximity to transit, public, commercial, and retail uses, the project site is in an urban locational context for the purposes of the GHG emissions evaluation. The urban efficiency metric is more stringent, and, thus, use of the urban efficiency metric presents a conservative analysis.

Since these thresholds were last updated by PCAPCD, the California Air Resources Board (ARB) has finalized the 2022 Climate Change Scoping Plan, which establishes the State's framework for reaching the target to achieve carbon neutrality no later than 2045 established in Executive Order B-55-18 and later promulgated into law through AB 1279. Carbon neutrality is not a standard to be achieved on an individual project basis, but through the implementation of best available technology, increasingly stringent regulations to reduce emissions from various sources, state and regional plans to reduce vehicle miles traveled (VMT) and increase carbon-free vehicle use, and carbon capture and sequestration actions focused on the natural and working lands sector, as identified in the 2022 Scoping Plan. Evaluating consistency with the State's emissions reduction targets shows alignment with the State's approach to reduce the generation of GHG emissions from existing and anticipated future sources, a key component of the 2022 Scoping Plan (ARB 2022). Therefore, in order to demonstrate consistency with the State's long-term climate goals or strategies, and to determine whether implementation of the project would have a significant impact on the environment, this analysis will use the PCAPCD-established numerical thresholds and efficiency matrix described above.

Construction Emissions

Construction-related GHG emissions were modeled using the same methods and assumptions as those described in Section 3.3, "Air Quality," of this Initial Study. In addition to criteria air pollutants, CalEEMod also estimates GHG emissions associated with construction and operational activities. For construction, GHG emissions were estimated for off-road construction equipment, material delivery trucks, haul trucks, and construction worker vehicles. Appendix A provides detailed model inputs, assumptions, and outputs.

The generation of construction-related GHG emissions associated with the proposed project would be temporary. Similar to that described in Section 3.3, "Air Quality," the construction emissions modeling for both Option 1 and Option 2 accounts for proposed new structures and site elements (i.e., new paved areas and landscaping) that would be constructed under the proposed project. As shown in Table 3.8-2 below, the maximum annual project construction GHG emissions would not exceed the PCAPCD threshold.

Table 3.8-2: Proposed Project Construction GHG Emissions

Description	Option 1 (MT CO_2e/year)	Option 2 (MT CO_2e/year)
Maximum Annual Construction Emissions	653	822
PCAPCD Construction GHG Emissions Threshold	10,000	10,000
Exceeds Construction Threshold?	No	No

Emissions modeled by AECOM in 2025. See Appendix A for detailed construction inputs and model output files. Threshold PCAPCD 2017.
Notes:
CO_2e = carbon dioxide equivalents; MT = metric tons; PCAPCD = Placer County Air Pollution Control District
Emissions modeled by AECOM in 2025. See Appendix A for detailed construction inputs and model output files. Threshold PCAPCD 2017.

Operational Emissions

Project operational emissions were estimated using CalEEMod. For operational activities, CalEEMod estimates direct emissions associated with the proposed project's mobile (e.g., vehicle trips to and from the proposed project) area (e.g., landscape maintenance equipment) sources, and energy (e.g., natural gas combustion) sources; and indirect emissions associated with energy (i.e., electricity), water (i.e., conveyance and distribution), and solid waste (i.e., decomposition) sources. Additional details of operational activities and other input parameters are included in Appendix A.

Table 3.8-3 presents a summary of the proposed project's potential annual operational GHG emissions to compare with the applicable threshold of significance. The operational emissions presented in Table 3.8-3 are conservative because they do not subtract out existing GHG emissions associated with current operations at the proposed project site. This approach was used in order to demonstrate consistency between buildout of the proposed project and the PCAPCD thresholds of significance.

Table 3.8-3: Proposed Project Operational GHG Emissions

Description	Option 1	Option 2
Annual Operational Emissions – Residential ($MTCO_2e$ per year)	1,658	2,181
Annual Operational Emissions – Non-Residential ($MTCO_2e$ per year)	662	166
Total Annual Operational Emissions	**2,320**	**2,347**
PCAPCD Screening Threshold ($MTCO_2e$ per year)	*1,100*	*1,100*
Exceeds Screening Threshold?	*Yes*	*Yes*
Number of Residents	423	615
Non-Residential Building Square Footage	30,875	8,875
GHG Efficiency – Residential ($MTCO_2e$ per year per capita)	**3.92**	**3.55**
GHG Efficiency – Non-Residential ($MTCO_2e$ per year per 1,000 square feet)	**21.44**	**18.71**
PCAPCD Residential Efficiency Threshold ($MTCO_2e$ per year per capita)	*4.5*	*4.5*
PCAPCD Non-Residential Efficiency Threshold ($MTCO_2e$ per year per 1,000 square feet)	*26.5*	*26.5*
Exceeds Efficiency Thresholds?	*No*	*No*

Emissions modeled by AECOM in 2025. See Appendix A for detailed construction inputs and model output files. Threshold PCAPCD 2017.
Notes: CO_2e = carbon dioxide equivalents; MT = metric tons; PCAPCD = Placer County Air Pollution Control District.

As shown in Table 3.8-3, proposed project operational emissions for both Option 1 and Option 2 would exceed the PCAPCD operational screening threshold of 1,100 MT CO_2e per year. However, as described above, a land use project with GHG operational emissions between 1,100 MT CO_2e per year and 10,000 MT CO_2e per year can still be found less than cumulatively considerable when the results of the project's related efficiency analysis meets one of the conditions in the efficiency matrix for that applicable land use setting and land use type. Therefore, the proposed project's residential and non-residential GHG efficiency has been calculated and compared with the residential and non-residential GHG efficiency matrix thresholds. As shown in Table 3.8-3, the proposed project's residential and non-residential GHG efficiencies for both Option 1 and Option 2 would not exceed the PCAPCD efficiency thresholds. Therefore, based on the quantitative analysis and based on the nature of the proposed project as an infill and redevelopment project adjacent to existing public transit and a variety of destinations within walking and bicycling distance, implementation of the proposed project would not generate operational 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 emissions of GHGs. Consequently, the proposed project would result in a **less than cumulatively considerable** incremental contribution to the significant cumulative impact related to GHG emissions and climate change.

3.9 HAZARDS AND HAZARDOUS MATERIALS

	ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	**Hazards and Hazardous Materials. Would the project:**				
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

3.9.1 ENVIRONMENTAL SETTING

HAZARDOUS MATERIALS RELEASE SITES

AECOM performed a search of publicly available databases maintained under Public Resources Code Section 65962.5 (i.e., the "Cortese List") to determine whether any known hazardous materials are present either in or within 0.25 mile of the project site. These searches included the EnviroStor database maintained by the California Department of Toxic Substances Control (DTSC 2025), and the GeoTracker database maintained by the State Water Resources Control Board (SWRCB 2025). In addition, AECOM performed a search of the U.S. Environmental Protection Agency's (USEPA 2024) National Priorities List (Superfund) database.

The project site is not on the Cortese List (DTSC 2025, SWRCB 2025). The nearest open, active hazardous materials site is approximately 0.35 mile east of the project site, at 365 Elm Avenue. The extent of contamination

around the Elm Avenue site has been delineated and is within a few hundred feet of the location of the spill, and cleanup activities are ongoing.

There are two closed hazardous material sites on the west side of Nevada Street immediately west of the project site; closed sites are not part of the Cortese List. Both of these sites involved soil contaminated with diesel from former underground storage tanks. Both sites were remediated (i.e., contaminated soil was excavated and removed) and the cases were closed in the 1990s.

There are no Superfund sites within 23 miles of the project site (USEPA 2024).

ASBESTOS/LEAD-BASED PAINT DEMOLITION HAZARDS

Asbestos is designated as a hazardous substance when the fibers have potential to come in contact with air because the fibers are small enough to lodge in lung tissue and cause health problems. The presence of asbestos-containing materials in existing buildings poses an inhalation threat only if the asbestos-containing materials are in a friable state. If the asbestos-containing materials are not friable, then there is no inhalation hazard because asbestos fibers remain bound in the material matrix. People exposed to asbestos may develop lung cancer and mesothelioma. Emissions of asbestos fibers to the ambient air, which can occur during activities such as renovation or demolition of structures made with asbestos-containing materials (e.g., insulation), are regulated in Placer County in accordance with USEPA's Asbestos National Emission Standards for Hazardous Air Pollutants (the Placer County Air Pollution Control District does not have an asbestos program).

Lead is a highly toxic metal that was used until the late 1970s in a number of products, most notably paint. The use of lead as an additive to paint was discontinued in 1978 because human exposure to lead was determined by USEPA and the Occupational Health and Safety Administration (OSHA) to be an adverse human health risk, particularly to young children. Demolition of structures containing lead-based paint requires specific remediation activities regulated by federal, state, and regional and local laws.

SCHOOLS

There are two schools within 0.25 mile of the project site. The E.V. Cain Middle School, a K–8 public school operated by the Auburn Union School District, is approximately 400 feet northeast of the project site (as measured at the closest point). The Pathways Charter iLearn Academy, a public school operated by the Placer County Office of Education, which serves part-time and full-time home schooled students, is immediately to the project site to the north.

AIRPORTS

The project site is approximately 3.5 miles south of the Auburn Municipal Airport, and is not within the boundaries of the Airport Influence Area or the Airport Land Use Compatibility Plan (Mead & Hunt 2023).

WILDLAND FIRE HAZARDS

Public Resources Code Sections 4201–4204 and Government Code Sections 51175–51189 require identification of fire hazard severity zones within the state of California. Fire hazard severity zones are measured qualitatively, based on vegetation, topography, weather, crown fire potential (a fire's tendency to burn upward into trees and tall brush), and ember production and movement within the area in question. California Department of Forestry and

Fire Protection (CAL FIRE) delineates three potential wildfire hazard ratings: moderate, high, and very high. These classifications indicate "hazard" not "risk." CAL FIRE's fire "hazard" rating is based on the physical conditions that create a likelihood for wildfire in combination with expected fire behavior, over a 30- to 50-year period (without considering measures such as home hardening, recent wildfires that have burned vegetation, or fuel reduction efforts).

State Responsibility Areas (SRAs) are areas where the CAL FIRE is the primary emergency response agency responsible for fire suppression and prevention. Land where the primary responsibility for firefighting falls within the purview of a local agency are referred to as Local Responsibility Areas (LRAs). The project site is within a LRA, and is served by the Auburn City Fire Department.

Based on the most recent (2025) fire hazard severity zone ratings issued by CAL FIRE for LRAs, the project site and the immediately surrounding area are not classified, meaning that the fire hazard is low (i.e., they are not within moderate, high, or very high fire hazard severity zones) (CAL FIRE 2025). Areas of the city within LRAs that are rated as high and very high fire hazard severity zones are approximately 1 mile east of the project site along the North Fork American River canyon. The nearest SRA is classified as a moderate fire hazard severity zone and is approximately 850 feet west of the project site.

3.9.2 DISCUSSION

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less-than-Significant Impact. Project construction would involve the use and transport of small amounts of hazardous materials (e.g., fuel, lubricants, and paint). Statutory requirements governing hazardous waste transportation in California are contained in the California Health and Safety Code, Division 20, Chapter 6.5, Articles 6.5, 6.6, and 13. Hazardous waste transporters must have a valid registration permit issued by DTSC. In addition, hazardous waste transporters must comply with a variety of other State and federal regulations, including the California Vehicle Code (CCR Title 13); California State Fire Marshal Regulations (CCR Title 19); U.S. Department of Transportation regulations (Title 49 Code of Federal Regulations); and U.S. Environmental Protection Agency regulations (Title 40 Code of Federal Regulations).

The California Highway Patrol, Caltrans, and DTSC are responsible for enforcing federal and State regulations pertaining to the transport of hazardous materials. If a discharge or spill of hazardous materials occurs during transportation, the transporter is required to take appropriate immediate action to protect human health and the environment (e.g., notify local authorities and contain the spill); the transporter is also responsible for cleanup (22 Cal. Code Regs. Section 66260.10 et seq.). The federal and state Department of Transportation (through the Hazardous Materials Transportation Act) and other regulatory agencies provide standards designed to avoid releases, including provisions regarding securing materials and container design. The proposed project would not include any usual conditions related to use, storage, or transport of minor amounts of hazardous materials such that an increased likelihood for accidental spills would occur.

Compliance with these regulations would reduce the hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and this impact would be **less than significant**.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Less-than-Significant Impact. Due to the age of the on-site buildings, which were constructed in the 1960s, asbestos-containing materials and lead-based paint may be present and could be encountered during project-related demolition activities. As discussed in Chapter 2, "Project Description," the City and its construction contractors would follow the USEPA's regulations under the Asbestos National Emission Standards for Hazardous Air Pollutants. These requirements include retaining qualified personnel to perform a comprehensive building materials survey for asbestos-containing materials (and other hazardous materials such as lead-based paint), prior to the start of demolition activates. If any hazardous materials are found, construction worker health and safety regulations and hazardous materials removal and disposal protocols would be implemented in accordance with all applicable federal and state standards, including the California Division of Occupational Safety and Health regulations for worker safety. The project contractor is required by law to comply with all local, state, and federal requirements regarding hazardous materials, and to dispose of such materials in an approved facility.

Project operation would involve the use and storage of small amounts of hazardous substances such as paints, solvents, and cleaners associated with maintenance, cleaning, and landscaping services at the site, as well as household use of small quantities of commercially available products. None of these substances would be acutely hazardous. Building tenants and maintenance staff would be required to use, store, and dispose of these materials properly in accordance with label directions.

Compliance with these regulations would reduce the potential for accidental release of hazardous materials during future construction and operation, and would minimize both the frequency and the magnitude if such a release occurs. Therefore, this impact would be **less than significant**.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less-than-Significant Impact. There are two existing schools within 0.25 mile of the project site: (1) Pathways Charter iLearn Academy located at 360 Nevada Street (approximately 115 feet north of the project site); and (2) the E.V. Cain Middle School located at 150 Palm Avenue (approximately 400 feet northeast of the project site).

As described in criteria a) and b) above, minor amounts of hazardous materials such as fuel, oils, paints, and solvents would be used during construction activities, and would also be stored on-site at residential and commercial facilities during the project's operational phase. None of these materials would be acutely hazardous, and building tenants and maintenance staff would be required to use, store, and dispose of these materials properly in accordance with label directions. These materials would not represent a hazard to adjacent school children.

The Pathways Charter iLearn Academy is a public school operated by the Placer County Office of Education. The school provides services to supplement part-time and full-time home schooled students. As such, the facilities are limited to indoor classrooms and therefore students would not be subject to hazardous air emissions (such as diesel particulate matter) generated by construction equipment during the project's construction phase.

The E.V. Cain Middle School is K–8 public school operated by the Auburn Union School District. Outdoor playfields, including hardcourts and a baseball/softball/soccer field, are approximately 400 and 650 feet east of the northeast corner of the project site, respectively. However, the outdoor playfields are separated from the project site by several large, multi-story buildings and tall trees, and the playfields are approximately 40 feet lower in elevation as compared to the project site.

Air quality impacts will be evaluated in detail in the EIR. However, because the diesel particulate matter emitted by construction equipment is known to disperse rapidly with distance[1], and given the intervening tall buildings and trees which would help to block the dispersion patterns to the east, and the 40-foot decrease in elevation, it is unlikely that school children at the E.V. Cain Middle School would be exposed to harmful levels of construction-related toxic air contaminants.

For the reasons described above, impacts from the handling of hazardous materials or hazardous air emissions within 0.25 mile of a school would be **less than significant**.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The project site is not listed on the hazardous waste and substances site list (Cortese list) pursuant to Government Code Section 65962. Furthermore, there are no open-active or closed hazardous materials sites in the project vicinity that could affect the proposed project (SWRCB 2025, DTSC 2025, USEPA 2024). Thus, the proposed project would not create a significant hazard to the public or the environment from construction in a hazardous materials site, and there would be **no impact**.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The project site is approximately 3.5 miles south of the Auburn Municipal Airport, and is not within the boundaries of the Airport Influence Area or the Airport Land Use Compatibility Plan (Mead & Hunt 2023). Thus, there would be **no impact**.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. The City is a participant in the *Placer County Multi-Jurisdictional Hazard Mitigation Plan* (Placer County 2021), which includes goals and policies to help reduce the hazards that would require evacuation, as well as education of community residents on evacuation planning and sheltering options for all hazard types. The City participates in the Placer Alert system powered by Everbridge. Citizens can sign up through Placer Alert to be notified of emergency situations when there are imminent threats to life, health, and safety such as severe weather events, hazardous material emergencies, evacuation orders, and law enforcement

[1] Concentrations of mobile-source diesel particulate matter emissions are typically reduced by 60 percent at a distance of 300 feet from the source (Zhu et al. 2002), and by 70 percent at approximately 500 feet (California Air Resources Board 2005).

activity. The Auburn City Fire Department (2025) website provides information to residents related to emergency preparedness planning and evacuation.

In the event of an actual emergency that would require citizens to evacuate, the City would coordinate with the Placer County Office of Emergency Services. Evacuations would be accomplished primarily by City police and other first responders such as City fire personnel, with assistance from other local, state, or federal agencies as needed.

The project site has two existing entry/egress points from Nevada Street and Fulweiler Avenue, both of which would be maintained under the proposed project. Future residents and on-site businesses would be able to reach State Route (SR) 49 by traveling east on Fulweiler Avenue for approximately 970 feet, and would be able to reach Interstate 80 (I-80) by traveling south on Nevada Street for approximately 0.5 mile. Fulweiler Avenue and Nevada Street each have two travel lanes. The project site is currently occupied by two office buildings that accommodate approximately 192 employees. Redevelopment of the site with residential uses would result in approximately 423 residents under Option 1 and approximately 625 residents under Option 2, along with approximately 14 employees at the on-site retail space. Compared to existing conditions, the proposed project would increase the number of people who could potentially require evacuation in the event of an emergency under Options 1 and 2. However, Nevada Street, Fulweiler Avenue, SR 49, and I-80 have sufficient carrying capacity to accommodate the increased use during an evacuation.

The on-site circulation network is required to comply with the City's design standards pertaining to roadway and emergency access (City Municipal Code Title IX Section 100.84), which would be verified through City Building Department plan-check reviews. Therefore, operation-related interference with emergency evacuation plans and access for emergency vehicles would be a less-than-significant impact.

All construction equipment, materials, and personnel necessary for redevelopment of the project site would be staged and stored within the project site boundaries. Any off-site improvements to improve pedestrian and bicycle connectivity (such as lane striping) may require minor, short-term one to two-day lane closures, which would be coordinated with the City Planning and Public Works Departments to ensure that proper safety procedures (such as signage and orange cones) are implemented. Therefore, construction-related interference with emergency evacuation plans and access for emergency vehicles would be a **less-than-significant impact**.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Less-than-Significant Impact. Please see Section 3.20, "Wildfire," of this Initial Study for the analysis of this topic, which found that impacts associated with wildland fires would be **less than significant**.

3.10 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. Hydrology and Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; or	☐	☐	☐	☒
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

3.10.1 SETTING

SURFACE WATER RESOURCES AND STORMWATER DRAINAGE

The project site has existing stormwater drainage, wastewater conveyance, and water supply networks that connect to larger off-site pipelines. Stormwater drainage and water quality at the project site, along with wastewater conveyance and treatment, are regulated by the City. Potable water supply to the project site is provided by the Placer County Water Agency. The existing on-site infrastructure would be modified as necessary to serve the proposed new development, and would connect to existing off-site supply lines in Nevada Street and Fulweiler Avenue, as appropriate.

The project site lies within the American River Hydrologic Unit and within the Auburn Hydrologic Sub-area (HSA# 514.22). The Auburn Hydrologic Sub-area covers an area of 70,514 acres. (Caltrans 2025). The project lies in the Auburn Ravine watershed.

The City of Auburn has general requirements listed per the City of Auburn Municipal Code Chapter 53 Stormwater Management and Discharge Control. The City's Stormwater Management Program, as approved by the California Regional Water Quality Control Board for the Central Valley, requires the City to effectively prohibit non-stormwater discharges from the incorporated area of the city into the City's Municipal Separate Storm Sewer System (MS4) except as otherwise permitted by law. (City of Auburn, n.d.). In addition, according to the Municipal code:

- Any person subject to an industrial or construction National Pollution Discharge Elimination System (NPDES) stormwater discharge permit shall comply with all provisions of such permit. Proof of compliance with said permit may be required in a form acceptable to the Director prior to or as a condition of a subdivision map, site plan, building permit, grading permit, or development or improvement plan; upon inspection of the facility; during any enforcement proceeding or action; or for any other reasonable cause.

- The City may adopt requirements identifying appropriate Best Management Practices (BMPs) to control the volume, rate, and potential pollutant load of stormwater runoff from new development and redevelopment projects as may be appropriate to minimize the generation, transport and discharge of pollutants. The City shall incorporate such requirements in any land use entitlement, grading and erosion control, construction or building-related permit to be issued relative to such development or redevelopment.

The nearest surface water body to the site is the Auburn Ravine, which is approximately 0.4 miles east of the project site. Auburn Ravine is a valley stream flowing nearly 34 miles from the city of Auburn through Ophir, Newcastle, and Lincoln. Continuing west across the valley floor, it enters the Sacramento River near Verona (City of Lincoln, 2022).

SURFACE WATER QUALITY

As required by the Porter-Cologne Water Quality Control Act, the Central Valley Regional Water Quality Control Board (Central Valley RWQCB) has designated beneficial uses for water body segments in its jurisdiction, along with water quality criteria necessary to protect these uses, as contained in the *Sacramento and San Joaquin River Basin Plan*. In addition, the federal Clean Water Act (CWA) Section 303(d) requires states to identify waters where the permit standards, any other enforceable limits, or adopted water quality standards are still unattained. The CWA also requires states to develop total maximum daily loads (TMDLs) to improve the water quality of impaired water bodies. TMDLs are the quantities of pollutants that can be safely assimilated by a water body without violating water quality standards. TMDLs are developed for impaired water bodies to maintain beneficial uses as designated in the applicable Basin Plan, achieve water quality objectives, and reduce the potential for future water quality degradation. NPDES permits for water discharges must take into account the pollutants for which a water body is listed as impaired.

Auburn Ravine is included in the SWRCB's 303(d) list for indicator bacteria with an expected TMDL completion date of 2035 (SWRCB 2024). Beneficial uses of Auburn Ravine include cold freshwater habitat, municipal and domestic water supply, fish spawning, fish migration, water contact recreation, and non-contact recreation.

FLOODING

The project site is located within two Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panels – 06061C0762H and 06061C0764H and is not located within a 100-year flood hazard zone

(Federal Emergency Management Agency 2018). Auburn Ravine, which is 0.4 miles east of the project site is assigned as a Regulatory floodway with floodplains in Zones AO and AE.

3.10.2 DISCUSSION

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less-than-Significant Impact. The project proposes redevelopment of the project site with a mix of three- and four-story residential buildings and a small commercial area in the northwestern portion of the project site. The project proposes two options, both of which require some amount of site demolition. Demolition of on-site facilities would be performed in a manner that maximizes salvage and recycling of materials. A minimum of 65 percent, by weight, of the solid waste generated would be diverted from landfill disposal through re-use and recycling, as required by the most current version of the California Green Building Standards Code. The project site is not a Cortese-listed hazardous materials site. The demolition phase would include the abatement of any hazardous materials that may be present within the existing buildings on the site, which due to their age, may include asbestos-containing materials, lead-based paint, electrical equipment containing polychlorinated biphenyls, and fluorescent tubes containing mercury vapors and lights. The project would follow requirements set forth by the Porter-Cologne Water Quality Control Act and the NPDES. Best Management Practices (BMPs) listed in the NPDES, such as ensuring hazardous materials are stored in a manner that minimizes the risk of leakage or contamination, would be implemented in order to prevent hazardous waste discharge to surface waters or stormwaters. Hence, it is not expected that the project would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. This impact would be **less than significant**.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that there the project may impede sustainable groundwater management of the basin?

No Impact. The proposed project involves redevelopment of the existing site. Groundwater is not anticipated to be required for the proposed project. As mentioned in Section 3.19, Potable water supply to the project site is provided by the Placer County Water Agency (PCWA), Upper Zone 1. PCWA Upper Zone 1 water can only be supplied from Pacific Gas & Electric Company (PG&E) contract water which diverts water from the Bear and Yuba Rivers and delivers that water to PCWA through the Bear River Canal, Wise Canal, and South Canal. The proposed project would not add any new impervious surfaces. Thus, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that there the project may impede sustainable groundwater management of the basin, and there would be **no impact**.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site;

Less-than-Significant Impact. The proposed project site is developed and has no surface waters. As discussed above, the proposed project would not add new impervious surfaces. Private open space areas would be provided for residents and most of the existing mature landscape trees and the associated landscape buffer along the

western and southern sides of the project site would be preserved. In addition, the project site has existing stormwater drainage, wastewater conveyance, and water supply networks that connect to larger off-site pipelines. The existing on-site infrastructure would be modified as necessary to serve the proposed new development, and would connect to existing off-site supply lines in Nevada Street and Fulweiler Avenue, as appropriate.

Therefore, the project would not substantially alter existing drainage patterns and would not result in substantial erosion or siltation on or off-site, and this impact would be **less than significant**.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

No Impact. As described above, the proposed project would not add any new impervious surfaces as compared to existing conditions and would not alter the existing drainage pattern at the project site. Therefore, the proposed project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, and there would be **no impact**.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less-than-significant Impact. As described above, there is an existing stormwater drainage system at the project site and would be modified as necessary to serve the proposed new development and connect to existing off-site supply lines in Nevada Street and Fulweiler Avenue, as appropriate. Since the project is not adding new impervious surfaces, the proposed project is not expected to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The project's construction phase would be required to comply with requirements and BMPs set forth in the NPDES. This impact would be **less than significant**.

iv) Impede or redirect flood flows.

No Impact. As described above, the project site is not located in a flood hazard zone. Thus, the proposed project would not impede or redirect flood flows, and there would be **no impact**.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. As described above, the project site is not in a flood hazard zone. The project site is also not located in a tsunami hazard area (DOC 2025). Auburn Ravine is located approximately 0.4 miles east of the project site. As described in Section 3.07 Geology and Soils, traces of faults are present in the project vicinity, ranging from approximately 0.5 to 0.75 mile north, west, and south; however, no fault traces are known to be present within or immediately adjacent to the project site. Due to this, there is low potential for flood hazards, tsunamis and seiches in the project area and thus there would be **no impact**.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. For the reasons described in sections above, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and there would be **no impact**.

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3.11 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	To Be Studied in Focused EIR	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning. Would the project:				
a) Physically divide an established community?	☒	☐	☐	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

3.11.1 DISCUSSION

a) Physically divide an established community?

The land use and planning effects of the proposed project are to be studied more thoroughly in an EIR.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The land use and planning effects of the proposed project are to be studied more thoroughly in an EIR.

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3.12 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Mineral Resources. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

3.12.1 ENVIRONMENTAL SETTING

Under the California Surface Mining and Reclamation Act of 1975 (SMARA), the State Mining and Geology Board may designate certain mineral deposits as being regionally significant to satisfy future needs. The Board's decision to designate an area is based on a classification report prepared by the California Geological Survey and on input from agencies and the public.

The project site is situated within the designated Greater Sacramento Area Production-Consumption Region for Portland cement concrete-grade aggregate, which includes all designated lands within the marketing area of the active aggregate operations supplying the Greater Sacramento urban centers (O'Neal and Gius 2018). In compliance with SMARA, the California Geological Survey has established the classification system shown in Table 3.12-1 to denote both the location and significance of key extractive resources.

Table 3.12-1. California Division of Mines and Geology Mineral Land Classification System

Classification	Description
MRZ-1	Areas where available geologic information indicates that little likelihood exists for the presence of significant concrete aggregate resources.
MRZ-2	Areas where geologic information indicates the presence of significant concrete aggregate resources, except where noted as Construction Aggregate.
MRZ-3	Areas containing known or inferred concrete aggregate resources of undetermined mineral resource significance
MRZ-4	Areas where available geologic information is inadequate to assign to any other mineral resource zone category

Note: MRZ = Mineral Resource Zone
Source: O'Neal and Gius 2018

The City has a long history of mining going back to the days of the California Gold Rush, when it was established as a mining camp in 1848. Valuable mineral resources that were historically extracted include silver, copper, lead, zinc, chromite, tungsten, and manganese. Mined industrial minerals include quartz, limestone, asbestos, clay, and mineral paint. Construction aggregate mining also occurs in the vicinity of the city (City of Auburn 2024).

City Municipal Code Title XV, Chapter 159, Sections 159.345–159.356 regulate surface mining in the City, as required by SMARA. Surface mining operations require a conditional use permit from the City, along with City approval of a reclamation plan.

The project site and the surrounding area are classified as MRZ-4: areas where available geologic information is inadequate to assign to any other mineral resource zone category (O'Neal and Gius 2018).

3.12.2 DISCUSSION

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. Known regionally important deposits of mineral resources are classified by the California Geological Survey as MRZ-2. The project site and the surrounding area are classified as MRZ-4 (O'Neal and Gius 2018). The project site is within an urbanized area and consists of buildings, paved parking areas, and urban landscaping that were developed in the late 1960s. The surrounding area is developed with office and commercial uses, along with a school and a cemetery. There are no known regionally important mineral resource deposits at the project site, and there is no potential that mining activities would occur at the project site in the future. Thus, the proposed project would not result in the loss of availability of any regionally important mineral resource recovery site, and there would be **no impact**.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The City General Plan (City of Auburn 1992) identifies locally important mineral resource sites as those areas that are designated as MRZ-2 by the California Geological Survey. Therefore, for the same reasons discussed in criterion a) above, the proposed project would not result in the loss of availability of any locally important mineral resource recovery site, and there would be **no impact**.

3.13 NOISE AND VIBRATION

ENVIRONMENTAL ISSUES	To Be Studied in Focused EIR	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Noise. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☒	☐	☐	☐

3.12.1 DISCUSSION

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The noise and vibration-related effects of the proposed project are to be studied more thoroughly in an EIR.

b) Generation of excessive groundborne vibration or groundborne noise levels?

The noise and vibration-related effects of the proposed project are to be studied more thoroughly in an EIR.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The noise and vibration-related effects of the proposed project are to be studied more thoroughly in an EIR.

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3.14 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	To Be Studied in Focused EIR	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Population and Housing. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☒	☐	☐	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☒	☐	☐	☐

3.14.1 DISCUSSION

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The population and housing effects of the proposed project are to be studied more thoroughly in an EIR.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The population and housing effects of the proposed project are to be studied more thoroughly in an EIR.

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3.15 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Public Services. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☐	☒

3.15.1 ENVIRONMENTAL SETTING

FIRE PROTECTION

Fire protection services for the city are provided by the Auburn City Fire Department. The fire department operates three stations, two of which are used to house fire-fighting equipment but are not staffed. Station No. 2 Gietzen Station, located at 226 Sacramento Street, is staffed and houses two fire engines. In 2024, the fire department responded to 2,462 emergency calls, and the average response time was 3 minutes and 53 seconds (Auburn City Fire Department 2024).

POLICE PROTECTION

Police protection services for the city are provided by the Auburn Police Department, which is located at 1215 Lincoln Way, approximately 0.5 mile southeast of the project site. The City of Auburn Police Department has 20 sworn officers and 8 professional staff (City of Auburn Police Department no date). In 2024, there were 6,965 calls for service, and the average response time for the highest priority calls (Priority 1) was 4 minutes and 42 seconds (Citizen Portal 2025). The average response time for Priority 2 calls for service was 4 minutes and 56 seconds and the average response time for Priority 3 calls for service was 9 minutes and 17 seconds.

SCHOOLS

Public school services in the city for grades K–8 are provided by the Auburn Union School District, which operates three elementary schools and one middle school in the project area: Skyridge Elementary School, Auburn Elementary School, Rock Creek Elementary School, and E.V. Cain Middle School. Based on school attendance boundaries, students at the project site would likely attend the Skyridge Elementary School (at 800

Perkins Way approximately 2.25 miles south of the project site), and the E.V. Cain Middle School (at 150 Palm Avenue approximately 400 feet northeast of the project site).

Public school services in the city for grades 9–12 are provided by the Placer Union High School District, which operates seven high schools in the Sierra Foothills. Two high schools are within the city: Placer High School, and the Confluence School (alternative education). Placer High School, located at 875 Orange Street, is approximately 0.75 mile southeast of the project site.

Table 3.15-1. Public School Enrollment, 2023-2024

School Name	Grade	Enrollment
Skyridge Elementary School	K–6	427
E.V. Cain Middle School	6–8	472
Placer High School	9–12	1,303

Source: California Department of Education 2024

Note: School capacity data is not available for Skyridge Elementary School or E.V. Cain Middle School.

PARKS

Please see Section 3.16, "Recreation," for a discussion of parks and recreational facilities in the project area.

OTHER PUBLIC FACILITIES

The Auburn Public Library, located at 350 Nevada Street, is immediately adjacent to the project site to the northeast.

3.15.2 DISCUSSION

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Less-than-Significant Impact. Redevelopment of the site with residential uses would result in approximately 423 residents under Option 1 and approximately 625 residents under Option 2, along with approximately 14 employees at the on-site retail space. On-site proposed uses would require fire protection services. However, the project site is currently occupied by two office buildings that accommodate approximately 192 employees and therefore is already provided with necessary fire protection services by the Auburn City Fire Department, which would continue to serve the project site in the future. Given the small increase in the on-site population, particularly as compared to the population of the city as a whole, no additional fire protection facilities nor firefighting personnel would be required.

Future development within the project site would be required to incorporate California Fire Code, California Health and Safety Code, and California Division of Occupational Safety and Health requirements into designs to

address access and finished surfaces for firefighting equipment; fire hydrant placement and sufficiency of fire hydrants; and fire flow availability. Furthermore, future development on the project site would be subject to review, approval, and conditions by the City and Auburn Fire Department to ensure that each project is built in accordance with City Standards, including on-site fire suppression systems for residential and commercial development. The Auburn Fire Department receives its funding through permit fees, property taxes, fees for service, and grant funding. New and redevelopment projects are required to pay fire protection development fees to fund additional facilities and equipment.

Compliance with local and state fire department standards and requirements in site-specific development projects, along with the required payment of the City's fire service development fees, would reduce the dependence on fire department equipment and personnel by reducing fire hazards, assisting in fire suppression, and contributing funding towards fire department personnel and equipment. Therefore, this impact is considered **less than significant**.

Police protection?

Less-than-Significant Impact. Redevelopment of the site with residential uses would result in approximately 423 residents under Option 1 and approximately 625 residents under Option 2, along with approximately 14 employees at the on-site retail space. However, the project site is currently occupied by two office buildings that accommodate approximately 192 employees and therefore is already provided with necessary police protection services by the Auburn Police Department, which would continue to serve the project site in the future. Given the moderate potential increase in the on-site population, particularly as compared to the population of the city as a whole, it is anticipated that additional police facilities or sworn officers would not be required. Therefore, this impact is considered **less than significant**.

Schools?

Less-than-Significant Impact. The Auburn Union School District provides K–8 grade education to students residing within the city and surrounding unincorporated areas. The District's developer fee justification study projected that between 2022 and 2027, approximately 330 new residential dwelling units would be added within the District's boundaries. The fee justification study further estimated that these new dwelling units would result in 99 new K–5 grade students and 66 new 6–8 grade students, for a total of 165 new K–8 grade students (Capitol/PFG 2022).

The Placer High School District provides 9–12 grade education to students residing within portions of the cities of Auburn, Colfax, Foresthill, Lincoln, Loomis, and Rocklin, and a portion of unincorporated Placer County. The only regular public high school in Auburn is Placer High School. The Placer High School District's developer fee justification study noted that the District's high school student generation rate is 0.1041 per multi-family dwelling unit (Woolpert Inc. 2024). The fee justification study stated that currently, the District high schools have capacity for an additional 187 students, but the District will need to construct new high school facilities or reconstruct existing school facilities to provide enhanced capacity for increased enrollment throughout the District through the year 2040 (Woolpert Inc. 2024).

Redevelopment of the project site with residential uses would result in approximately 238 new dwelling units under Option 1 and approximately 315 EDUs under Option 2. Based on the Auburn Union School District fee study, Option 1 would result in approximately 119 new K–8 students and 25 high school students. Option 2 would

result in approximately 156 new K–8 students and 33 high school students. Based on current student enrollment rates shown in Table 3.15-1 and both of the Districts' fee planning studies, the number of students generated by the proposed project would be within the capacity estimated in the Districts' planning studies.

Pursuant to SB 50, site-specific project developers would be required to pay all applicable State-mandated school impact fees to the school districts, who would determine the assessable square footage that would be subject to the fee at the time of development. The California Legislature has declared that payment of the applicable school impact fee is deemed to be full and adequate mitigation under CEQA for impacts on school facilities (California Government Code Section 65996). Therefore, this impact is considered **less than significant**.

Parks?

Less-than-Significant Impact. Please see Section 3.16, "Recreation," for the analysis of project-related impacts to parks and recreation facilities, which were determined to be **less than significant**.

Other public facilities?

No Impact. The Auburn Public Library, located at 350 Nevada Street, is immediately adjacent to the project site to the northeast and would be available for use by new residents at the project site. Development of the proposed project would not result in the need for new or expanded other public facilities, and thus there would be **no impact**.

3.16 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Recreation.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

3.16.1 ENVIRONMENTAL SETTING

PARKS AND RECREATIONAL FACILITIES

The project site includes a memorial dedicated to World War I veterans in the form of a small outdoor plaza area (comprising approximately 6,000 square feet), which consists of a sculpture, water feature, U.S. flag, landscaping, and bench seating. The memorial plaza is located at the southern project site entrance from Fulweiler Avenue (shown in Exhibit 2-2 in Chapter 2, "Project Description").

The Auburn Garden Theater is immediately adjacent to the project site to the northeast. It is an outdoor grass amphitheater which slopes slightly downward to the south towards a concrete stage and concrete walls behind the southeast and southwest sides of the stage. Mature landscape trees are present along the northern and western borders of the theater property. The theater is available for use by reservation from the Placer County Parks Department for concerts, plays, weddings, and other events from 30 minutes before sunrise to 30 minutes before sunset. The audience size is limited to 500 people. Seating on the lawn includes temporary lawn chairs, blankets, and cushions that may be provided by the renter or by patrons attending performances (Placer County Parks Department 2025).

The Auburn Recreation District manages 17 parks in Auburn and Meadow Vista. Larger park facilities within one mile south of the project site include Recreation Park, Railhead Park, and Overlook Park, described below (Auburn Recreation District 2025).

- Railhead Park is approximately 11 acres and includes two lighted soccer fields, small pond, picnic area, playground, walking path, and restrooms.
- Recreation Park is approximately 23 acres and includes a swimming pool, dance studio, three lighted baseball diamonds, two playgrounds, picnic areas, bocce ball courts, indoor gymnasium, and restrooms.
- Overlook Park is approximately 10 acres and includes scenic views of the North Fork American River Canyon, provides parking for walking trails that access the Auburn State Recreation Area, and hosts outdoor

events. It also includes the Auburn Skate Park, which is a professionally designed paved skate park with bowls and jumps, a small grandstand seating area, restrooms, and picnic area.

The Gold Country Fairgrounds & Event Center is also approximately 1 mile south of the project site. The facility encompasses approximately 45 acres and hosts the Gold Country Fair held annually in September. The facility also includes the Fast Friday Motorcycle Speedway, which provides a dirt oval track for motorcycle racing every Friday night from May through early October, along with grandstand seating and parking. The Auburn Performance Raceway is also located at the event center; this facility is a dirt oval track used throughout the year for radio-controlled vehicle racing. The Fairgrounds also hosts concerts and other events throughout the year and includes barns and over 550 stalls for horseback riding events, including professional rodeos (Gold Country Fairgrounds & Event Center 2025).

The Auburn State Recreation Area encompasses 42,377 acres, which includes 40 miles along the North and Middle Forks of the American River, upstream and downstream from the confluence of the two forks. The main access points are from Auburn and Foresthill. Major recreational uses include hiking, river access, whitewater rafting and kayaking, fishing, camping, mountain biking, gold panning, limited hunting, equestrian/horseback riding trails, and off-highway motorcycle riding. California State Parks administers the Recreation Area under an agreement with the U.S. Bureau of Reclamation (California State Parks 2025).

Rock Creek Preserve is a 182-acre property owned by Pacific Gas & Electric Company and managed by the Placer Land Trust through a conservation easement (Placer Land Trust 2025). The Preserve contains oak woodlands, seasonal wetlands, and aquatic habitat, along with Rock Creek Reservoir. Rock Creek Reservoir provides public access and recreation opportunities including fishing, birdwatching, and hiking. The Preserve is approximately 2.5 miles north of the project site.

The Ridge Golf Course & Events Center includes a full-length 18-hole course designed by Robert Trent Jones, Jr. The Ridge also includes a driving range, putting and chipping area, pro shop, restaurant, and clubhouse. Public lessons are available (The Ridge Golf Course & Events Center 2025). The Ridge is approximately 2.5 miles north of the project site, adjacent to Rock Creek Preserve.

BICYCLE FACILITIES

There is an existing Class II (on-street) bike lane along Nevada Street adjacent to the project site that runs north/south between Fulweiler Avenue and I-80. The California Department of Transportation has identified an approximately 1,000-foot segment of I-80 between the Nevada Street ramps and Ophir Road to the west as a bicycle route. A Class II bicycle route that runs east/west from unincorporated Placer County to the City is available on Ophir Road. Class II bike lanes are also present along SR 49 for approximately 3.6 miles north of Fulweiler Avenue to Dry Creek Road (City of Auburn 2025).

A Class III bike route (which means the vehicular travel lanes are shared with bicyclists), is available through the Downtown Historic District. However, there is presently no designated bicycle travel lane or route between Nevada Street and Old Town Auburn, or between Nevada Street and SR 49 (City of Auburn 2025).

A paved off-street bicycle/pedestrian path (the Auburn Ravine Trail) is present along Auburn Ravine between Palm Avenue and SR 49. The path meanders for a total distance of approximately 1,000 feet. The southeastern

end of the path is approximately 1,300 feet east of the project site, across the street from the E.V. Cain Middle School.

Finally, the Auburn Bike Park is a public recreational facility on 9 acres adjacent to the North Fork American River Canyon. The Bike Park provides off-road dirt mountain biking trails for riders of all skill levels. The Bike Park is operated by the Auburn Recreation District, and is approximately 1.8 miles southeast of the project site (Auburn Recreation District 2025).

3.16.2 DISCUSSION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less-than-Significant Impact. The project site is currently occupied by two office buildings that accommodate approximately 192 employees. Redevelopment of the site with residential uses would result in approximately 423 residents under Option 1 and approximately 625 residents under Option 2, along with approximately 14 employees at the on-site retail space. The new residents at the project site would be provided with on-site recreational facilities (as described in Chapter 2, "Project Description" and in criterion b) below), and would also likely visit the local, regional, and state park facilities in the project area that are described above in Subsection 3.16.1, "Environmental Setting." For privately-owned recreational facilities in the city (such as The Ridge Golf Course), increased use would likely result in a benefit. Similarly, because the adjacent Auburn Garden Theater operated by Placer County Parks is underutilized, having a new residential population immediately adjacent to the theater could result in increased use for a facility that is underutilized today. Future development would be required to comply with Municipal Code requirements that are applicable at the time of development, which could include public and private open space requirements and/or payment of in-lieu park fees. California State Parks receives funding from the State budget, and also charges a day-use fee to recreationists at the Auburn State Recreation Area. These facilities have capacity to accommodate the proposed new on-site residents.

In addition to redevelopment of the project site, the proposed project has also been designed to provide improved off-site bicycle and pedestrian linkages in the southern portion of the city, so that Auburn citizens have improved access to existing recreational facilities from residences and businesses using alternative means of transportation. Providing non-vehicular means of transportation through project-related improvements would not substantially increase the amount of recreational facility use, and would help to reduce air pollutant concentrations, greenhouse gas emissions, noise, and traffic volumes on city streets, as well as reduce the demand for parking.

For the reasons described above, the proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of these facilities would occur or be accelerated, and therefore this impact would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Less-than-Significant Impact. The proposed project includes on-site recreational facilities for the new residents. These would consist of a common-use building for indoor gatherings as well as shared-space outdoor gathering areas between buildings. The proposed project would also include bicycle and pedestrian shared use improvements around the western, southern, and southeastern perimeters of the project site that would take

advantage of the existing mature landscape trees and turf grass areas. Also, the existing outdoor plaza area with the World War I veterans memorial at the project site, which includes bench seating, would be preserved. A second small outdoor plaza area could be installed at the southwestern corner of the project site, which could include bench seating, landscaping, bicycle/pedestrian path connections, and wayfinding signage for the adjacent Auburn Station transit center (on the west side of Nevada Street). The proposed on-site bicycle/pedestrian path system would also provide direct connectivity with the adjacent off-site Auburn Garden Theater.

The proposed project also includes a variety of off-site improvements designed to provide for bicycle connectivity between the project site, Auburn area recreational facilities, and the Old Town and Downtown Historic Districts (Alta Planning + Design 2024). These improvements would include (among others):

- striping at the corner of Nevada Street and Fulweiler Avenue to provide a safe crossing to the Auburn Station;
- a designated bike route along Fulweiler Avenue from the eastern edge of the project site to SR 49, that would provide connectivity between Auburn Station and the existing bike lanes on SR 49 north to Dry Creek Road;
- a new buffered bike lane on the Placer Street/Maple Street I-80 overcrossing, connecting with new designated bike routes on College Lane and Sacramento Street, which would provide connectivity with the Old Town and Downtown Historic Districts from the south;
- a new designated bike route from the east side of SR 49 at Fulweiler Avenue to McKenzie Court and Garfield Street, which crosses over I-80 and becomes Walsh Street, which would provide connectivity with the Downtown and Old Town Historic Districts from the north and to the Auburn Ravine Trail Park; and
- a designated bike route along College Way and Pacific Avenue, which would provide connectivity with the Gold Country Fairgrounds, Overlook Park, Railhead Park, and the trails in the Auburn State Recreation Area.

The proposed project also includes a variety of pedestrian improvements in the southern portion of the city, consisting primarily of crosswalks along with several new sidewalks (including the southern side of Fulweiler Avenue across from the project site). In addition to benefits for the proposed on-site residents, the off-site bicycle and pedestrian linkages would also benefit the citizens of Auburn by providing improved pedestrian safety and bicycle connectivity between residential, commercial, office, and park facilities in the southern portion of the city.

The Auburn Garden Theater is immediately adjacent to the project site to the northeast. The theater is currently underutilized. The proposed project would provide additional parking for the theater at the northeastern corner of the project site, and would place the proposed new residential uses within walking distance immediately adjacent to the theater, both of which would allow the theater to be better utilized. This would represent a beneficial impact.

The physical environmental impacts of the on-site recreational amenities and the off-site bicycle and pedestrian linkages are evaluated throughout all of the topic area sections in this Initial Study, and will be included in the topic area sections evaluated in the focused EIR. There are no other physical environmental impacts unique to the project-related on-site or off-site recreational facilities and improvements. Therefore, this impact is considered **less than significant**.

3.17 TRANSPORTATION

ENVIRONMENTAL ISSUES	To Be Studied in Focused EIR	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Transportation. Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☒	☐	☐	☐
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?	☒	☐	☐	☐

3.17.1 DISCUSSION

a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The transportation-related effects of the proposed project are to be studied more thoroughly in an EIR.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

The transportation-related effects of the proposed project are to be studied more thoroughly in an EIR.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The transportation-related effects of the proposed project are to be studied more thoroughly in an EIR.

d) Result in inadequate emergency access?

The transportation-related effects of the proposed project are to be studied more thoroughly in an EIR.

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3.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	To Be Studied in Focused EIR	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Tribal Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☒	☐	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☒	☐	☐	☐

3.18.1 ENVIRONMENTAL SETTING

3.18.2 DISCUSSION

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in local register of historical resources as defined in Public Resources Code section 5020.1(k).

The tribal cultural resources effects of the proposed project are to be studied more thoroughly in an EIR.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

The tribal cultural resources effects of the proposed project are to be studied more thoroughly in an EIR.

3.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. Utilities and Service Systems. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

3.19.1 ENVIRONMENTAL SETTING

WATER SUPPLY AND TREATMENT

Potable water supply to the project site is provided by the Placer County Water Agency (PCWA), Upper Zone 1. The Upper Zone 1 is comprised of five subareas: Auburn/Bowman, City of Auburn, City of Auburn Airport, Newcastle/Ophir, and unincorporated areas in Newcastle. Due to its location, Upper Zone 1 can only be supplied from Pacific Gas & Electric Company (PG&E) contract water. PG&E diverts water from the Bear and Yuba Rivers and delivers that water to PCWA through the Bear River Canal, Wise Canal, and South Canal. The underlying rights for the PG&E supply are PG&E's pre-1914 appropriative rights to water in the Yuba and Bear Rivers, which were established prior to the time that PG&E developed hydroelectric facilities throughout the Yuba and Bear River watersheds. PCWA's *2020 Urban Water Management Plan* determined that water supplies would exceed existing and projected future demand throughout all PCWA service areas in normal, single-dry, and multiple-dry year periods through the required 20-year planning period (PCWA 2021).

PCWA treats its water supplies for Upper Zone 1 at the Auburn and Bowman Water Treatment Plants prior to direct deliveries to its customers. The Auburn and Bowman Water Treatment Plants have capacities of 8 million gallons per day (MGD) and 7 MGD, respectively (PCWA 2021).

WASTEWATER CONVEYANCE AND TREATMENT

The City of Auburn owns its own wastewater treatment and collection system, which serves the municipal boundaries of the city. Operation and maintenance of the wastewater treatment and collection system is performed under contract by Operations Management International. The City maintains a network of more than 85 miles of wastewater collection lines and 11 sewer lift stations. The Auburn Wastewater Treatment Plant is located west of the city in the Ophir area, at 10441 Ophir Road. The plant is permitted to discharge tertiary-treated effluent into Auburn Ravine Creek to a maximum flow of 1.65 million gallons per day (City of Auburn 2025).

SOLID WASTE AND RECYCLING

Recology Auburn Placer is the current vendor for trash collection and recycling services for residences and businesses in the city. The Recology Auburn Placer materials transfer facility, located at 12305 Shale Ridge Road in Auburn, is also permitted to receive construction waste and demolition debris, with a maximum volume of 400 tons per day (CalRecycle 2025a). Refuse from the Recology Auburn Placer facility is transported to the Western Regional Sanitary Landfill southwest of Lincoln. The landfill accepts a maximum of 1,900 tons per day, with a total remaining landfill capacity of 29,093,819 cubic yards and a projected closure date of January 2058 (CalRecycle 2025b).

ELECTRICAL, NATURAL GAS, AND STORMWATER DRAINAGE

Please see Section 3.6, "Energy," of this Initial Study for the analysis related to energy use, and Section 3.10, "Hydrology and Water Quality," for the analysis related to stormwater drainage.

3.19.2 DISCUSSION

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less-than-Significant Impact. The project site contains existing utilities infrastructure that currently serves the two on-site office buildings. Under Option 1, the existing utilities infrastructure that serves the Domes would continue to be used, and additional utilities infrastructure would be added to serve the proposed residential development in the remainder of the project site. Under Option 2, the existing utilities infrastructure throughout the project site would be modified as necessary to serve the proposed redevelopment. The modified on-site utilities infrastructure would be connected to the existing off-site utilities infrastructure that is owned and maintained by various local agencies such as the City, PCWA, and Pacific Gas & Electric Company. The topic area sections in this Initial Study, and the focused EIR, include an analysis of all of the potential physical environmental impacts associated with redevelopment of the project site, including the on-site utilities infrastructure. These sections include topic-specific mitigation measures, where necessary and feasible, to reduce the project's physical environmental impacts related to utilities. Therefore, this impact is considered **less than significant**.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less-than-Significant Impact. The project site is currently occupied by two office buildings that accommodate approximately 192 employees. Redevelopment of the site under Option 1 would continue the existing office uses at the Domes, and would redevelop the remainder of the project site with residential uses for an additional approximately 238 dwelling units. Under Option 2, the entire project site would be redeveloped with residential uses, resulting in approximately 315 additional dwelling units. Residential land uses require higher water supplies as compared to office uses; therefore, both Options 1 and 2 would increase the amount of potable water necessary to serve the proposed project.

The existing on-site water supply system would be modified as necessary by future project applicant/s to serve the proposed redevelopment. The modified on-site system would continue to be connected to the PCWA's existing larger off-site regional water supply lines. The PCWA's *2020 Urban Water Management Plan* determined that water supplies would exceed existing and projected future demand throughout all PCWA service areas in normal, single-dry, and multiple-dry year periods through the required 20-year planning period (PCWA 2021). Because the proposed project would consist of less than 500 residential equivalent dwelling units, a Water Supply Assessment under Senate Bill 610 is not required. PCWA has confirmed that it has sufficient water to supply the proposed redevelopment at the project site, along with its existing customers, in normal, single-dry, and multiple-dry year periods, for both potable water and fire flow demands. Therefore, this impact is considered less than significant.

c) Result in a determination by the wastewater treatment provider that serves or may serve the project that has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

Less-than-Significant Impact. The City provides wastewater conveyance and treatment for development at the project site. As described in criterion b) above, redevelopment of the project site under Option 1 would continue the existing office uses at the Domes and would add approximately 238 residential units. Under Option 2, the entire project site would be redeveloped with residential uses, resulting in approximately 315 dwelling units. Residential land uses result in higher wastewater generation rates as compared to office uses; therefore, both Options 1 and 2 would increase the amount of wastewater generated from the project site.

The existing on-site wastewater conveyance system would be modified as necessary by future project applicant/s to serve the proposed redevelopment. The modified on-site system would continue to be connected to the City's existing larger off-site regional conveyance lines, which feed into the City's wastewater treatment plant on Ophir Road. The City owns and operates the regional wastewater conveyance lines and sewer lift stations in Auburn, as well as the Auburn Wastewater Treatment Plant, and has determined that the existing pipelines and City treatment plant have adequate capacity to serve the wastewater generated by the proposed redevelopment. Thus, this impact would be **less than significant**.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Residential solid waste from operation of the proposed redeveloped at the project site would be collected and hauled by Recology Auburn Placer. CalRecycle estimated that Auburn had a 2023 solid-waste disposal generation rate of 12.2 pounds per employee per day, and an adult population generation rate of 7.8 pounds per person per

day (CalRecycle 2023). The project site is currently occupied by two office buildings that accommodate approximately 192 employees. Redevelopment of the site under Option 1 would continue the existing office uses at the Domes, and would redevelop the remainder of the project site with residential uses for an additional approximately 238 dwelling units. Under Option 2, the entire project site would be redeveloped with residential uses, resulting in approximately 315 dwelling units. This would result in approximately 3,863 pounds per day (1.9 tons per day) of solid waste under Option 1 and approximately 4,914 pounds per day (2.4 tons per day) under Option 2.[1] As detailed above in the Environmental Setting, the Recology Auburn Placer materials transfer facility and the Western Regional Sanitary Landfill have sufficient capacity to accept construction and operation-related waste from the proposed redevelopment at the project site, and the projected landfill closure date is 2058. Furthermore, future development would be required to comply with all applicable State and local solid waste statues and regulations, including Compliance with the CalGreen Code, the City's Mandatory Organic Waste Disposal Ordinance (Municipal Code Chapter 54), and other regulations as described in detail in criterion e) below, which would help to reduce the amount of solid waste that is transferred to landfill facilities. Therefore, impacts related to sufficient landfill capacity and the attainment of solid waste reduction goals would be **less than significant**.

e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Less-than-Significant Impact. The California Integrated Waste Management Act of 1989 (AB 939) requires each local jurisdiction in the State to divert a minimum of 50 percent of discarded materials away from disposal in landfills. AB 341 subsequently established that at least 75 percent of the solid waste that is generated must be source-reduced, recycled, or composted by the year 2020. Per AB 341, businesses that generate four cubic yards or more of solid waste per week or multi-family dwellings of five units or more must arrange for recycling services. Recology Auburn Placer provides trash pickup and recycling services for residents and businesses in Auburn, including the project site. Auburn Municipal Code Title V Chapter 54 (Mandatory Organic Waste Disposal Ordinance) requires that on-site recycling bins must be provided for projects with five or more multi-family dwelling units. Use of the Recology Auburn Placer services during project operation, and incorporation of recycling areas for the proposed on-site multi-family buildings during the project design and operation phase, would ensure compliance with AB 939, AB 341, Auburn Municipal Code Chapter 54, and other regulations relating to landfill waste and recycling.

CALGreen requires, as part of the California Green Building Standards Code, Title 24, California Code of Regulations, that at least 65 percent of nonhazardous construction and demolition debris be diverted from the waste stream. Code requirements include preparing a construction waste management plan that identifies the materials to be diverted from disposal by efficient usage, recycling, reuse on the project, or salvage for future use or sale; determining whether materials will be sorted on-site or mixed; and identifying diversion facilities where the materials collected will be taken. Auburn Municipal Code Title V Chapter 54 (Mandatory Organic Waste Disposal Ordinance) requires that construction and demolition material be delivered to a certified recycling facility to further the city's efforts to reduce waste deposited in landfills and to meet or exceed the mandatory diversion requirements imposed by the CalGreen Building Standards Code requirements. As stated in Chapter 2, "Project Description," the construction contractor would be required to comply with the CalGreen Code

[1] For purposes of this analysis, each dwelling unit is assumed to have 2 adults, and reuse of the Domes is assumed to house one-quarter (48) of the existing on-site employees.

requirements to recycle at least 65 percent of nonhazardous construction and demolition debris, and would be required to prepare the associated construction waste management plan.

For the reasons described above, the proposed project would comply with federal, State, and local management and reduction statutes and regulations related to solid waste, and this impact would be **less than significant**.

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3.20 WILDFIRE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Wildfire. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

3.20.1 ENVIRONMENTAL SETTING

Wildfires represent a substantial threat in California, particularly during the hot, dry summer and fall months in areas where steep topography, limited access, and heavy fuel loading contribute to hazardous conditions. The primary causes of wildfires in California are related to lightning, arson, and problems with aboveground electric power lines.

Auburn is situated in the Sierra Nevada foothills, and the elevation at the project site is approximately 1,300 feet above mean sea level. The heavily forested steep canyon associated with the North Fork American River is approximately 1 mile east of the project site and within the City's Planning Area. Severe wildland fire hazards in portions of the City's Planning Area can occur under conditions of high winds, low fuel and air moisture, thick vegetation, and high temperatures (City of Auburn 2024).

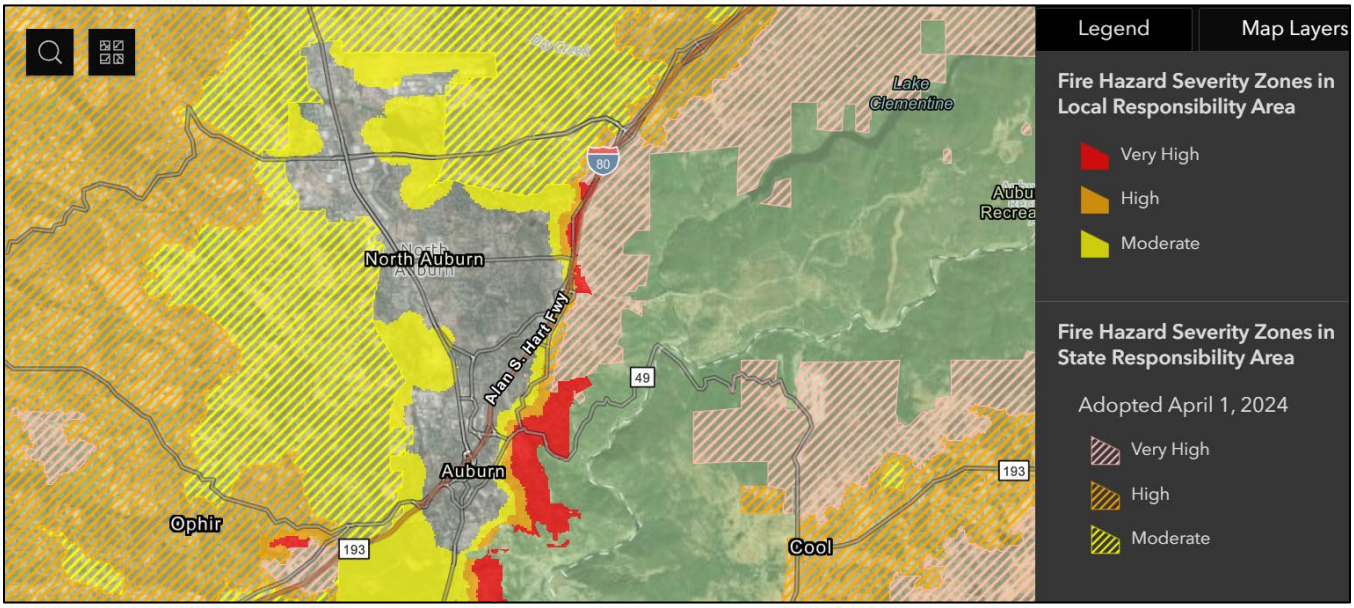
As stated in City Municipal Code Title IX Section 100.70, all of the land within the city limits has been designated as the wildland-urban interface fire area for purposes of applying the building standards and other regulations contained in the California Building Standards Code (CBC) as adopted and amended by the City. Due to local topography, vegetation, diurnal winds, and the North Fork American River canyon adjacent to the city limits, the City considers that all land within the city limits is subject to a substantial risk from wildfires. The CBC's wildland-urban interface standards apply to construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenances connected or attached to such building structures throughout California within a defined wildland-urban interface. The standards provide for ignition-resistant construction in the wildland-urban

interface and use a hazard classification system to determine what materials and construction methods are required to ensure fire safety and protect lives.

Public Resources Code Sections 4201–4204 and Government Code Sections 51175–51189 require identification of fire hazard severity zones within the state of California. Fire hazard severity zones are measured qualitatively, based on vegetation, topography, weather, crown fire potential (a fire's tendency to burn upward into trees and tall brush), and ember production and movement within the area in question. CAL FIRE delineates three potential wildfire hazard ratings: moderate, high, and very high. These classifications indicate "hazard" not "risk." CAL FIRE's fire "hazard" rating is based on the physical conditions that create a likelihood for wildfire in combination with expected fire behavior, over a 30- to 50-year period (without considering measures such as home hardening, recent wildfires that have burned vegetation, or fuel reduction efforts).

State Responsibility Areas (SRAs) are areas where the California Department of Forestry and Fire Protection (CAL FIRE) is the primary emergency response agency responsible for fire suppression and prevention. Land where the primary responsibility for firefighting falls within the purview of a local agency are referred to as Local Responsibility Areas (LRAs). The project site is within an LRA, and is served by the Auburn City Fire Department.

Based on the most recent (2025) fire hazard severity zone ratings issued by CAL FIRE for LRAs, the project site and the immediately surrounding area are in an urbanized unclassified fire hazard severity zone, meaning that CAL FIRE has determined that the fire hazard is low (i.e., they are not within moderate, high, or very high fire hazard severity zones) (CAL FIRE 2025). Areas of the City within LRAs that are rated as high and very high fire hazard severity zones are approximately 1.0 and 1.25 miles, respectively, east of the project site along the North Fork American River canyon (Exhibit 3.20-1). The nearest SRA is classified as a moderate fire hazard severity zone and is approximately 850 feet west of the project site. The nearest very high fire hazard severity zone within an SRA is approximately 1.5 mile northeast of the project site, on the east side of Lincoln Way along the North Fork American River canyon.



Source: CALFIRE 2025

Exhibit 3.20-1: Fire Hazard Severity Zones

The most recent large wildland fire near the city was the Mosquito Fire, which occurred in September–October of 2022 and burned 76,788 acres. The western extent of the Mosquito Fire was just west of Foresthill, approximately 14 miles northeast of project site. The city of Auburn was not evacuated in the Mosquito Fire. The Mosquito Fire was allegedly caused by problems with electrical equipment owned and operated by Pacific Gas & Electric Company (PG&E) near Oxbow Reservoir on the Middle Fork American River. The City's Planning Area has an existing network of overhead transmissions lines that generally are oriented northeast to southwest. PG&E is currently implementing an ungrounding project and has undergrounded approximately 25 miles of power lines in Placer County in 2024 and forecasts that an additional 80 miles will be undergrounded in 2026; some of this work will occur within the City's Planning Area, particularly on the east side of Interstate 80 near the American River Canyon (PG&E 2025).

Fire protection services at the project site and within the City's Planning Area are provided by the City. The Auburn City Fire Department participates in the Western Placer County Fire Chief's Association Cooperative Response Agreement, where fire agencies have agreed to support each other for incidents using the closest available resource. In addition, there is a Mutual Threat Zone Agreement between CAL FIRE and the Auburn City Fire Department for wildland fires, which means that any wildland fire within or adjacent to the City or CAL FIRE jurisdiction will initiate a full response from the Auburn City Fire Department and CAL FIRE following initial dispatch. This agreement provides a standard CAL FIRE response that includes Chief Officers, Type Three Engines, Aircraft, Hand Crews, and Bulldozers (City of Auburn 2024). Structural and wildfire protection outside the city limits are provided by individual fire agencies or by CAL FIRE.

The City's Fire Code (Municipal Code Title IX Sections 100.50–100.60), which is based on the State Fire Code, sets standards for buildings and construction to reduce structural fire hazards. It also requires the provision of adequate water supply for firefighting, fire retardant construction, and minimum street widths, among other things (Municipal Code Title IX Sections 100.80–100.99).

3.20.2 DISCUSSION

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. The City is a participant in the *Placer County Multi-Jurisdictional Hazard Mitigation Plan* (Placer County 2021), which includes goals and policies to help reduce the hazards that would require evacuation, as well as education of community residents on evacuation planning and sheltering options for all hazard types. The City participates in the Placer Alert system powered by Everbridge. Citizens can sign up through Placer Alert to be notified of emergency situations when there are imminent threats to life, health, and safety such as severe weather events, hazardous material emergencies, evacuation orders, and law enforcement activity. The Auburn City Fire Department (2025) website provides information to residents related to emergency preparedness planning and evacuation.

In the event of an actual emergency that would require citizens to evacuate, the City would coordinate with the Placer County Office of Emergency Services. Evacuations would be accomplished primarily by City police and other first responders such as City fire personnel, with assistance from other local, state, or federal agencies as needed.

The project site has two existing entry/egress points from Nevada Street and Fulweiler Avenue, both of which would be maintained under the proposed project. Future residents and on-site businesses would be able to reach SR 49 by traveling east on Fulweiler Avenue for approximately 970 feet, and would be able to reach Interstate 80 (I-80) by traveling south on Nevada Street for approximately 0.5 mile. Fulweiler Avenue and Nevada Street each have two travel lanes. The project site is currently occupied by two office buildings that accommodate approximately 192 employees. Redevelopment of the site with residential uses would result in approximately 423 residents under Option 1 and approximately 625 residents under Option 2, along with approximately 14 employees at the on-site retail space. This would increase the number of people who could potentially require evacuation in the event of an emergency. However, Nevada Street, Fulweiler Avenue, SR 49, and I-80 have sufficient carrying capacity to accommodate the increased use during an evacuation.

The on-site circulation network is required to comply with the City's design standards pertaining to roadway and emergency access (City Municipal Code Title IX Section 100.84), which would be verified through City Building Department plan-check reviews. Therefore, operation-related interference with emergency evacuation plans and access for emergency vehicles would be a less-than-significant impact.

All construction equipment, materials, and personnel necessary for redevelopment of the project site would be staged and stored within the project site boundaries. Any off-site improvements to improve pedestrian and bicycle connectivity (such as lane striping) may require minor, short-term one to two-day lane closures, which would be coordinated with the City Planning and Public Works Departments to ensure that proper safety procedures (such as signage and orange cones) are implemented. Therefore, construction-related interference with emergency evacuation plans and access for emergency vehicles would be a **less-than-significant impact**.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The project site is situated in an urbanized area of the city (see Exhibit 2-2 in Chapter 2, "Project Description"). The site has been developed with two buildings, paved parking areas and drive aisles, and urban landscaping since the 1960s. Furthermore, the project site is not within a moderate, high, or very high wildfire hazard zone (Exhibit 3.20-1), although those hazard zones are nearby to the east and west. The project site is also not situated on a steep slope, and because the site is surrounded by pavement associated with other existing urban land uses (primarily commercial and office), the prevailing wind direction does not represent any particular wildland fire hazard related to project implementation. Therefore, redevelopment of the project site with the proposed residential uses would not exacerbate wildfire risks, and there would be no impact.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The project site is not within a moderate, high, or very high wildfire hazard zone, although those hazard zones are nearby to the east and west. The site has been developed with two buildings, paved parking areas and drive isles, and urban landscaping since the 1960s. There is existing on-site infrastructure related to roads and utilities that would continue to be used and/or modified as necessary to support the proposed redevelopment. The project site is situated in an urbanized area of the city. The area immediately surrounding the project site is also composed primarily of office and commercial uses comprised of buildings and pavement. Furthermore, the

proposed project must comply with City Municipal Code (Title IX Sections 100.50–100.60 and Sections 100.80–100.99) requirements related to standards for buildings and construction to reduce structural fire hazards, as well as the provision of adequate water supply for firefighting, fire retardant construction, and minimum street widths, among others. Compliance would be verified through the City permitting and plan check processes following submittal of site-specific design plans. Thus, the proposed project would not exacerbate fire risk or result in other temporary or ongoing wildland-fire related impacts to the environment, and there would be no impact.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. For the same reasons described in criteria b) and c) above, the proposed project would not expose people or structures to significant risks as a result of post-fire conditions, and the proposed project would not exacerbate fire risk or result in other temporary or ongoing wildland-fire related impacts to the environment. Thus, there would be no impact.

4 REFERENCES

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None.

2 Project Description

None.

3 Environmental Impact Checklist

None.

3.1 Aesthetics

None.

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3.18 Tribal Cultural Resources

None.

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Auburn Station Infill Project
Air Quality Emissions Summary

Table 1. Maximum Daily Unmitigated Construction-Related Emissions for Option 1

	ROG	NO_x	PM_{10}
Maximum Daily Construction Emissions	6.7	28.0	21.0
PCAPCD Threshold of Significance	82.0	82.0	82.0
Exceeds Threshold?	No	No	No

Notes: lb/day = pounds per day; ROG = reactive organic gases; NO_x = oxides of nitrogen; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; PCAPCD = Placer County Air Pollution Control District

Source: Modeled by AECOM 2025.

Table 2. Maximum Daily Unmitigated Operations-Related Emissions for Option 1

	ROG lb/day	NO_x lb/day	PM_{10} lb/day
Mobile	4.3	3.0	7.2
Area	5.6	0.1	0.004
Energy	0.04	0.6	0.050
Total Operational Emissions	**10.0**	**3.8**	**7.2**
PCAPCD Threshold of Significance	55	55	82
Exceeds Threshold?	No	No	No

Notes: lb/day = pounds per day; ROG = reactive organic gases; NO_x = oxides of nitrogen; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; PCAPCD = Placer County Air Pollution Control District

[1] Operational emissions are calculated as net of future development under the Option 1 and existing land uses to determine the net increase in emissions associated with new development.

Source: Modeled by AECOM 2025.

Table 3. Maximum Daily Unmitigated Construction-Related Emissions for Option 2

	ROG	NO_x	PM_{10}
Maximum Daily Construction Emissions	8.1	32.2	21.0
PCAPCD Threshold of Significance	82.0	82.0	82.0
Exceeds Threshold?	No	No	No

Notes: lb/day = pounds per day; ROG = reactive organic gases; NO_x = oxides of nitrogen; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; PCAPCD = Placer County Air Pollution Control District

Source: Modeled by AECOM 2025.

Table 4. Maximum Daily Unmitigated Operations-Related Emissions for Option 2

	ROG lb/day	NO_x lb/day	PM_{10} lb/day
Mobile	4.0	2.7	6.5
Area	7.1	0.1	0.004
Energy	0.04	0.7	0.1
Total Operational Emissions	**11.1**	**3.6**	**6.6**
PCAPCD Threshold of Significance	25	25	80
Exceeds Threshold?	No	No	No

Notes: lb/day = pounds per day; ROG = reactive organic gases; NO_x = oxides of nitrogen; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; PCAPCD = Placer County Air Pollution Control District

[1] Operational emissions are calculated as net of future development under the Option 2 and existing land uses to determine the net increase in emissions associated with new development.

Source: Modeled by AECOM 2025.

Auburn Station Infill Project
Existing Land Uses - Baseline Operational Emissions Inputs

Project Name:	Auburn Station Infill Project
Location:	Placer County
CalEEMod Run:	Existing Project Site Conditions
Operational Year:	2025 (NOP)
Utility:	SMUD (electric); PG&E (gas)

acre	square feet
1	43560

Existing Land Uses - Baseline Operational Emissions

Project Land Uses	CalEEMod	Acres	Total Area 1,000 sq. ft.	Building Square Footage (sq ft)	Landscaped Area[1] sq ft	Employees	Notes
Placer County Administrative Building	Commercial (Government Office Building)	0.31	13.70	38,300.00	107,100	122	Number of employees from PD. Landscaped area measures in Google Earth (Includes L shape lawn/landscaping southwest of admin building plus other small landscaping within parking lot)
Board of Supervisors Building - Domes	Commercial (Government Office Building)	0.51	22.00	22,000.00	72,440	70	Landscaped area measured in Google Earth
Parking and Drive Aisles	Parking (Other Asphalt Surfaces)	5.56	242.00	0.00		-	Measured in Google Earth. All paved areas within site

Auburn Station Infill Project
Option 1 Operational Emissions Inputs

Project Name:	Auburn Station Infill Project
Location:	Placer County
CalEEMod Run:	Option 1
Operational Year:	2029
Utility:	SMUD (electric); PG&E (gas)

acre	square feet
1	43560

Full Buildout - Option 1

Project Land Uses	CalEEMod	Acres	Total Area 1,000 sq. ft.	Building Square Footage (sq ft) *(Residential square footage based on CalEEMod defaults)*	Landscaped Area[1] sq ft	Residential Density (DU/Acre)	Dwelling Units	Residents	Employees
3-4 story flats	Residential (Apartments - Mid Rise)	7.907	344.43	CalEEMod Default (228,480)	160,113	30.1000	238	423	-
Retail	Retail (Regional Shopping Center)	0.00	3.38	3,375	-		-	-	14
Community Space	Educational (Place of Worship)	0.00	5.50	5,500	-		-	-	-
Parking/Impervious Surfaces	Parking (Other Asphalt Surfaces)	2.18	94.76	-	-		-	-	-
Domes	Commercial (Government Office Building)	0.51	22.00	22,000	-		-	-	70
Total		**10.59**	**353.30**		**160,113**		**238**	**423.00**	**84.00**

Notes:
1. Total new landscaping for project site assumed under Residential land use. Does not include existing landscaping in the eastern portion of the project site associated with the Domes that would be preserved.
2. Retail and community space buildings are co-located within residential buildings; the acreage associated with these is set to 0 per CalEEMod user guide.
3. Default operational inputs for mobile, area, energy, refrigerant sources.

Auburn Station Infill Project
Option 2 Operational Emissions Inputs

Project Name:	Auburn Station Infill Project
Location:	Placer County
CalEEMod Run:	Option 2
Operational Year:	2029
Utility:	SMUD (electric); PG&E (gas)

acre	square feet
1	43560

Full Buildout - Option 2

Project Land Uses	CalEEMod	Acres	Total Area 1,000 sq. ft.	Building Square Footage (sq ft) *(Residential square footage based on CalEEMod defaults)*	Landscaped Area[1] sq ft	Residential Density (DU/Acre)	Dwelling Units	Residents	Employees	Notes
3-4 story flats	Residential (Apartments - Mid Rise)	10.465	455.86	CalEEMod Default (302400)	111,740	30.1000	315	652	-	
Retail	Retail (Regional Shopping Center)	0.00	3.38	3,375	-		-	-	14	
Community Space	Educational (Place of Worship)	0.00	5.50	5,500	-		-	-	-	
Parking/Impervious Surfaces	Parking (Other Asphalt Surfaces)	2.06	89.65	-	-		-	-	-	
Total		**12.52**	**554.38**		**111,740**		**315**	**652.00**	**14.00**	

Notes:

1. Total landscaping for project site assumed under Residential land use.
2. Retail and community space buildings are co-located within residential buildings; the acreage associated with these is set to 0 per CalEEMod user guide.
3. Default operational inputs for mobile, area, energy, refrigerant sources.

Auburn Station Infill Project
Option 1 Construction Emissions Inputs

Project Name:	Auburn Station Infill Project
Location:	Placer County
CalEEMod Run:	Option 1
Start of Construction:	1/1/2027
Utility:	SMUD (electric); PG&E (gas)

acre	square feet
1	43560

Construction of New Development - Option 1

Project Land Uses	CalEEMod	Acres	Total Area 1,000 sq. ft.	Building Square Footage (sq ft) *(Residential square footage based on CalEEMod defaults)*	Landscaped Area[1] sq ft	Residential Density (DU/Acre)	Dwelling Units	Residents	Employees
3-4 story flats	Residential (Apartments - Mid Rise)	7.907	344.43	CalEEMod Default (228,480)	87,673	30.1000	238	423	-
Retail	Retail (Regional Shopping Center)	0.00	3.38	3,375	-		-	-	14
Community Space	Educational (Place of Worship)	0.00	5.50	5,500	-		-	-	-
Parking/Impervious Surfaces	Parking (Other Asphalt Surfaces)	1.12	48.76	-	-		-	-	-
Parking Spaces									

Notes:
1. Total new landscaping for project site assumed under Residential land use. Does not include existing landscaping in the eastern portion of the project site associated with the Domes that would be preserved (72,440 sq ft).
2. Retail and community space buildings are co-located within residential buildings; the acreage associated with these is set to 0 per CalEEMod user guide.
3. Parking/impervious surfaces includes only new parking areas. Does not include existing paved area in the eastern portion of the project site associated with the Domes that would be preserved (46,000 sq ft).
4. No material import/export assumed. Demolished materials for Placer County Admin building and pavement/drive aisles/sidewalks included as shown below.

Updates to Default CalEEMod Construction Schedule

	Default			Adjusted to Account for 2-year duration		
Phase	**Start Date**	**End Date**	**Duration**	**Start Date**	**End Date**	**Duration**
Demolition	1/1/2027	1/29/2027	20	1/1/2027	2/15/2027	32
Site Preparation	1/30/2027	2/13/2027	10	2/16/2027	3/9/2027	16
Grading	2/14/2027	3/14/2027	20	3/10/2027	4/22/2027	32
Building Construction	3/15/2027	1/31/2028	230	4/23/2027	9/26/2028	373
Paving	2/1/2028	2/29/2028	20	9/27/2028	11/9/2028	32
Architectural Coating	3/1/2028	3/29/2028	20	5/7/2027	10/10/2028	373

Notes:
1. Adjusted each phase by scaling phase duration to be based on a 2-year construction duration.
2. Based on typical construction practices, architectural coating assumed to start two weeks after the start of building construction and last for the same number of days.

Demolition	**Quantity**	**Unit**
Existing Placer County Admin Building	38,300	building sq ft
Existing Pavement/Drive Aisles/Sidewalks	7,407	short tons
Total	**9,169**	**short tons**

Notes:
1. Existing pavement/drive aisles/sidewalks demo quantity calculated based on 200,000 sqft (measured in Google Earth), and approximate 6" of material depth removed, and 2 short tons per cubic yard (https://syracuselandbank.org/wp-content/uploads/2014/07/CD-weight-to-volume-calculation-Waste-Cap-from-other-sources.pdf)
2. Building debris conversion: 0.046 short ton/sqft

Auburn Station Infill Project
Option 2 Construction Emissions Inputs

Project Name:	Auburn Station Infill Project
Location:	Placer County
CalEEMod Run:	Option 2
Start of Construction:	1/1/2027
Utility:	SMUD (electric); PG&E (gas)

acre	square feet
1	43560

Construction of New Development - Option 2

Project Land Uses	CalEEMod	Acres	Total Area 1,000 sq. ft.	Building Square Footage (sq ft) *(Residential square footage based on CalEEMod defaults)*	Landscaped Area[1] sq ft	Residential Density (DU/Acre)	Dwelling Units	Residents	Employees
3-4 story flats	Residential (Apartments - Mid Rise)	10.465	455.86	CalEEMod Default (302,400)	111,740	30.1000	315	652	-
Retail	Retail (Regional Shopping Center)	0.00	3.38	3,375	-		-	-	14
Community Space	Educational (Place of Worship)	0.00	5.50	5,500	-		-	-	-
Parking/Impervious Surfaces	Parking (Other Asphalt Surfaces)	2.06	76.19	-	-		-	-	-

Notes:
1. Total landscaping for project site assumed under Residential land use.
2. Retail and community space buildings are co-located within residential buildings; the acreage associated with these is set to 0 per CalEEMod user guide.
3. No material import/export assumed. Demolished materials for Placer County Admin building and pavement/drive aisles/sidewalks included as shown below.
4. Default construction schedule, equipment, worker trips, vendor trips, and haul truck trips assumed.

Updates to Default CalEEMod Construction Schedule

	Default			Adjusted to Account for 2-year duration		
Phase	**Start Date**	**End Date**	**Duration**	**Start Date**	**End Date**	**Duration**
Demolition	1/1/2027	1/29/2027	20	1/1/2027	2/5/2027	26
Site Preparation	1/30/2027	2/13/2027	10	2/6/2027	2/24/2027	13
Grading	2/14/2027	3/28/2027	30	2/25/2027	4/20/2027	39
Building Construction	3/29/2027	5/22/2028	300	4/21/2027	10/20/2028	393
Paving	5/23/2028	6/20/2028	20	10/21/2028	11/27/2028	26
Architectural Coating	6/21/2028	7/19/2028	20	5/5/2027	11/3/2028	393

Notes:
1. Adjusted each phase by scaling phase duration to be based on a 2-year construction duration.
2. Based on typical construction practices, architectural coating assumed to start two weeks after the start of building construction and last for the same number of days.

Demolition	**Quantity**	**Unit**
Existing Placer County Admin Building	38,300	building sq ft
Existing Domes Building	22,000	building sq ft
Existing Pavement/Drive Aisles/Sidewalks	10,370	short tons
Total	**13,144**	**short tons**

Notes:
1. Existing pavement/drive aisles/sidewalks demo quantity calculated based on 200,000 sqft (measured in Google Earth), and approximate 6" of material depth removed, and 2 short tons per cubic yard (https://syracuselandbank.org/wp-content/uploads/2014/07/CD-weight-to-volume-calculation-Waste-Cap-from-other-sources.pdf)
2. Building debris conversion: 0.046 short ton/sqft

Auburn Station Infill Project
Operational GHG Emissions Detail

Option 1 - Unmitigated

Total Residential CO2e Emissions	1657.706	* conservatively includes landscaping equipment emissions in total
Total Non-residential CO2e Emissions	661.8969	* conservatively includes landscaping equipment emissions in total

Annual Emissions by Source and Land Use - Option 1

Source	Land Use	CO_2T	CH_4	N_2O	R	CO_2e
Mobile	Apartments Mid Rise	1307.596	0.054057	0.060604216	1.472455126	1328.480371
	Regional Shopping Center	65.93483	0.00401	0.003656053	0.072242105	67.19681142
	Place of Worship	60.49595	0.002433	0.002772321	0.068228524	61.45116976
	Other Asphalt Surfaces	0	0	0	0	0
	Government Office Building	399.767	0.016081	0.018319948	0.450865122	406.0792673
	Total	1833.794	0.076581	0.085352538	2.063790877	1863.207619
Electricity	Apartments Mid Rise	99.48675	0.016095	0.001950883		100.4704825
	Regional Shopping Center	2.720543	0.00044	5.33484E-05		2.747443944
	Place of Worship	5.2568	0.00085	0.000103083		5.308779723
	Other Asphalt Surfaces	0	0	0		0
	Government Office Building	42.60282	0.006892	0.000835419		43.02408275
	Total	150.0669	0.024278	0.002942734		151.5507889
Natural Gas	Apartments Mid Rise	174.1754	0.015414	0.000327966		174.6585436
	Regional Shopping Center	1.544651	0.000137	2.90853E-06		1.548935239
	Place of Worship	12.09887	0.001071	2.27818E-05		12.13242281
	Other Asphalt Surfaces	0	0	0		0
	Government Office Building	33.69938	0.002982	6.34548E-05		33.79285315
	Total	221.5183	0.019604	0.000417112		222.1327548
Area	Hearths	0	0	0		0
	Consumer Products					
	Architectural Coatings					
	Landscape Equipment	3.398419	0.000142	2.83269E-05		3.410413218
	Total	3.398419	0.000142	2.83269E-05		3.410413218
Water	Apartments Mid Rise	5.084206	0.254884	0.006096995		13.27321095
	Regional Shopping Center	0.151754	0.008144	0.000194647		0.413364949
	Place of Worship	0.104463	0.005606	0.000133989		0.2845482
	Other Asphalt Surfaces	0	0	0		0
	Government Office Building	2.653021	0.142381	0.003402902		7.22661915
	Total	7.993444	0.411016	0.009828533		21.19774325
Waste	Apartments Mid Rise	10.69355	1.068782	0		37.4130992
	Regional Shopping Center	0.3162	0.031603	0		1.106275802
	Place of Worship	2.797281	0.279578	0		9.786735866
	Other Asphalt Surfaces	0	0	0		0
	Government Office Building	1.825594	0.182462	0		6.387133095
	Total	15.63263	1.562425	0		54.69324396

Option 2 - Unmitigated

Total Residential CO2e Emissions	2181.238	* conservatively includes landscaping equipment emissions in total
Total Non-residential CO2e Emissions	166.0215	* conservatively includes landscaping equipment emissions in total

Annual Emissions by Source and Land Use - Option 2

Source	Land Use	CO_2T	CH_4	N_2O	R	CO_2e
Mobile	Apartments Mid Rise	1730.642	0.071546	0.080211462	1.948837667	1758.282844
	Regional Shopping Center	65.93483	0.00401	0.003656053	0.072242105	67.19681142
	Place of Worship	60.49595	0.002433	0.002772321	0.068228524	61.45116976
	Other Asphalt Surfaces	0	0	0	0	0
	Total	1857.073	0.077989	0.086639836	2.089308296	1886.930825
Electricity	Apartments Mid Rise	131.6736	0.021302	0.002582051		132.9756386
	Regional Shopping Center	2.720543	0.00044	5.33484E-05		2.747443944
	Place of Worship	5.2568	0.00085	0.000103083		5.308779723
	Other Asphalt Surfaces	0	0	0		0
	Total	139.651	0.022592	0.002738483		141.0318623
Natural Gas	Apartments Mid Rise	230.5263	0.020401	0.000434073		231.1657195
	Regional Shopping Center	1.544651	0.000137	2.90853E-06		1.548935239
	Place of Worship	12.09887	0.001071	2.27818E-05		12.13242281
	Other Asphalt Surfaces	0	0	0		0
	Total	244.1698	0.021609	0.000459764		244.8470776
Area	Hearths	0	0	0		0
	Consumer Products					
	Architectural Coatings					
	Landscape Equipment	4.030797	0.000168	3.34838E-05		4.044987274
	Total	4.030797	0.000168	3.34838E-05		4.044987274
Water	Apartments Mid Rise	6.518935	0.337313	0.008065431		17.35524581
	Regional Shopping Center	0.151754	0.008144	0.000194647		0.413364949
	Place of Worship	0.104463	0.005606	0.000133989		0.2845482
	Other Asphalt Surfaces	0	0	0		0
	Total	6.775151	0.351063	0.008394068		18.05315896
Waste	Apartments Mid Rise	10.69355	1.068782	0		37.4130992
	Regional Shopping Center	0.3162	0.031603	0		1.106275802
	Place of Worship	2.797281	0.279578	0		9.786735866
	Other Asphalt Surfaces	0	0	0		0
	Total	13.80703	1.379963	0		48.30611087

Auburn Station Infill Project

Proposed Project Emissions and GHG Efficiency, Unmitigated

	Option 1	Option 2
Emissions Source	**Total Post-Project GHG Emissions (MT CO2e)**	**Total Post-Project GHG Emissions (MT CO2e)**
Maximum Annual Construction Emissions	653	822
PCAPCD Threshold	10,000	10,000
Exceeds Construction Threshold?	No	No
Annual Residential Operational Emissions	1,658	2,181
Annual Non-Residential Operational Emissions	662	166
Total Annual Operational Emissions	**2,320**	**2,347**
Screening Threshold	**1,100**	**1,100**
Exceeds Operational Screening Threshold?	**Yes**	**Yes**
Project Residents	423	615
Project Non-Residential Building Square Footage	30,875	8,875
Residential GHG Efficiency (MT CO_2e per capita)	3.92	3.55
Non-residential GHG Efficiency (MT CO_2e per 1,000 square feet)	21.44	18.71
GHG Efficiency Target (MT CO_2e per capita)	***4.5***	***4.5***
GHG Efficiency Target (MT CO_2e per 1,000 square feet)	***26.5***	***26.5***
Consistent with GHG Efficiency Target?	***Yes***	***Yes***

Note: MT CO2e = metric tons of carbon dioxide equivalent; PCAPCD = Placer County Air Pollution Control District

Auburn Station Infill Development - Baseline Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Auburn Station Infill Development - Baseline
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.30
Precipitation (days)	32.4
Location	38.904677573695125, -121.0814086395252
County	Placer-Sacramento
City	Auburn
Air District	Placer County APCD
Air Basin	Sacramento Valley
TAZ	450
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Government Office Building	13.7	1000sqft	0.31	38,300	107,100	—	—	Admin Building

Government Office Building	22.0	1000sqft	0.51	22,000	72,440	—	—	Domes
Other Asphalt Surfaces	242	1000sqft	5.56	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.97	5.65	3.50	31.7	0.07	0.09	5.04	5.13	0.09	1.28	1.37	31.5	7,676	7,708	3.60	0.32	23.3	7,916
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.02	4.72	3.99	25.0	0.06	0.09	5.04	5.13	0.09	1.28	1.37	31.5	7,119	7,150	3.64	0.34	0.75	7,344
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.25	4.02	2.85	18.9	0.04	0.08	3.52	3.60	0.07	0.90	0.97	31.5	5,536	5,567	3.54	0.25	7.27	5,738
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.77	0.73	0.52	3.46	0.01	0.01	0.64	0.66	0.01	0.16	0.18	5.21	917	922	0.59	0.04	1.20	950

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	4.03	3.77	3.02	28.7	0.06	0.05	5.04	5.09	0.05	1.28	1.33	—	6,388	6,388	0.25	0.27	23.1	6,498
Area	1.89	1.85	0.02	2.62	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.8	10.8	< 0.005	< 0.005	—	10.8
Energy	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	1,263	1,263	0.16	0.01	—	1,272
Water	—	—	—	—	—	—	—	—	—	—	—	13.6	14.3	27.9	1.40	0.03	—	72.7
Waste	—	—	—	—	—	—	—	—	—	—	—	17.9	0.00	17.9	1.79	0.00	—	62.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.15	0.15
Total	5.97	5.65	3.50	31.7	0.07	0.09	5.04	5.13	0.09	1.28	1.37	31.5	7,676	7,708	3.60	0.32	23.3	7,916
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.54	3.27	3.52	24.6	0.06	0.05	5.04	5.09	0.05	1.28	1.33	—	5,842	5,842	0.29	0.29	0.60	5,937
Area	1.42	1.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	1,263	1,263	0.16	0.01	—	1,272
Water	—	—	—	—	—	—	—	—	—	—	—	13.6	14.3	27.9	1.40	0.03	—	72.7
Waste	—	—	—	—	—	—	—	—	—	—	—	17.9	0.00	17.9	1.79	0.00	—	62.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.15	0.15
Total	5.02	4.72	3.99	25.0	0.06	0.09	5.04	5.13	0.09	1.28	1.37	31.5	7,119	7,150	3.64	0.34	0.75	7,344
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.54	2.35	2.37	17.3	0.04	0.04	3.52	3.56	0.04	0.90	0.93	—	4,253	4,253	0.19	0.20	7.13	4,325
Area	1.65	1.64	0.01	1.29	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.32	5.32	< 0.005	< 0.005	—	5.34
Energy	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	1,263	1,263	0.16	0.01	—	1,272
Water	—	—	—	—	—	—	—	—	—	—	—	13.6	14.3	27.9	1.40	0.03	—	72.7
Waste	—	—	—	—	—	—	—	—	—	—	—	17.9	0.00	17.9	1.79	0.00	—	62.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.15	0.15
Total	4.25	4.02	2.85	18.9	0.04	0.08	3.52	3.60	0.07	0.90	0.97	31.5	5,536	5,567	3.54	0.25	7.27	5,738
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	0.46	0.43	0.43	3.15	0.01	0.01	0.64	0.65	0.01	0.16	0.17	—	704	704	0.03	0.03	1.18	716
Area	0.30	0.30	< 0.005	0.24	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.88	0.88	< 0.005	< 0.005	—	0.88
Energy	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	209	209	0.03	< 0.005	—	211
Water	—	—	—	—	—	—	—	—	—	—	—	2.25	2.36	4.61	0.23	0.01	—	12.0
Waste	—	—	—	—	—	—	—	—	—	—	—	2.96	0.00	2.96	0.30	0.00	—	10.4
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	0.77	0.73	0.52	3.46	0.01	0.01	0.64	0.66	0.01	0.16	0.18	5.21	917	922	0.59	0.04	1.20	950

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government Office Building	4.03	3.77	3.02	28.7	0.06	0.05	5.04	5.09	0.05	1.28	1.33	—	6,388	6,388	0.25	0.27	23.1	6,498
Other Asphalt Surfaces	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	0.00
Total	4.03	3.77	3.02	28.7	0.06	0.05	5.04	5.09	0.05	1.28	1.33	—	6,388	6,388	0.25	0.27	23.1	6,498
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Government Office Building	3.54	3.27	3.52	24.6	0.06	0.05	5.04	5.09	0.05	1.28	1.33	—	5,842	5,842	0.29	0.29	0.60	5,937
Other Asphalt Surfaces	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	0.00
Total	3.54	3.27	3.52	24.6	0.06	0.05	5.04	5.09	0.05	1.28	1.33	—	5,842	5,842	0.29	0.29	0.60	5,937
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government Office Building	0.46	0.43	0.43	3.15	0.01	0.01	0.64	0.65	0.01	0.16	0.17	—	704	704	0.03	0.03	1.18	716
Other Asphalt Surfaces	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	0.00
Total	0.46	0.43	0.43	3.15	0.01	0.01	0.64	0.65	0.01	0.16	0.17	—	704	704	0.03	0.03	1.18	716

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	705	705	0.11	0.01	—	712
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	705	705	0.11	0.01	—	712

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	705	705	0.11	0.01	—	712
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	705	705	0.11	0.01	—	712
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	117	117	0.02	< 0.005	—	118
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	117	117	0.02	< 0.005	—	118

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government Office Building	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	558	558	0.05	< 0.005	—	559
Other Asphalt Surfaces	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
Total	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	558	558	0.05	< 0.005	—	559

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government Office Building	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	558	558	0.05	< 0.005	—	559
Other Asphalt Surfaces	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
Total	0.05	0.03	0.47	0.39	< 0.005	0.04	—	0.04	0.04	—	0.04	—	558	558	0.05	< 0.005	—	559
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government Office Building	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	92.4	92.4	0.01	< 0.005	—	92.6
Other Asphalt Surfaces	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
Total	0.01	< 0.005	0.09	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	92.4	92.4	0.01	< 0.005	—	92.6

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.31	1.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coating	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.47	0.43	0.02	2.62	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.8	10.8	< 0.005	< 0.005	—	10.8
Total	1.89	1.85	0.02	2.62	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.8	10.8	< 0.005	< 0.005	—	10.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.31	1.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.11	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.42	1.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.24	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.04	0.04	< 0.005	0.24	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.88	0.88	< 0.005	< 0.005	—	0.88
Total	0.30	0.30	< 0.005	0.24	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.88	0.88	< 0.005	< 0.005	—	0.88

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	13.6	14.3	27.9	1.40	0.03	—	72.7
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	13.6	14.3	27.9	1.40	0.03	—	72.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	13.6	14.3	27.9	1.40	0.03	—	72.7
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	13.6	14.3	27.9	1.40	0.03	—	72.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	2.25	2.36	4.61	0.23	0.01	—	12.0
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	2.25	2.36	4.61	0.23	0.01	—	12.0

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	17.9	0.00	17.9	1.79	0.00	—	62.6
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	17.9	0.00	17.9	1.79	0.00	—	62.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	17.9	0.00	17.9	1.79	0.00	—	62.6
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	17.9	0.00	17.9	1.79	0.00	—	62.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	2.96	0.00	2.96	0.30	0.00	—	10.4
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Total	—	—	—	—	—	—	—	—	—	—	—	2.96	0.00	2.96	0.30	0.00	—	10.4

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.15	0.15
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.15	0.15
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.15	0.15
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.15	0.15
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Government Office Building	309	0.00	0.00	80,687	2,718	0.00	0.00	708,512
Government Office Building	497	0.00	0.00	129,570	4,364	0.00	0.00	1,137,757
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	90,450	30,150	14,520

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Government Office Building	801,594	204	0.0330	0.0040	1,105,683
Government Office Building	460,445	204	0.0330	0.0040	635,118
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Government Office Building	2,721,638	1,232,210
Government Office Building	4,370,513	833,439
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Government Office Building	12.7	—
Government Office Building	20.5	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Government Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00

Government Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Government Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	29.1	annual days of extreme heat
Extreme Precipitation	13.2	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	1.99	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	5	0	0	N/A
Extreme Precipitation	4	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	5	1	1	4
Extreme Precipitation	4	1	1	4
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	1	1	2
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	75.1
AQ-PM	6.38
AQ-DPM	71.8
Drinking Water	0.24
Lead Risk Housing	55.5
Pesticides	40.9
Toxic Releases	4.75
Traffic	62.5
Effect Indicators	—
CleanUp Sites	46.2
Groundwater	70.3
Haz Waste Facilities/Generators	63.6
Impaired Water Bodies	12.5
Solid Waste	52.9
Sensitive Population	—
Asthma	55.4

Cardio-vascular	49.3
Low Birth Weights	18.4
Socioeconomic Factor Indicators	—
Education	47.8
Housing	61.5
Linguistic	0.00
Poverty	63.0
Unemployment	68.4

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	60.54151161
Employed	35.60887976
Median HI	29.87296292
Education	—
Bachelor's or higher	39.54831259
High school enrollment	100
Preschool enrollment	49.42897472
Transportation	—
Auto Access	13.06300526
Active commuting	59.12998845
Social	—
2-parent households	42.83331195
Voting	87.73258052
Neighborhood	—
Alcohol availability	57.87244963

Park access	36.46862569
Retail density	69.67791608
Supermarket access	48.659053
Tree canopy	98.13935583
Housing	—
Homeownership	25.38175286
Housing habitability	54.0613371
Low-inc homeowner severe housing cost burden	32.22122418
Low-inc renter severe housing cost burden	78.99396895
Uncrowded housing	66.9190299
Health Outcomes	—
Insured adults	45.46387784
Arthritis	0.0
Asthma ER Admissions	51.2
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	20.3
Cognitively Disabled	12.5
Physically Disabled	1.6
Heart Attack ER Admissions	60.3
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	70.7

Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	11.5
SLR Inundation Area	0.0
Children	76.4
Elderly	10.6
English Speaking	98.1
Foreign-born	11.3
Outdoor Workers	56.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	83.7
Traffic Density	55.7
Traffic Access	51.5
Other Indices	—
Hardship	48.6
Other Decision Support	—
2016 Voting	76.3

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	47.0
Healthy Places Index Score for Project Location (b)	51.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No

Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Based on building area and as measured in Google Earth

Auburn Station Infill Development Option 1 - Construction Detailed Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Auburn Station Infill Development Option 1 - Construction
Construction Start Date	1/1/2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.30
Precipitation (days)	32.4
Location	38.9045161065784, -121.08080647066589
County	Placer-Sacramento
City	Auburn
Air District	Placer County APCD
Air Basin	Sacramento Valley
TAZ	450
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	238	Dwelling Unit	7.90	228,480	87,673	—	423	—

Regional Shopping Center	3.38	1000sqft	0.00	3,375	0.00	—	—	—
Place of Worship	5.50	1000sqft	0.00	5,500	0.00	—	—	—
Other Asphalt Surfaces	1.12	Acre	1.12	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.10	6.78	14.3	24.0	0.03	0.60	7.23	7.83	0.55	3.46	4.01	—	5,518	5,518	0.14	0.14	8.36	5,572
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.02	6.71	28.0	28.9	0.07	1.17	19.8	21.0	1.08	10.1	11.2	—	8,658	8,658	0.22	0.84	0.26	8,915
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.92	3.73	10.6	15.2	0.03	0.36	3.28	3.65	0.33	1.13	1.46	—	3,888	3,888	0.11	0.18	2.18	3,947
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.72	0.68	1.93	2.78	< 0.005	0.07	0.60	0.67	0.06	0.21	0.27	—	644	644	0.02	0.03	0.36	653

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	7.10	6.78	14.3	24.0	0.03	0.60	7.23	7.83	0.55	3.46	4.01	—	5,518	5,518	0.14	0.14	8.36	5,572
2028	7.02	6.71	11.0	23.5	0.03	0.33	2.32	2.64	0.30	0.55	0.85	—	5,454	5,454	0.14	0.14	7.38	5,507
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	7.02	6.71	28.0	28.9	0.07	1.17	19.8	21.0	1.08	10.1	11.2	—	8,658	8,658	0.22	0.84	0.26	8,915
2028	6.88	6.64	11.1	20.9	0.03	0.33	2.32	2.64	0.30	0.55	0.85	—	5,197	5,197	0.15	0.21	0.19	5,263
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	3.92	3.66	10.6	15.2	0.03	0.36	3.28	3.65	0.33	1.13	1.46	—	3,888	3,888	0.11	0.18	2.18	3,947
2028	3.86	3.73	6.48	12.1	0.02	0.20	1.22	1.42	0.18	0.29	0.47	—	2,932	2,932	0.08	0.08	1.71	2,959
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.72	0.67	1.93	2.78	< 0.005	0.07	0.60	0.67	0.06	0.21	0.27	—	644	644	0.02	0.03	0.36	653
2028	0.71	0.68	1.18	2.22	< 0.005	0.04	0.22	0.26	0.03	0.05	0.09	—	485	485	0.01	0.01	0.28	490

3. Construction Emissions Details

3.1. Demolition (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	2.64	2.21	19.9	18.6	0.03	0.80	—	0.80	0.73	—	0.73	—	3,427	3,427	0.14	0.03	—	3,439
Demoliti on	—	—	—	—	—	—	6.15	6.15	—	0.93	0.93	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.23	0.19	1.74	1.63	< 0.005	0.07	—	0.07	0.06	—	0.06	—	300	300	0.01	< 0.005	—	301
Demoliti on	—	—	—	—	—	—	0.54	0.54	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.04	0.04	0.32	0.30	< 0.005	0.01	—	0.01	0.01	—	0.01	—	49.7	49.7	< 0.005	< 0.005	—	49.9
Demoliti on	—	—	—	—	—	—	0.10	0.10	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.50	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	142	142	< 0.005	0.01	0.01	144
Vendor	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	0.00
Hauling	0.18	0.11	6.95	1.29	0.03	0.09	1.33	1.42	0.09	0.36	0.46	—	5,089	5,089	0.07	0.81	0.25	5,332

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.8	12.8	< 0.005	< 0.005	0.02	13.0
Vendor	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	0.00
Hauling	0.02	0.01	0.60	0.11	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	—	446	446	0.01	0.07	0.36	468
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.12	2.12	< 0.005	< 0.005	< 0.005	2.15
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.11	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	73.8	73.8	< 0.005	0.01	0.06	77.4

3.3. Site Preparation (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.63	3.05	28.0	28.3	0.05	1.17	—	1.17	1.08	—	1.08	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.16	0.13	1.23	1.24	< 0.005	0.05	—	0.05	0.05	—	0.05	—	232	232	0.01	< 0.005	—	233
Dust From Material Movement	—	—	—	—	—	—	0.86	0.86	—	0.44	0.44	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.22	0.23	< 0.005	0.01	—	0.01	0.01	—	0.01	—	38.4	38.4	< 0.005	< 0.005	—	38.6
Dust From Material Movement	—	—	—	—	—	—	0.16	0.16	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.05	0.59	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	166	166	< 0.005	0.01	0.01	168
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.48	7.48	< 0.005	< 0.005	0.01	7.58
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.24	1.24	< 0.005	< 0.005	< 0.005	1.25
Vendor	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	0.00
Hauling	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	0.00

3.5. Grading (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.89	1.59	14.2	17.3	0.03	0.60	—	0.60	0.55	—	0.55	—	2,960	2,960	0.12	0.02	—	2,970
Dust From Material Movement	—	—	—	—	—	—	7.08	7.08	—	3.42	3.42	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.89	1.59	14.2	17.3	0.03	0.60	—	0.60	0.55	—	0.55	—	2,960	2,960	0.12	0.02	—	2,970
Dust From Material Movement	—	—	—	—	—	—	7.08	7.08	—	3.42	3.42	—	—	—	—	—	—	—
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	1.25	1.51	< 0.005	0.05	—	0.05	0.05	—	0.05	—	260	260	0.01	< 0.005	—	260
Dust From Material Movement	—	—	—	—	—	—	0.62	0.62	—	0.30	0.30	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.23	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	—	43.0	43.0	< 0.005	< 0.005	—	43.1
Dust From Material Movement	—	—	—	—	—	—	0.11	0.11	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.03	0.69	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	161	161	< 0.005	< 0.005	0.48	162
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.50	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	142	142	< 0.005	0.01	0.01	144
Vendor	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	0.00

Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.8	12.8	< 0.005	< 0.005	0.02	13.0
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.12	2.12	< 0.005	< 0.005	< 0.005	2.15
Vendor	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	0.00
Hauling	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	0.00

3.7. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.65	6.41	0.01	0.17	—	0.17	0.15	—	0.15	—	1,187	1,187	0.05	0.01	—	1,191
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.85	1.17	< 0.005	0.03	—	0.03	0.03	—	0.03	—	196	196	0.01	< 0.005	—	197
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.61	0.54	0.32	8.07	0.00	0.00	1.77	1.77	0.00	0.41	0.41	—	1,877	1,877	0.02	0.01	5.62	1,886
Vendor	0.03	0.02	0.92	0.25	0.01	0.01	0.20	0.21	0.01	0.05	0.07	—	735	735	0.01	0.11	1.61	770
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.55	0.48	0.45	5.85	0.00	0.00	1.77	1.77	0.00	0.41	0.41	—	1,658	1,658	0.03	0.07	0.15	1,680
Vendor	0.03	0.02	0.99	0.26	0.01	0.01	0.20	0.21	0.01	0.05	0.07	—	736	736	0.01	0.11	0.04	768
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.27	0.24	0.19	2.98	0.00	0.00	0.86	0.86	0.00	0.20	0.20	—	843	843	0.02	0.03	1.20	855
Vendor	0.01	0.01	0.48	0.12	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	—	364	364	< 0.005	0.05	0.34	381
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.05	0.04	0.03	0.54	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	140	140	< 0.005	0.01	0.20	142
Vendor	< 0.005	< 0.005	0.09	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	60.3	60.3	< 0.005	0.01	0.06	63.0
Hauling	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	0.00

3.9. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	0.52	4.72	6.83	0.01	0.16	—	0.16	0.15	—	0.15	—	1,267	1,267	0.05	0.01	—	1,271
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.10	0.86	1.25	< 0.005	0.03	—	0.03	0.03	—	0.03	—	210	210	0.01	< 0.005	—	210
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.59	0.52	0.32	7.68	0.00	0.00	1.77	1.77	0.00	0.41	0.41	—	1,838	1,838	0.02	0.01	4.99	1,847
Vendor	0.03	0.02	0.88	0.24	0.01	0.01	0.20	0.21	0.01	0.05	0.07	—	716	716	0.01	0.11	1.40	750
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.48	0.46	0.39	5.53	0.00	0.00	1.77	1.77	0.00	0.41	0.41	—	1,624	1,624	0.03	0.07	0.13	1,645
Vendor	0.03	0.02	0.94	0.25	0.01	0.01	0.20	0.21	0.01	0.05	0.07	—	717	717	0.01	0.11	0.04	749
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.25	0.25	0.20	3.02	0.00	0.00	0.91	0.91	0.00	0.21	0.21	—	882	882	0.01	0.01	1.14	885
Vendor	0.02	0.01	0.49	0.13	< 0.005	0.01	0.10	0.11	0.01	0.03	0.03	—	379	379	< 0.005	0.06	0.32	396
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.04	0.55	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	146	146	< 0.005	< 0.005	0.19	147
Vendor	< 0.005	< 0.005	0.09	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	62.7	62.7	< 0.005	0.01	0.05	65.6
Hauling	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	0.00

3.11. Paving (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	0.69	6.63	9.91	0.01	0.26	—	0.26	0.24	—	0.24	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.09	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	0.69	6.63	9.91	0.01	0.26	—	0.26	0.24	—	0.24	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.09	0.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.58	0.87	< 0.005	0.02	—	0.02	0.02	—	0.02	—	132	132	0.01	< 0.005	—	133
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.01	0.11	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	21.9	21.9	< 0.005	< 0.005	—	22.0
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.03	0.66	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	158	158	< 0.005	< 0.005	0.43	159
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.03	0.47	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	139	139	< 0.005	0.01	0.01	141
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.6	12.6	< 0.005	< 0.005	0.02	12.6
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.08	2.08	< 0.005	< 0.005	< 0.005	2.09
Vendor	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	0.00
Hauling	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	0.00

3.13. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	4.97	4.97	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	4.97	4.97	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.39	0.53	< 0.005	0.01	—	0.01	0.01	—	0.01	—	62.4	62.4	< 0.005	< 0.005	—	62.7

Architectural Coating	2.32	2.32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.3	10.3	< 0.005	< 0.005	—	10.4
Architectural Coatings	0.42	0.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.11	0.06	1.61	0.00	0.00	0.35	0.35	0.00	0.08	0.08	—	375	375	< 0.005	< 0.005	1.12	377
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.09	1.17	0.00	0.00	0.35	0.35	0.00	0.08	0.08	—	332	332	0.01	0.01	0.03	336
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.56	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	159	159	< 0.005	0.01	0.23	161
Vendor	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	0.00
Hauling	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	26.4	26.4	< 0.005	< 0.005	0.04	26.7
Vendor	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	0.00
Hauling	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	0.00

3.15. Architectural Coating (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	4.97	4.97	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	4.97	4.97	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.45	0.62	< 0.005	0.01	—	0.01	0.01	—	0.01	—	74.2	74.2	< 0.005	< 0.005	—	74.5
Architectural Coatings	2.76	2.76	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.3	12.3	< 0.005	< 0.005	—	12.3
Architectural Coatings	0.50	0.50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.10	0.06	1.54	0.00	0.00	0.35	0.35	0.00	0.08	0.08	—	368	368	< 0.005	< 0.005	1.00	369
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.08	1.11	0.00	0.00	0.35	0.35	0.00	0.08	0.08	—	325	325	0.01	0.01	0.03	329
Vendor	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	0.00

Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.04	0.63	0.00	0.00	0.19	0.19	0.00	0.04	0.04	—	185	185	< 0.005	< 0.005	0.24	186
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	30.7	30.7	< 0.005	< 0.005	0.04	30.8
Vendor	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	0.00
Hauling	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	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2027	2/15/2027	5.00	32.0	—
Site Preparation	Site Preparation	2/16/2027	3/9/2027	5.00	16.0	—
Grading	Grading	3/10/2027	4/22/2027	5.00	32.0	—

Building Construction	Building Construction	4/23/2027	9/26/2028	5.00	373	—
Paving	Paving	9/27/2028	11/9/2028	5.00	32.0	—
Architectural Coating	Architectural Coating	5/7/2027	10/10/2028	5.00	373	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	14.3	LDA,LDT1,LDT2
Demolition	Vendor	—	8.80	HHDT,MHDT
Demolition	Hauling	71.7	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	14.3	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.80	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	14.3	LDA,LDT1,LDT2
Grading	Vendor	—	8.80	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	175	14.3	LDA,LDT1,LDT2
Building Construction	Vendor	26.9	8.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	14.3	LDA,LDT1,LDT2
Paving	Vendor	—	8.80	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT

Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	35.0	14.3	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.80	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	462,672	154,224	13,313	4,438	2,927

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	9,169	—
Site Preparation	—	—	24.0	0.00	—
Grading	—	—	32.0	0.00	—
Paving	0.00	0.00	0.00	0.00	1.12

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Regional Shopping Center	0.00	0%
Place of Worship	0.00	0%
Other Asphalt Surfaces	1.12	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00	204	0.03	< 0.005
2028	0.00	204	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	29.1	annual days of extreme heat
Extreme Precipitation	13.2	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	1.99	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	5	0	0	N/A
Extreme Precipitation	4	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A

Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	5	1	1	4
Extreme Precipitation	4	1	1	4
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	1	1	2
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	75.1
AQ-PM	6.38
AQ-DPM	71.8
Drinking Water	0.24
Lead Risk Housing	55.5
Pesticides	40.9
Toxic Releases	4.75
Traffic	62.5
Effect Indicators	—
CleanUp Sites	46.2
Groundwater	70.3
Haz Waste Facilities/Generators	63.6
Impaired Water Bodies	12.5
Solid Waste	52.9
Sensitive Population	—
Asthma	55.4
Cardio-vascular	49.3
Low Birth Weights	18.4
Socioeconomic Factor Indicators	—
Education	47.8
Housing	61.5
Linguistic	0.00
Poverty	63.0
Unemployment	68.4

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	60.54151161
Employed	35.60887976
Median HI	29.87296292
Education	—
Bachelor's or higher	39.54831259
High school enrollment	100
Preschool enrollment	49.42897472
Transportation	—
Auto Access	13.06300526
Active commuting	59.12998845
Social	—
2-parent households	42.83331195
Voting	87.73258052
Neighborhood	—
Alcohol availability	57.87244963
Park access	36.46862569
Retail density	69.67791608
Supermarket access	48.659053
Tree canopy	98.13935583
Housing	—
Homeownership	25.38175286
Housing habitability	54.0613371
Low-inc homeowner severe housing cost burden	32.22122418
Low-inc renter severe housing cost burden	78.99396895

Uncrowded housing	66.9190299
Health Outcomes	—
Insured adults	45.46387784
Arthritis	0.0
Asthma ER Admissions	51.2
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	20.3
Cognitively Disabled	12.5
Physically Disabled	1.6
Heart Attack ER Admissions	60.3
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	70.7
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	11.5
SLR Inundation Area	0.0

Children	76.4
Elderly	10.6
English Speaking	98.1
Foreign-born	11.3
Outdoor Workers	56.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	83.7
Traffic Density	55.7
Traffic Access	51.5
Other Indices	—
Hardship	48.6
Other Decision Support	—
2016 Voting	76.3

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	47.0
Healthy Places Index Score for Project Location (b)	51.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Retail and community space co-located within residential uses. All landscaped area modeled under residential uses.
Construction: Construction Phases	Adjusted default schedule for 2-year construction duration assuming phases scale by duration. Based on typical construction practices, architectural coating assumed to start two weeks after the start of building construction and last for the same number of days.

Auburn Station Infill Development Option 1 - Operations Detailed Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Auburn Station Infill Development Option 1 - Operations
Operational Year	2029
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.30
Precipitation (days)	32.4
Location	38.9045161065784, -121.08080647066589
County	Placer-Sacramento
City	Auburn
Air District	Placer County APCD
Air Basin	Sacramento Valley
TAZ	450
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	238	Dwelling Unit	7.90	228,480	160,113	—	423	—

Regional Shopping Center	3.38	1000sqft	0.00	3,375	0.00	—	—	—
Place of Worship	5.50	1000sqft	0.00	5,500	0.00	—	—	—
Other Asphalt Surfaces	2.18	Acre	2.18	0.00	0.00	—	—	—
Government Office Building	22.0	1000sqft	0.51	22,000	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	16.3	15.6	6.83	75.0	0.15	0.20	12.1	12.3	0.19	3.09	3.28	119	16,542	16,661	12.7	0.67	36.3	17,214
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	13.8	13.2	7.64	51.8	0.13	0.19	12.1	12.3	0.18	3.09	3.27	119	15,281	15,400	12.8	0.72	2.62	15,937
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	13.4	12.8	6.30	50.0	0.12	0.18	9.93	10.1	0.17	2.53	2.70	119	13,365	13,484	12.6	0.60	14.2	13,992
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.44	2.34	1.15	9.12	0.02	0.03	1.81	1.84	0.03	0.46	0.49	19.6	2,213	2,232	2.09	0.10	2.35	2,316

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.57	8.05	5.62	59.6	0.14	0.10	12.1	12.3	0.10	3.09	3.19	—	14,232	14,232	0.51	0.59	34.6	14,455
Area	7.58	7.50	0.14	14.9	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	41.6	41.6	< 0.005	< 0.005	—	41.8
Energy	0.12	0.06	1.07	0.55	0.01	0.09	—	0.09	0.09	—	0.09	—	2,244	2,244	0.27	0.02	—	2,257
Water	—	—	—	—	—	—	—	—	—	—	—	24.2	24.1	48.3	2.48	0.06	—	128
Waste	—	—	—	—	—	—	—	—	—	—	—	94.4	0.00	94.4	9.44	0.00	—	330
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.73	1.73
Total	16.3	15.6	6.83	75.0	0.15	0.20	12.1	12.3	0.19	3.09	3.28	119	16,542	16,661	12.7	0.67	36.3	17,214
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.62	7.07	6.57	51.2	0.13	0.10	12.1	12.3	0.10	3.09	3.19	—	13,012	13,012	0.60	0.64	0.90	13,220
Area	6.10	6.10	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
Energy	0.12	0.06	1.07	0.55	0.01	0.09	—	0.09	0.09	—	0.09	—	2,244	2,244	0.27	0.02	—	2,257
Water	—	—	—	—	—	—	—	—	—	—	—	24.2	24.1	48.3	2.48	0.06	—	128
Waste	—	—	—	—	—	—	—	—	—	—	—	94.4	0.00	94.4	9.44	0.00	—	330
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.73	1.73
Total	13.8	13.2	7.64	51.8	0.13	0.19	12.1	12.3	0.18	3.09	3.27	119	15,281	15,400	12.8	0.72	2.62	15,937
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.42	5.97	5.16	42.1	0.11	0.09	9.93	10.0	0.08	2.53	2.61	—	11,076	11,076	0.46	0.52	12.5	11,254
Area	6.83	6.79	0.07	7.34	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	20.5	20.5	< 0.005	< 0.005	—	20.6
Energy	0.12	0.06	1.07	0.55	0.01	0.09	—	0.09	0.09	—	0.09	—	2,244	2,244	0.27	0.02	—	2,257
Water	—	—	—	—	—	—	—	—	—	—	—	24.2	24.1	48.3	2.48	0.06	—	128
Waste	—	—	—	—	—	—	—	—	—	—	—	94.4	0.00	94.4	9.44	0.00	—	330

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.73	1.73
Total	13.4	12.8	6.30	50.0	0.12	0.18	9.93	10.1	0.17	2.53	2.70	119	13,365	13,484	12.6	0.60	14.2	13,992
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.17	1.09	0.94	7.68	0.02	0.02	1.81	1.83	0.01	0.46	0.48	—	1,834	1,834	0.08	0.09	2.06	1,863
Area	1.25	1.24	0.01	1.34	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	3.40	3.40	< 0.005	< 0.005	—	3.41
Energy	0.02	0.01	0.19	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	372	372	0.04	< 0.005	—	374
Water	—	—	—	—	—	—	—	—	—	—	—	4.00	3.99	7.99	0.41	0.01	—	21.2
Waste	—	—	—	—	—	—	—	—	—	—	—	15.6	0.00	15.6	1.56	0.00	—	54.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.29	0.29
Total	2.44	2.34	1.15	9.12	0.02	0.03	1.81	1.84	0.03	0.46	0.49	19.6	2,213	2,232	2.09	0.10	2.35	2,316

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	5.30	4.98	3.51	37.2	0.09	0.06	7.61	7.68	0.06	1.94	2.00	—	8,914	8,914	0.32	0.37	21.7	9,054
Regional Shopping Center	0.56	0.54	0.27	2.74	0.01	< 0.005	0.49	0.49	< 0.005	0.12	0.13	—	581	581	0.03	0.03	1.38	591
Place of Worship	0.63	0.59	0.43	4.59	0.01	0.01	0.95	0.96	0.01	0.24	0.25	—	1,109	1,109	0.04	0.05	2.70	1,126

Other Asphalt Surfaces	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	0.00
Government Office Building	2.07	1.94	1.41	15.0	0.04	0.03	3.10	3.13	0.02	0.79	0.81	—	3,628	3,628	0.13	0.15	8.83	3,684
Total	8.57	8.05	5.62	59.6	0.14	0.10	12.1	12.3	0.10	3.09	3.19	—	14,232	14,232	0.51	0.59	34.6	14,455
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	4.72	4.38	4.10	31.9	0.08	0.06	7.61	7.68	0.06	1.94	2.00	—	8,150	8,150	0.37	0.40	0.56	8,279
Regional Shopping Center	0.49	0.47	0.32	2.58	0.01	< 0.005	0.49	0.49	< 0.005	0.12	0.13	—	533	533	0.03	0.03	0.04	543
Place of Worship	0.56	0.52	0.50	3.91	0.01	0.01	0.95	0.96	0.01	0.24	0.25	—	1,014	1,014	0.04	0.05	0.07	1,030
Other Asphalt Surfaces	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	0.00
Government Office Building	1.84	1.70	1.65	12.8	0.03	0.03	3.10	3.13	0.02	0.79	0.81	—	3,316	3,316	0.15	0.16	0.23	3,368
Total	7.62	7.07	6.57	51.2	0.13	0.10	12.1	12.3	0.10	3.09	3.19	—	13,012	13,012	0.60	0.64	0.90	13,220
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.82	0.76	0.67	5.45	0.01	0.01	1.29	1.30	0.01	0.33	0.34	—	1,308	1,308	0.05	0.06	1.47	1,328
Regional Shopping Center	0.07	0.07	0.04	0.34	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	65.9	65.9	< 0.005	< 0.005	0.07	67.2

Place of Worship	0.04	0.03	0.03	0.25	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	60.5	60.5	< 0.005	< 0.005	0.07	61.5
Other Asphalt Surfaces	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	0.00
Government Office Building	0.24	0.22	0.20	1.65	< 0.005	< 0.005	0.40	0.40	< 0.005	0.10	0.10	—	400	400	0.02	0.02	0.45	406
Total	1.17	1.09	0.94	7.68	0.02	0.02	1.81	1.83	0.01	0.46	0.48	—	1,834	1,834	0.08	0.09	2.06	1,863

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	601	601	0.10	0.01	—	607
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	16.4	16.4	< 0.005	< 0.005	—	16.6
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	31.8	31.8	0.01	< 0.005	—	32.1
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00

Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	257	257	0.04	0.01	—	260
Total	—	—	—	—	—	—	—	—	—	—	—	—	906	906	0.15	0.02	—	915
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	601	601	0.10	0.01	—	607
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	16.4	16.4	< 0.005	< 0.005	—	16.6
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	31.8	31.8	0.01	< 0.005	—	32.1
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	257	257	0.04	0.01	—	260
Total	—	—	—	—	—	—	—	—	—	—	—	—	906	906	0.15	0.02	—	915
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	99.5	99.5	0.02	< 0.005	—	100
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	2.72	2.72	< 0.005	< 0.005	—	2.75
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	5.26	5.26	< 0.005	< 0.005	—	5.31

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	42.6	42.6	0.01	< 0.005	—	43.0
Total	—	—	—	—	—	—	—	—	—	—	—	—	150	150	0.02	< 0.005	—	152

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.10	0.05	0.83	0.35	0.01	0.07	—	0.07	0.07	—	0.07	—	1,052	1,052	0.09	< 0.005	—	1,055
Regional Shopping Center	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.33	9.33	< 0.005	< 0.005	—	9.36
Place of Worship	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	73.1	73.1	0.01	< 0.005	—	73.3
Other Asphalt Surfaces	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
Government Office Building	0.02	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	204	204	0.02	< 0.005	—	204
Total	0.12	0.06	1.07	0.55	0.01	0.09	—	0.09	0.09	—	0.09	—	1,338	1,338	0.12	< 0.005	—	1,342

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.10	0.05	0.83	0.35	0.01	0.07	—	0.07	0.07	—	0.07	—	1,052	1,052	0.09	< 0.005	—	1,055
Regional Shopping Center	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.33	9.33	< 0.005	< 0.005	—	9.36
Place of Worship	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	73.1	73.1	0.01	< 0.005	—	73.3
Other Asphalt Surfaces	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
Government Office Building	0.02	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01	—	204	204	0.02	< 0.005	—	204
Total	0.12	0.06	1.07	0.55	0.01	0.09	—	0.09	0.09	—	0.09	—	1,338	1,338	0.12	< 0.005	—	1,342
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.02	0.01	0.15	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	174	174	0.02	< 0.005	—	175
Regional Shopping Center	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.54	1.54	< 0.005	< 0.005	—	1.55
Place of Worship	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.1	12.1	< 0.005	< 0.005	—	12.1
Other Asphalt Surfaces	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

Government Office Building	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	33.7	33.7	< 0.005	< 0.005	—	33.8
Total	0.02	0.01	0.19	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	222	222	0.02	< 0.005	—	222

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	5.56	5.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.55	0.55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.48	1.39	0.14	14.9	< 0.005	0.01	—	0.01	0.01	—	0.01	—	41.6	41.6	< 0.005	< 0.005	—	41.8
Total	7.58	7.50	0.14	14.9	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	41.6	41.6	< 0.005	< 0.005	—	41.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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

Consumer Products	5.56	5.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.55	0.55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	6.10	6.10	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	1.01	1.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.10	0.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.13	0.13	0.01	1.34	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.40	3.40	< 0.005	< 0.005	—	3.41
Total	1.25	1.24	0.01	1.34	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	3.40	3.40	< 0.005	< 0.005	—	3.41

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	—	—	—	—	—	—	—	—	—	—	—	15.0	15.7	30.7	1.54	0.04	—	80.2
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.48	0.44	0.92	0.05	< 0.005	—	2.50
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	0.33	0.30	0.63	0.03	< 0.005	—	1.72
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	8.37	7.65	16.0	0.86	0.02	—	43.6
Total	—	—	—	—	—	—	—	—	—	—	—	24.2	24.1	48.3	2.48	0.06	—	128
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	15.0	15.7	30.7	1.54	0.04	—	80.2
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.48	0.44	0.92	0.05	< 0.005	—	2.50
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	0.33	0.30	0.63	0.03	< 0.005	—	1.72
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	8.37	7.65	16.0	0.86	0.02	—	43.6
Total	—	—	—	—	—	—	—	—	—	—	—	24.2	24.1	48.3	2.48	0.06	—	128

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	2.48	2.60	5.08	0.25	0.01	—	13.3
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.08	0.07	0.15	0.01	< 0.005	—	0.41
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	0.05	0.05	0.10	0.01	< 0.005	—	0.28
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	1.39	1.27	2.65	0.14	< 0.005	—	7.23
Total	—	—	—	—	—	—	—	—	—	—	—	4.00	3.99	7.99	0.41	0.01	—	21.2

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	64.6	0.00	64.6	6.46	0.00	—	226

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1.91	0.00	1.91	0.19	0.00	—	6.68
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	16.9	0.00	16.9	1.69	0.00	—	59.1
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	11.0	0.00	11.0	1.10	0.00	—	38.6
Total	—	—	—	—	—	—	—	—	—	—	—	94.4	0.00	94.4	9.44	0.00	—	330
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	64.6	0.00	64.6	6.46	0.00	—	226
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1.91	0.00	1.91	0.19	0.00	—	6.68
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	16.9	0.00	16.9	1.69	0.00	—	59.1
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	11.0	0.00	11.0	1.10	0.00	—	38.6
Total	—	—	—	—	—	—	—	—	—	—	—	94.4	0.00	94.4	9.44	0.00	—	330
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartment Mid Rise	—	—	—	—	—	—	—	—	—	—	—	10.7	0.00	10.7	1.07	0.00	—	37.4
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.32	0.00	0.32	0.03	0.00	—	1.11
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	2.80	0.00	2.80	0.28	0.00	—	9.79
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	1.83	0.00	1.83	0.18	0.00	—	6.39
Total	—	—	—	—	—	—	—	—	—	—	—	15.6	0.00	15.6	1.56	0.00	—	54.7

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.64	1.64
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02

Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.05	0.05
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.73	1.73
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.64	1.64
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Government Office Building	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.05	0.05
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.73	1.73
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.27	0.27
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005

Government	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.29	0.29

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	1,295	1,169	973	449,242	10,709	9,665	8,051	3,715,737
Regional Shopping Center	127	156	71.2	45,046	500	683	313	182,303
Place of Worship	38.2	32.9	152	19,608	336	289	1,334	172,174
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Government Office Building	497	0.00	0.00	129,570	4,364	0.00	0.00	1,137,757

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	71
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	167
Conventional Wood Stoves	0
Catalytic Wood Stoves	0

Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
462672	154,224	46,313	15,438	5,698

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	1,075,239	204	0.0330	0.0040	3,282,613
Regional Shopping Center	29,403	204	0.0330	0.0040	29,111
Place of Worship	56,815	204	0.0330	0.0040	228,022
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00
Government Office Building	460,445	204	0.0330	0.0040	635,118

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)

Apartments Mid Rise	7,822,209	2,251,501
Regional Shopping Center	249,995	0.00
Place of Worship	172,089	0.00
Other Asphalt Surfaces	0.00	0.00
Government Office Building	4,370,513	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	120	—
Regional Shopping Center	3.54	—
Place of Worship	31.3	—
Other Asphalt Surfaces	0.00	—
Government Office Building	20.5	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

Place of Worship	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Place of Worship	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Place of Worship	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
Place of Worship	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Government Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	29.1	annual days of extreme heat
Extreme Precipitation	13.2	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	1.99	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	5	0	0	N/A
Extreme Precipitation	4	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	5	1	1	4
Extreme Precipitation	4	1	1	4
Sea Level Rise	N/A	N/A	N/A	N/A

Wildfire	1	1	1	2
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	75.1
AQ-PM	6.38
AQ-DPM	71.8
Drinking Water	0.24
Lead Risk Housing	55.5
Pesticides	40.9
Toxic Releases	4.75
Traffic	62.5
Effect Indicators	—
CleanUp Sites	46.2
Groundwater	70.3

Haz Waste Facilities/Generators	63.6
Impaired Water Bodies	12.5
Solid Waste	52.9
Sensitive Population	—
Asthma	55.4
Cardio-vascular	49.3
Low Birth Weights	18.4
Socioeconomic Factor Indicators	—
Education	47.8
Housing	61.5
Linguistic	0.00
Poverty	63.0
Unemployment	68.4

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	60.54151161
Employed	35.60887976
Median HI	29.87296292
Education	—
Bachelor's or higher	39.54831259
High school enrollment	100
Preschool enrollment	49.42897472
Transportation	—
Auto Access	13.06300526
Active commuting	59.12998845

Social	—
2-parent households	42.83331195
Voting	87.73258052
Neighborhood	—
Alcohol availability	57.87244963
Park access	36.46862569
Retail density	69.67791608
Supermarket access	48.659053
Tree canopy	98.13935583
Housing	—
Homeownership	25.38175286
Housing habitability	54.0613371
Low-inc homeowner severe housing cost burden	32.22122418
Low-inc renter severe housing cost burden	78.99396895
Uncrowded housing	66.9190299
Health Outcomes	—
Insured adults	45.46387784
Arthritis	0.0
Asthma ER Admissions	51.2
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	20.3
Cognitively Disabled	12.5
Physically Disabled	1.6

Heart Attack ER Admissions	60.3
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	70.7
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	11.5
SLR Inundation Area	0.0
Children	76.4
Elderly	10.6
English Speaking	98.1
Foreign-born	11.3
Outdoor Workers	56.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	83.7
Traffic Density	55.7
Traffic Access	51.5
Other Indices	—
Hardship	48.6
Other Decision Support	—
2016 Voting	76.3

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	47.0
Healthy Places Index Score for Project Location (b)	51.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Retail and community space co-located within residential uses. All landscaped area modeled under residential uses.
Construction: Construction Phases	Adjusted default schedule for 2-year construction duration assuming phases scale by duration

Auburn Station Infill Development Option 2- Construction Detailed Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Auburn Station Infill Development Option 2- Construction
Construction Start Date	1/1/2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.30
Precipitation (days)	32.4
Location	38.9045161065784, -121.08080647066589
County	Placer-Sacramento
City	Auburn
Air District	Placer County APCD
Air Basin	Sacramento Valley
TAZ	450
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	315	Dwelling Unit	10.5	302,400	111,740	—	652	—

Regional Shopping Center	3.38	1000sqft	0.00	3,375	0.00	—	—	—
Place of Worship	5.50	1000sqft	0.00	5,500	0.00	—	—	—
Other Asphalt Surfaces	2.06	Acre	2.06	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.59	8.25	25.6	28.2	0.06	1.04	9.41	10.4	0.96	3.70	4.66	—	6,813	6,813	0.27	0.18	11.0	6,837
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.49	8.14	32.2	28.9	0.09	1.17	19.8	21.0	1.08	10.1	11.2	—	12,545	12,545	0.27	1.46	0.45	12,987
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.04	4.89	12.0	17.4	0.03	0.41	4.14	4.54	0.37	1.27	1.65	—	4,884	4,884	0.14	0.25	2.92	4,964
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.92	0.89	2.19	3.17	0.01	0.07	0.75	0.83	0.07	0.23	0.30	—	809	809	0.02	0.04	0.48	822

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	8.59	8.25	25.6	28.2	0.06	1.04	9.41	10.4	0.96	3.70	4.66	—	6,813	6,813	0.27	0.18	11.0	6,837
2028	8.50	8.17	11.4	26.5	0.03	0.33	3.05	3.38	0.30	0.73	1.03	—	6,373	6,373	0.15	0.18	9.71	6,440
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	8.49	8.14	32.2	28.9	0.09	1.17	19.8	21.0	1.08	10.1	11.2	—	12,545	12,545	0.27	1.46	0.45	12,987
2028	8.32	8.07	11.6	23.1	0.03	0.33	3.05	3.38	0.30	0.73	1.03	—	6,035	6,035	0.16	0.27	0.25	6,119
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	4.79	4.49	12.0	17.4	0.03	0.41	4.14	4.54	0.37	1.27	1.65	—	4,884	4,884	0.14	0.25	2.92	4,964
2028	5.04	4.89	7.14	14.3	0.02	0.21	1.74	1.95	0.19	0.41	0.61	—	3,646	3,646	0.09	0.10	2.44	3,682
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.87	0.82	2.19	3.17	0.01	0.07	0.75	0.83	0.07	0.23	0.30	—	809	809	0.02	0.04	0.48	822
2028	0.92	0.89	1.30	2.61	< 0.005	0.04	0.32	0.36	0.04	0.08	0.11	—	604	604	0.02	0.02	0.40	610

3. Construction Emissions Details

3.1. Demolition (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	2.64	2.21	19.9	18.6	0.03	0.80	—	0.80	0.73	—	0.73	—	3,427	3,427	0.14	0.03	—	3,439
Demolition	—	—	—	—	—	—	10.9	10.9	—	1.64	1.64	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.42	1.33	< 0.005	0.06	—	0.06	0.05	—	0.05	—	244	244	0.01	< 0.005	—	245
Demolition	—	—	—	—	—	—	0.77	0.77	—	0.12	0.12	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.26	0.24	< 0.005	0.01	—	0.01	0.01	—	0.01	—	40.4	40.4	< 0.005	< 0.005	—	40.6
Demolition	—	—	—	—	—	—	0.14	0.14	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.04	0.50	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	142	142	< 0.005	0.01	0.01	144
Vendor	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	0.00
Hauling	0.32	0.19	12.3	2.27	0.06	0.17	2.34	2.51	0.17	0.64	0.81	—	8,975	8,975	0.13	1.43	0.44	9,404

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.4	10.4	< 0.005	< 0.005	0.01	10.6
Vendor	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	0.00
Hauling	0.02	0.01	0.85	0.16	< 0.005	0.01	0.16	0.18	0.01	0.05	0.06	—	639	639	0.01	0.10	0.52	670
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.72	1.72	< 0.005	< 0.005	< 0.005	1.75
Vendor	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	0.00
Hauling	< 0.005	< 0.005	0.16	0.03	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	106	106	< 0.005	0.02	0.09	111

3.3. Site Preparation (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.63	3.05	28.0	28.3	0.05	1.17	—	1.17	1.08	—	1.08	—	5,298	5,298	0.21	0.04	—	5,316
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road	0.13	0.11	1.00	1.01	< 0.005	0.04	—	0.04	0.04	—	0.04	—	189	189	0.01	< 0.005	—	189
Dust From Material Movement	—	—	—	—	—	—	0.70	0.70	—	0.36	0.36	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	31.2	31.2	< 0.005	< 0.005	—	31.3
Dust From Material Movement	—	—	—	—	—	—	0.13	0.13	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.05	0.59	0.00	0.00	0.18	0.18	0.00	0.04	0.04	—	166	166	< 0.005	0.01	0.01	168
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.08	6.08	< 0.005	< 0.005	0.01	6.16
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.01	1.01	< 0.005	< 0.005	< 0.005	1.02
Vendor	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	0.00
Hauling	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	0.00

3.5. Grading (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.51	2.95	25.6	27.3	0.06	1.04	—	1.04	0.96	—	0.96	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.51	2.95	25.6	27.3	0.06	1.04	—	1.04	0.96	—	0.96	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	9.20	9.20	—	3.65	3.65	—	—	—	—	—	—	—
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.37	0.31	2.73	2.92	0.01	0.11	—	0.11	0.10	—	0.10	—	705	705	0.03	0.01	—	707
Dust From Material Movement	—	—	—	—	—	—	0.98	0.98	—	0.39	0.39	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.50	0.53	< 0.005	0.02	—	0.02	0.02	—	0.02	—	117	117	< 0.005	< 0.005	—	117
Dust From Material Movement	—	—	—	—	—	—	0.18	0.18	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.92	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	215	215	< 0.005	< 0.005	0.64	216
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.05	0.67	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	190	190	< 0.005	0.01	0.02	192
Vendor	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	0.00

Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.07	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	20.8	20.8	< 0.005	< 0.005	0.03	21.1
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.45	3.45	< 0.005	< 0.005	< 0.005	3.50
Vendor	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	0.00
Hauling	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	0.00

3.7. Building Construction (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23	1.03	9.39	12.9	0.02	0.34	—	0.34	0.31	—	0.31	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	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	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.69	6.46	0.01	0.17	—	0.17	0.15	—	0.15	—	1,196	1,196	0.05	0.01	—	1,200
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	0.09	0.86	1.18	< 0.005	0.03	—	0.03	0.03	—	0.03	—	198	198	0.01	< 0.005	—	199
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.80	0.72	0.43	10.6	0.00	0.00	2.33	2.33	0.00	0.55	0.55	—	2,472	2,472	0.03	0.02	7.41	2,485
Vendor	0.04	0.03	1.20	0.33	0.01	0.01	0.26	0.27	0.01	0.07	0.09	—	961	961	0.01	0.14	2.11	1,005
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.72	0.63	0.60	7.71	0.00	0.00	2.33	2.33	0.00	0.55	0.55	—	2,184	2,184	0.05	0.09	0.19	2,213
Vendor	0.04	0.03	1.29	0.34	0.01	0.01	0.26	0.27	0.01	0.07	0.09	—	961	961	0.01	0.14	0.05	1,004
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.31	0.25	3.95	0.00	0.00	1.14	1.14	0.00	0.27	0.27	—	1,120	1,120	0.02	0.04	1.60	1,135
Vendor	0.02	0.01	0.63	0.16	< 0.005	0.01	0.13	0.13	0.01	0.04	0.04	—	479	479	< 0.005	0.07	0.45	501
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.07	0.06	0.05	0.72	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	185	185	< 0.005	0.01	0.26	188
Vendor	< 0.005	< 0.005	0.11	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	79.4	79.4	< 0.005	0.01	0.07	83.0
Hauling	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	0.00

3.9. Building Construction (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18	0.99	8.92	12.9	0.02	0.30	—	0.30	0.28	—	0.28	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.68	0.57	5.13	7.44	0.01	0.17	—	0.17	0.16	—	0.16	—	1,379	1,379	0.06	0.01	—	1,384
Onsite truck	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	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	0.94	1.36	< 0.005	0.03	—	0.03	0.03	—	0.03	—	228	228	0.01	< 0.005	—	229
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.77	0.69	0.42	10.1	0.00	0.00	2.33	2.33	0.00	0.55	0.55	—	2,422	2,422	0.03	0.02	6.57	2,433
Vendor	0.04	0.03	1.15	0.31	0.01	0.01	0.26	0.27	0.01	0.07	0.09	—	936	936	0.01	0.14	1.82	980
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.63	0.61	0.52	7.28	0.00	0.00	2.33	2.33	0.00	0.55	0.55	—	2,139	2,139	0.04	0.09	0.17	2,167
Vendor	0.04	0.03	1.22	0.33	0.01	0.01	0.26	0.27	0.01	0.07	0.09	—	936	936	0.01	0.14	0.05	979
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.36	0.35	0.29	4.33	0.00	0.00	1.31	1.31	0.00	0.31	0.31	—	1,265	1,265	0.02	0.01	1.63	1,269
Vendor	0.02	0.02	0.69	0.18	< 0.005	0.01	0.15	0.15	0.01	0.04	0.05	—	539	539	0.01	0.08	0.45	563
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.79	0.00	0.00	0.24	0.24	0.00	0.06	0.06	—	209	209	< 0.005	< 0.005	0.27	210
Vendor	< 0.005	< 0.005	0.13	0.03	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	89.2	89.2	< 0.005	0.01	0.07	93.3
Hauling	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	0.00

3.11. Paving (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.82	0.69	6.63	9.91	0.01	0.26	—	0.26	0.24	—	0.24	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.21	0.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.47	0.71	< 0.005	0.02	—	0.02	0.02	—	0.02	—	108	108	< 0.005	< 0.005	—	108
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	17.8	17.8	< 0.005	< 0.005	—	17.9
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.03	0.47	0.00	0.00	0.15	0.15	0.00	0.04	0.04	—	139	139	< 0.005	0.01	0.01	141
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.2	10.2	< 0.005	< 0.005	0.01	10.2
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.69	1.69	< 0.005	< 0.005	< 0.005	1.70
Vendor	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	0.00
Hauling	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	0.00

3.13. Architectural Coating (2027) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134

Architectural Coating	6.21	6.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.11	0.83	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	6.21	6.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.05	0.39	0.53	< 0.005	0.01	—	0.01	0.01	—	0.01	—	63.0	63.0	< 0.005	< 0.005	—	63.2
Architectural Coatings	2.93	2.93	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.4	10.4	< 0.005	< 0.005	—	10.5

Architectural Coatings	0.53	0.53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.14	0.09	2.13	0.00	0.00	0.47	0.47	0.00	0.11	0.11	—	494	494	0.01	< 0.005	1.48	497
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.14	0.13	0.12	1.54	0.00	0.00	0.47	0.47	0.00	0.11	0.11	—	437	437	0.01	0.02	0.04	443
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.75	0.00	0.00	0.21	0.21	0.00	0.05	0.05	—	212	212	< 0.005	0.01	0.30	215
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.14	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	35.0	35.0	< 0.005	< 0.005	0.05	35.5
Vendor	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	0.00
Hauling	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	0.00

3.15. Architectural Coating (2028) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	6.21	6.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.81	1.12	< 0.005	0.02	—	0.02	0.01	—	0.01	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	6.21	6.21	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.06	0.49	0.67	< 0.005	0.01	—	0.01	0.01	—	0.01	—	80.5	80.5	< 0.005	< 0.005	—	80.8
Architectural Coatings	3.75	3.75	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.09	0.12	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.3	13.3	< 0.005	< 0.005	—	13.4
Architectural Coatings	0.68	0.68	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.14	0.08	2.02	0.00	0.00	0.47	0.47	0.00	0.11	0.11	—	484	484	0.01	< 0.005	1.31	487
Vendor	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	0.00
Hauling	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	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.13	0.12	0.10	1.46	0.00	0.00	0.47	0.47	0.00	0.11	0.11	—	428	428	0.01	0.02	0.03	433
Vendor	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	0.00
Hauling	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	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.06	0.91	0.00	0.00	0.27	0.27	0.00	0.06	0.06	—	265	265	< 0.005	< 0.005	0.34	266
Vendor	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	0.00
Hauling	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.17	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	43.9	43.9	< 0.005	< 0.005	0.06	44.0

Vendor	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	0.00
Hauling	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	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2027	2/5/2027	5.00	26.0	—
Site Preparation	Site Preparation	2/6/2027	2/24/2027	5.00	13.0	—
Grading	Grading	2/25/2027	4/20/2027	5.00	39.0	—
Building Construction	Building Construction	4/21/2027	10/20/2028	5.00	393	—
Paving	Paving	10/21/2028	11/27/2028	5.00	26.0	—
Architectural Coating	Architectural Coating	5/5/2027	11/3/2028	5.00	393	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	14.3	LDA,LDT1,LDT2

Demolition	Vendor	—	8.80	HHDT,MHDT
Demolition	Hauling	126	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	14.3	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.80	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	14.3	LDA,LDT1,LDT2
Grading	Vendor	—	8.80	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	230	14.3	LDA,LDT1,LDT2
Building Construction	Vendor	35.1	8.80	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	14.3	LDA,LDT1,LDT2
Paving	Vendor	—	8.80	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	46.0	14.3	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.80	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	612,360	204,120	13,313	4,438	5,384

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	13,144	—
Site Preparation	—	—	19.5	0.00	—
Grading	—	—	117	0.00	—
Paving	0.00	0.00	0.00	0.00	2.06

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Regional Shopping Center	0.00	0%
Place of Worship	0.00	0%
Other Asphalt Surfaces	2.06	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00	204	0.03	< 0.005
2028	0.00	204	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	29.1	annual days of extreme heat
Extreme Precipitation	13.2	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	1.99	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	5	0	0	N/A
Extreme Precipitation	4	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	5	1	1	4
Extreme Precipitation	4	1	1	4
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	1	1	2
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	75.1
AQ-PM	6.38
AQ-DPM	71.8
Drinking Water	0.24
Lead Risk Housing	55.5

Pesticides	40.9
Toxic Releases	4.75
Traffic	62.5
Effect Indicators	—
CleanUp Sites	46.2
Groundwater	70.3
Haz Waste Facilities/Generators	63.6
Impaired Water Bodies	12.5
Solid Waste	52.9
Sensitive Population	—
Asthma	55.4
Cardio-vascular	49.3
Low Birth Weights	18.4
Socioeconomic Factor Indicators	—
Education	47.8
Housing	61.5
Linguistic	0.00
Poverty	63.0
Unemployment	68.4

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	60.54151161
Employed	35.60887976
Median HI	29.87296292
Education	—

Bachelor's or higher	39.54831259
High school enrollment	100
Preschool enrollment	49.42897472
Transportation	—
Auto Access	13.06300526
Active commuting	59.12998845
Social	—
2-parent households	42.83331195
Voting	87.73258052
Neighborhood	—
Alcohol availability	57.87244963
Park access	36.46862569
Retail density	69.67791608
Supermarket access	48.659053
Tree canopy	98.13935583
Housing	—
Homeownership	25.38175286
Housing habitability	54.0613371
Low-inc homeowner severe housing cost burden	32.22122418
Low-inc renter severe housing cost burden	78.99396895
Uncrowded housing	66.9190299
Health Outcomes	—
Insured adults	45.46387784
Arthritis	0.0
Asthma ER Admissions	51.2
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0

Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	20.3
Cognitively Disabled	12.5
Physically Disabled	1.6
Heart Attack ER Admissions	60.3
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	70.7
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	11.5
SLR Inundation Area	0.0
Children	76.4
Elderly	10.6
English Speaking	98.1
Foreign-born	11.3
Outdoor Workers	56.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	83.7
Traffic Density	55.7

Traffic Access	51.5
Other Indices	—
Hardship	48.6
Other Decision Support	—
2016 Voting	76.3

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	47.0
Healthy Places Index Score for Project Location (b)	51.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Retail and community space co-located within residential uses. All landscaped area modeled under residential uses.

Construction: Construction Phases	Adjusted default schedule for 2-year construction duration assuming phases scale by duration. Based on typical construction practices, architectural coating assumed to start two weeks after the start of building construction and last for the same number of days.

Auburn Station Infill Development Option 2 - Operations Detailed Report

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8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Auburn Station Infill Development Option 2 - Operations
Operational Year	2029
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.30
Precipitation (days)	32.4
Location	38.9045161065784, -121.08080647066589
County	Placer-Sacramento
City	Auburn
Air District	Placer County APCD
Air Basin	Sacramento Valley
TAZ	450
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	315	Dwelling Unit	10.5	302,400	111,740	—	423	—

Regional Shopping Center	3.38	1000sqft	0.00	3,375	0.00	—	—	—
Place of Worship	5.50	1000sqft	0.00	5,500	0.00	—	—	—
Other Asphalt Surfaces	2.06	Acre	2.06	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	17.4	16.7	6.69	75.4	0.14	0.20	11.5	11.7	0.19	2.93	3.12	104	15,877	15,981	11.2	0.63	35.0	16,484
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	14.8	14.2	7.42	49.3	0.13	0.19	11.5	11.7	0.19	2.93	3.11	104	14,672	14,776	11.3	0.68	3.05	15,264
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	14.9	14.3	6.49	52.3	0.12	0.19	10.1	10.2	0.18	2.56	2.74	104	13,580	13,684	11.2	0.59	14.8	14,155
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.71	2.61	1.18	9.55	0.02	0.03	1.84	1.87	0.03	0.47	0.50	17.2	2,248	2,266	1.85	0.10	2.45	2,344

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	8.22	7.72	5.35	56.6	0.13	0.10	11.5	11.6	0.09	2.93	3.02	—	13,489	13,489	0.49	0.56	32.8	13,701
Area	9.04	8.95	0.17	18.3	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	49.4	49.4	< 0.005	< 0.005	—	49.5
Energy	0.14	0.07	1.17	0.52	0.01	0.09	—	0.09	0.09	—	0.09	—	2,318	2,318	0.27	0.02	—	2,331
Water	—	—	—	—	—	—	—	—	—	—	—	20.6	20.3	40.9	2.12	0.05	—	109
Waste	—	—	—	—	—	—	—	—	—	—	—	83.4	0.00	83.4	8.34	0.00	—	292
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.20	2.20
Total	17.4	16.7	6.69	75.4	0.14	0.20	11.5	11.7	0.19	2.93	3.12	104	15,877	15,981	11.2	0.63	35.0	16,484
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.30	6.78	6.25	48.7	0.12	0.10	11.5	11.6	0.09	2.93	3.02	—	12,333	12,333	0.57	0.61	0.85	12,530
Area	7.34	7.34	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
Energy	0.14	0.07	1.17	0.52	0.01	0.09	—	0.09	0.09	—	0.09	—	2,318	2,318	0.27	0.02	—	2,331
Water	—	—	—	—	—	—	—	—	—	—	—	20.6	20.3	40.9	2.12	0.05	—	109
Waste	—	—	—	—	—	—	—	—	—	—	—	83.4	0.00	83.4	8.34	0.00	—	292
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.20	2.20
Total	14.8	14.2	7.42	49.3	0.13	0.19	11.5	11.7	0.19	2.93	3.11	104	14,672	14,776	11.3	0.68	3.05	15,264
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.56	6.10	5.24	42.8	0.11	0.09	10.1	10.1	0.08	2.56	2.64	—	11,217	11,217	0.47	0.52	12.6	11,397
Area	8.18	8.13	0.08	9.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	24.3	24.3	< 0.005	< 0.005	—	24.4
Energy	0.14	0.07	1.17	0.52	0.01	0.09	—	0.09	0.09	—	0.09	—	2,318	2,318	0.27	0.02	—	2,331
Water	—	—	—	—	—	—	—	—	—	—	—	20.6	20.3	40.9	2.12	0.05	—	109
Waste	—	—	—	—	—	—	—	—	—	—	—	83.4	0.00	83.4	8.34	0.00	—	292
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.20	2.20
Total	14.9	14.3	6.49	52.3	0.12	0.19	10.1	10.2	0.18	2.56	2.74	104	13,580	13,684	11.2	0.59	14.8	14,155

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.20	1.11	0.96	7.80	0.02	0.02	1.84	1.85	0.02	0.47	0.48	—	1,857	1,857	0.08	0.09	2.09	1,887
Area	1.49	1.48	0.02	1.65	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	4.03	4.03	< 0.005	< 0.005	—	4.04
Energy	0.02	0.01	0.21	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	384	384	0.04	< 0.005	—	386
Water	—	—	—	—	—	—	—	—	—	—	—	3.42	3.36	6.78	0.35	0.01	—	18.1
Waste	—	—	—	—	—	—	—	—	—	—	—	13.8	0.00	13.8	1.38	0.00	—	48.3
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.36	0.36
Total	2.71	2.61	1.18	9.55	0.02	0.03	1.84	1.87	0.03	0.47	0.50	17.2	2,248	2,266	1.85	0.10	2.45	2,344

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	7.02	6.59	4.65	49.3	0.12	0.09	10.1	10.2	0.08	2.56	2.64	—	11,799	11,799	0.42	0.49	28.7	11,983
Regional Shopping Center	0.56	0.54	0.27	2.74	0.01	< 0.005	0.49	0.49	< 0.005	0.12	0.13	—	581	581	0.03	0.03	1.38	591
Place of Worship	0.63	0.59	0.43	4.59	0.01	0.01	0.95	0.96	0.01	0.24	0.25	—	1,109	1,109	0.04	0.05	2.70	1,126
Other Asphalt Surfaces	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	0.00

Total	8.22	7.72	5.35	56.6	0.13	0.10	11.5	11.6	0.09	2.93	3.02	—	13,489	13,489	0.49	0.56	32.8	13,701
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	6.25	5.79	5.43	42.3	0.11	0.09	10.1	10.2	0.08	2.56	2.64	—	10,787	10,787	0.49	0.53	0.74	10,958
Regional Shopping Center	0.49	0.47	0.32	2.58	0.01	< 0.005	0.49	0.49	< 0.005	0.12	0.13	—	533	533	0.03	0.03	0.04	543
Place of Worship	0.56	0.52	0.50	3.91	0.01	0.01	0.95	0.96	0.01	0.24	0.25	—	1,014	1,014	0.04	0.05	0.07	1,030
Other Asphalt Surfaces	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	0.00
Total	7.30	6.78	6.25	48.7	0.12	0.10	11.5	11.6	0.09	2.93	3.02	—	12,333	12,333	0.57	0.61	0.85	12,530
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	1.09	1.01	0.88	7.22	0.02	0.01	1.71	1.73	0.01	0.44	0.45	—	1,731	1,731	0.07	0.08	1.95	1,758
Regional Shopping Center	0.07	0.07	0.04	0.34	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	65.9	65.9	< 0.005	< 0.005	0.07	67.2
Place of Worship	0.04	0.03	0.03	0.25	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	60.5	60.5	< 0.005	< 0.005	0.07	61.5
Other Asphalt Surfaces	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	0.00
Total	1.20	1.11	0.96	7.80	0.02	0.02	1.84	1.85	0.02	0.47	0.48	—	1,857	1,857	0.08	0.09	2.09	1,887

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	795	795	0.13	0.02	—	803
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	16.4	16.4	< 0.005	< 0.005	—	16.6
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	31.8	31.8	0.01	< 0.005	—	32.1
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	843	843	0.14	0.02	—	852
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	795	795	0.13	0.02	—	803
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	16.4	16.4	< 0.005	< 0.005	—	16.6
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	31.8	31.8	0.01	< 0.005	—	32.1

Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	843	843	0.14	0.02	—	852
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	132	132	0.02	< 0.005	—	133
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	2.72	2.72	< 0.005	< 0.005	—	2.75
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	5.26	5.26	< 0.005	< 0.005	—	5.31
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	140	140	0.02	< 0.005	—	141

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.13	0.06	1.10	0.47	0.01	0.09	—	0.09	0.09	—	0.09	—	1,392	1,392	0.12	< 0.005	—	1,396
Regional Shopping Center	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.33	9.33	< 0.005	< 0.005	—	9.36

Place of Worship	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	73.1	73.1	0.01	< 0.005	—	73.3
Other Asphalt Surfaces	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
Total	0.14	0.07	1.17	0.52	0.01	0.09	—	0.09	0.09	—	0.09	—	1,475	1,475	0.13	< 0.005	—	1,479
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.13	0.06	1.10	0.47	0.01	0.09	—	0.09	0.09	—	0.09	—	1,392	1,392	0.12	< 0.005	—	1,396
Regional Shopping Center	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.33	9.33	< 0.005	< 0.005	—	9.36
Place of Worship	0.01	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	73.1	73.1	0.01	< 0.005	—	73.3
Other Asphalt Surfaces	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
Total	0.14	0.07	1.17	0.52	0.01	0.09	—	0.09	0.09	—	0.09	—	1,475	1,475	0.13	< 0.005	—	1,479
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.02	0.01	0.20	0.09	< 0.005	0.02	—	0.02	0.02	—	0.02	—	231	231	0.02	< 0.005	—	231
Regional Shopping Center	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.54	1.54	< 0.005	< 0.005	—	1.55
Place of Worship	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.1	12.1	< 0.005	< 0.005	—	12.1
Other Asphalt Surfaces	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

Total	0.02	0.01	0.21	0.10	< 0.005	0.02	—	0.02	0.02	—	0.02	—	244	244	0.02	< 0.005	—	245

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	6.67	6.67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.67	0.67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	1.71	1.61	0.17	18.3	< 0.005	0.01	—	0.01	0.01	—	0.01	—	49.4	49.4	< 0.005	< 0.005	—	49.5
Total	9.04	8.95	0.17	18.3	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	49.4	49.4	< 0.005	< 0.005	—	49.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	6.67	6.67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	0.67	0.67	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	7.34	7.34	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	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
Consumer Products	1.22	1.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.12	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.15	0.15	0.02	1.65	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.03	4.03	< 0.005	< 0.005	—	4.04
Total	1.49	1.48	0.02	1.65	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	4.03	4.03	< 0.005	< 0.005	—	4.04

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	19.8	19.5	39.4	2.04	0.05	—	105

Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.48	0.44	0.92	0.05	< 0.005	—	2.50
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	0.33	0.30	0.63	0.03	< 0.005	—	1.72
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	20.6	20.3	40.9	2.12	0.05	—	109
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	19.8	19.5	39.4	2.04	0.05	—	105
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.48	0.44	0.92	0.05	< 0.005	—	2.50
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	0.33	0.30	0.63	0.03	< 0.005	—	1.72
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	20.6	20.3	40.9	2.12	0.05	—	109
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	3.28	3.23	6.52	0.34	0.01	—	17.4
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.08	0.07	0.15	0.01	< 0.005	—	0.41

Place of Worship	—	—	—	—	—	—	—	—	—	—	—	0.05	0.05	0.10	0.01	< 0.005	—	0.28
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	3.42	3.36	6.78	0.35	0.01	—	18.1

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	64.6	0.00	64.6	6.46	0.00	—	226
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1.91	0.00	1.91	0.19	0.00	—	6.68
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	16.9	0.00	16.9	1.69	0.00	—	59.1
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	83.4	0.00	83.4	8.34	0.00	—	292
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	64.6	0.00	64.6	6.46	0.00	—	226
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	1.91	0.00	1.91	0.19	0.00	—	6.68
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	16.9	0.00	16.9	1.69	0.00	—	59.1
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	83.4	0.00	83.4	8.34	0.00	—	292
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	10.7	0.00	10.7	1.07	0.00	—	37.4
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	0.32	0.00	0.32	0.03	0.00	—	1.11
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	2.80	0.00	2.80	0.28	0.00	—	9.79
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	13.8	0.00	13.8	1.38	0.00	—	48.3

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.17	2.17
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.20	2.20
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.17	2.17
Regional Shopping Center	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.20	2.20
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.36	0.36

Regional Shopping	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Place of Worship	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.36	0.36

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	1,714	1,547	1,288	594,585	14,173	12,793	10,656	4,917,887
Regional Shopping Center	127	156	71.2	45,046	500	683	313	182,303
Place of Worship	38.2	32.9	152	19,608	336	289	1,334	172,174
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	95
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	221
Conventional Wood Stoves	0

Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
612360	204,120	13,313	4,438	5,384

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	1,423,110	204	0.0330	0.0040	4,344,635
Regional Shopping Center	29,403	204	0.0330	0.0040	29,111
Place of Worship	56,815	204	0.0330	0.0040	228,022
Other Asphalt Surfaces	0.00	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)

Apartments Mid Rise	10,352,924	1,571,282
Regional Shopping Center	249,995	0.00
Place of Worship	172,089	0.00
Other Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	120	—
Regional Shopping Center	3.54	—
Place of Worship	31.3	—
Other Asphalt Surfaces	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Regional Shopping Center	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Regional Shopping Center	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00

Place of Worship	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Place of Worship	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Place of Worship	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
Place of Worship	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	29.1	annual days of extreme heat
Extreme Precipitation	13.2	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	1.99	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	5	0	0	N/A
Extreme Precipitation	4	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	5	1	1	4
Extreme Precipitation	4	1	1	4
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	1	1	2
Flooding	1	1	1	2
Drought	1	1	1	2

Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	75.1
AQ-PM	6.38
AQ-DPM	71.8
Drinking Water	0.24
Lead Risk Housing	55.5
Pesticides	40.9
Toxic Releases	4.75
Traffic	62.5
Effect Indicators	—
CleanUp Sites	46.2
Groundwater	70.3
Haz Waste Facilities/Generators	63.6
Impaired Water Bodies	12.5
Solid Waste	52.9

Sensitive Population	—
Asthma	55.4
Cardio-vascular	49.3
Low Birth Weights	18.4
Socioeconomic Factor Indicators	—
Education	47.8
Housing	61.5
Linguistic	0.00
Poverty	63.0
Unemployment	68.4

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	60.54151161
Employed	35.60887976
Median HI	29.87296292
Education	—
Bachelor's or higher	39.54831259
High school enrollment	100
Preschool enrollment	49.42897472
Transportation	—
Auto Access	13.06300526
Active commuting	59.12998845
Social	—
2-parent households	42.83331195
Voting	87.73258052

Neighborhood	—
Alcohol availability	57.87244963
Park access	36.46862569
Retail density	69.67791608
Supermarket access	48.659053
Tree canopy	98.13935583
Housing	—
Homeownership	25.38175286
Housing habitability	54.0613371
Low-inc homeowner severe housing cost burden	32.22122418
Low-inc renter severe housing cost burden	78.99396895
Uncrowded housing	66.9190299
Health Outcomes	—
Insured adults	45.46387784
Arthritis	0.0
Asthma ER Admissions	51.2
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	20.3
Cognitively Disabled	12.5
Physically Disabled	1.6
Heart Attack ER Admissions	60.3
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0

Obesity	0.0
Pedestrian Injuries	70.7
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	11.5
SLR Inundation Area	0.0
Children	76.4
Elderly	10.6
English Speaking	98.1
Foreign-born	11.3
Outdoor Workers	56.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	83.7
Traffic Density	55.7
Traffic Access	51.5
Other Indices	—
Hardship	48.6
Other Decision Support	—
2016 Voting	76.3

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	47.0

Healthy Places Index Score for Project Location (b)	51.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Retail and community space co-located within residential uses. All landscaped area modeled under residential uses.
Construction: Construction Phases	Adjusted default schedule for 2-year construction duration assuming phases scale by duration

Auburn Station Infill Project
Estimated Project Net Annual Operational Energy Consumption

Operational Activity	Annual Consumption	Units	MMBTU
Option 1			
Electricity Consumption	377,454	kWh	2,781
Natural Gas Consumption	2,434,063	kBTU	2,434
Transportation Fuel Consumption	99,273	gallons gasoline	12,409
Transportation Fuel Consumption	7,563	gallons diesel	1,044
Transportation Electricity Consumption	351,017	kWh	1,198
Total	-		**19,866**
Option 2			
Electricity Consumption	258,024	kWh	1,901
Natural Gas Consumption	2,860,967	kBTU	2,861
Transportation Fuel Consumption	101,408	gallons gasoline	12,676
Transportation Fuel Consumption	7,724	gallons diesel	1,066
Transportation Electricity Consumption	356,107	kWh	1,215
Total	-		**19,719**

Conversions

Natural Gas	1000	kBtu/MMBtu
Electricity (PG&E)	7.368	MMBTU per MWh (or kBTU/kWh)
Diesel (heat content)	0.138	MMBtu/gallon
Motor Gasoline	0.125	MMBtu/gallon

Auburn Station Infill Project- Existing Land Uses
Energy Calculations

Operational Energy Consumption (Other than Mobile)

Conversion Factors			
Pacific Gas & Electric (PG&E)	7.368	MMBTU per MWh (or kBTU/kWh)	*Source: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/quarterly-fuel-and-energy-report-qfer-2*

Notes: kWh = kilowatt-hours; kBtu = thousand British thermal unit, MMBtu = million British thermal unit

Existing Energy Demand (CalEEMod output data)

Land Use	Electricity Demand (kWh/year)	Natural Gas Demand (kBTU/year)	Total Energy Demand (MMBTU/year)
Government Office Building	801,594	1,105,683	7,011
Government Office Building	460,445	635,118	4,027
Other Asphalt Surfaces	0	0	-
Total	**1,262,039**	**1,740,802**	**11,039**

Water Energy Demand by Land Use (CalEEMod output data)

Land Use	Electricity Intensity: Supply, Treat and Distribute (kWh/Mgal)	Electricity Intensity: Treatment (kWh/Mgal)	Indoor Water Usage (gal/year)	Outdoor Water Usage (gal/year)	Indoor Water Electricity Usage (kWh)	Outdoor Water Electricity Usage (kWh)	Total Water Electricity Usage (kWh)
Government Office Building	1,612	1,519	2,721,638	1,232,210	*8,521*	*1,986*	10,508
Government Office Building	1,612	1,519	4,370,513	833,439	*13,684*	*1,344*	15,028
Other Asphalt Surfaces	1,612	1,519	0	0	*0*	*0*	-
Total	--	--	**7,092,151**	**2,065,649**	**22,206**	**3,330**	**25,535**

Electricity Intensity Factors are CalEEMod defaults.

Total Unmitigated Area+Water Energy Demand

Land Use	Electricity Demand (kWh/year)	Natural Gas Demand (kBTU/year)	Total Energy Demand (MMBTU/year)
Government Office Building	812,101	1,105,683	7,089
Government Office Building	475,473	635,118	4,138
Other Asphalt Surfaces	0	0	-

Auburn Station Infill Project - Option 1
Energy Calculations

Operational Energy Consumption (Other than Mobile)

Conversion Factors			
Pacific Gas & Electric (PG&E)	7.368	MMBTU per MWh (or kBTU/kWh)	*Source: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/quarterly-fuel-and-energy-report-qfer-2*

Notes: kWh = kilowatt-hours; kBtu = thousand British thermal unit, MMBtu = million British thermal unit

Energy Demand by Land Use (CalEEMod output data) **Unmitigated**

Land Use	Electricity Demand (kWh/year)	Natural Gas Demand (kBTU/year)	Total Energy Demand (MMBTU/year)
Apartments Mid Rise	1,075,239	3,282,613	11,204
Regional Shopping Center	29,403	29,111	246
Place of Worship	56,815	228,022	647
Other Asphalt Surfaces	0	0	-
Government Office Building	460,445	635,118	4,027
	1,621,902	**4,174,865**	**16,124**

Water Energy Demand by Land Use (CalEEMod output data)

Land Use	Electricity Intensity: Supply, Treat and Distribute (kWh/Mgal)	Electricity Intensity: Treatment (kWh/Mgal)	Indoor Water Usage (gal/year)	Outdoor Water Usage (gal/year)	Indoor Water Electricity Usage (kWh)	Outdoor Water Electricity Usage (kWh)	Total Water Electricity Usage (kWh)
Apartments Mid Rise	1,612	1,519	7,822,209	2,251,501	*24,491*	*3,629*	28,121
Regional Shopping Center	1,612	1,519	249,995	0	*783*	*0*	783
Place of Worship	1,612	1,519	172,089	0	*539*	*0*	539
Other Asphalt Surfaces	1,612	1,519	0	0	*0*	*0*	-
Government Office Building	1,612	1,519	4,370,513	0	*13,684*	*0*	13,684
Total	--	--	**12,614,806**	**2,251,501**	**39,497**	**3,629**	**43,126**

Electricity Intensity Factors are CalEEMod defaults.

Total Unmitigated Area+Water Energy Demand

Land Use	Electricity Demand (kWh/year)	Natural Gas Demand (kBTU/year)	Total Energy Demand (MMBTU/year)
Apartments Mid Rise	1,103,360	3,282,613	11,412
Regional Shopping Center	30,186	29,111	252
Place of Worship	57,354	228,022	651
Other Asphalt Surfaces	0	0	-
Government Office Building	474,129	635,118	4,128
Total	**1,665,029**	**4,174,865**	**16,442**

Construction Energy Consumption - Option 1

Phase	Source	Total Construction MT CO_2/yr [a]	Fuel Type	Emission Factor (lb CO_2/gallon) [b]	Gallons
Demolition	Offroad Equip & Onsite Trucks	49.74131338	Diesel	22.45	4,883
	Worker	2.122234254	Gas	18.73	250
	Vendor	0	Diesel	22.45	-
	Hauling	73.84977346	Diesel	22.45	7,250
Site Preparation	Offroad Equip & Onsite Trucks	38.44885042	Diesel	22.45	3,775
	Worker	1.237969981	Gas	18.73	146
	Vendor	0	Diesel	22.45	-
	Hauling	0	Diesel	22.45	-
Grading	Offroad Equip & Onsite Trucks	42.96537402	Diesel	22.45	4,218
	Worker	2.122234254	Gas	18.73	250
	Vendor	0	Diesel	22.45	-
	Hauling	0	Diesel	22.45	-
Building Construction	Offroad Equip & Onsite Trucks	406.2164476	Diesel	22.45	39,880
	Worker	285.609661	Gas	18.73	33,608
	Vendor	122.9930268	Diesel	22.45	12,075
	Hauling	0	Diesel	22.45	-
Paving	Offroad Equip & Onsite Trucks	21.93256305	Diesel	22.45	2,153
	Worker	2.079203135	Gas	18.73	245
	Vendor	0	Diesel	22.45	-
	Hauling	0	Diesel	22.45	-
Architectural Coatings	Offroad Equip & Onsite Trucks	22.62404122	Diesel	22.45	2,221
	Worker	57.09060016	Gas	18.73	6,718
	Vendor	0	Diesel	22.45	-
	Hauling	0	Diesel	22.45	-

Onsite Equipment Use	**Diesel**	**57,130**
Offsite On-Road Vehicles	**Diesel**	**19,325**
	Gasoline	**41,216**
Diesel Total		**76,455**
Gasoline Total		**41,216**

mixed use developments.
Sources:
[a] Modeled by AECOM in 2025.
[b] U.S. Energy Information Administration released September 2024(https://www.eia.gov/environment/emissions/co2_vol_mass.php)

Auburn Station Infill Project - Option 2
Energy Calculations

Operational Energy Consumption (Other than Mobile)

Conversion Factors			
Pacific Gas & Electric (PG&E)	7.368	MMBTU per MWh (or kBTU/kWh)	*Source: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/quarterly-fuel-and-energy-report-qfer-2*

Notes: kWh = kilowatt-hours; kBtu = thousand British thermal unit, MMBtu = million British thermal unit

Energy Demand by Land Use (CalEEMod output data) **Unmitigated**

Land Use	Electricity Demand (kWh/year)	Natural Gas Demand (kBTU/year)	Total Energy Demand (MMBTU/year)
Apartments Mid Rise	1,423,110	4,344,635	14,829
Regional Shopping Center	29,403	29,111	246
Place of Worship	56,815	228,022	647
Other Asphalt Surfaces	0	0	-
	1,509,328	**4,601,769**	**15,722**

Water Energy Demand by Land Use (CalEEMod output data)

Land Use	Electricity Intensity: Supply, Treat and Distribute (kWh/Mgal)	Electricity Intensity: Treatment (kWh/Mgal)	Indoor Water Usage (gal/year)	Outdoor Water Usage (gal/year)	Indoor Water Electricity Usage (kWh)	Outdoor Water Electricity Usage (kWh)	Total Water Electricity Usage (kWh)
Apartments Mid Rise	1,612	1,519	10,352,924	1,571,282	*32,415*	*2,533*	34,948
Regional Shopping Center	1,612	1,519	249,995	0	*783*	*0*	783
Place of Worship	1,612	1,519	172,089	0	*539*	*0*	539
Other Asphalt Surfaces	1,612	1,519	0	0	*0*	*0*	-
Total	**--**	**--**	**10,775,008**	**1,571,282**	**33,737**	**2,533**	**36,269**

Electricity Intensity Factors are CalEEMod defaults.

Total Unmitigated Area+Water Energy Demand

Land Use	Electricity Demand (kWh/year)	Natural Gas Demand (kBTU/year)	Total Energy Demand (MMBTU/year)
Apartments Mid Rise	1,458,058	4,344,635	15,087
Regional Shopping Center	30,186	29,111	252
Place of Worship	57,354	228,022	651
Other Asphalt Surfaces	0	0	-
Total	**1,545,598**	**4,601,769**	**15,989**

Construction Energy Consumption - Option 2

Phase	Source	Total Construction MT CO_2/yr [a]	Fuel Type	Emission Factor (lb CO_2/gallon) [b]	Gallons
Demolition	Offroad Equip & Onsite Trucks	40.41481712	Diesel	22.45	3,968
	Worker	1.724315331	Gas	18.73	203
	Vendor	0	Diesel	22.45	-
	Hauling	105.8309444	Diesel	22.45	10,390
Site Preparation	Offroad Equip & Onsite Trucks	31.23969097	Diesel	22.45	3,067
	Worker	1.00585061	Gas	18.73	118
	Vendor	0	Diesel	22.45	-
	Hauling	0	Diesel	22.45	-
Grading	Offroad Equip & Onsite Trucks	116.7208199	Diesel	22.45	11,459
	Worker	3.448630662	Gas	18.73	406
	Vendor	0	Diesel	22.45	-
	Hauling	0	Diesel	22.45	-
Building Construction	Offroad Equip & Onsite Trucks	426.4120641	Diesel	22.45	41,862
	Worker	394.7674427	Gas	18.73	46,453
	Vendor	168.5336166	Diesel	22.45	16,546
	Hauling	0	Diesel	22.45	-
Paving	Offroad Equip & Onsite Trucks	17.82020748	Diesel	22.45	1,749
	Worker	1.689352547	Gas	18.73	199
	Vendor	0	Diesel	22.45	-
	Hauling	0	Diesel	22.45	-
Architectural Coatings	Offroad Equip & Onsite Trucks	23.7487683	Diesel	22.45	2,332
	Worker	78.91221631	Gas	18.73	9,286
	Vendor	0	Diesel	22.45	-
	Hauling	0	Diesel	22.45	-

Onsite Equipment Use	**Diesel**	**64,437**
Offsite On-Road Vehicles	**Diesel**	**26,935**
	Gasoline	**56,665**
Diesel Total		**91,372**
Gasoline Total		**56,665**

mixed use developments.
Sources:
[a] Modeled by AECOM in 2025.
[b] U.S. Energy Information Administration released September 2024(https://www.eia.gov/environment/emissions/co2_vol_mass.php)

Auburn Station Infill Project- Existing Land Uses
Operational Transportation Energy Consumption - Existing

Source: EMFAC2025 (v2.0.0) Emissions Inventory
Region Type: County
Region: Placer

Calendar Year: 2025
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for Combustion VMT and Electric VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption, kWh/day for Energy Consumption, kg/day for Hydrogen Consumption

Onroad Annual VMT:	Onroad Daily VMT:
1,846,269	5,058

													Calculated					
Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	Energy Consumpti	Fuel Consum	Kwh/mile	% VMT	Project Daily VMT	Project Annual VMT	Project Annual Fuel Consumption (gallons)	Project Annual Electricity Consumption
Placer	2025	LDA	Aggregate	Aggregate	Gasoline	93101.64105	2512721.34	2512721.34	0	400434.2806	0	94.7670642		32.86%	1662.15	606682.94	22880.99369	0
Placer	2025	LDA	Aggregate	Aggregate	Diesel	441.3810344	10221.85544	10221.85544	0	1826.224971	0	0.26581801		0.13%	6.76	2468.01	64.18031794	0
Placer	2025	LDA	Aggregate	Aggregate	Electricity	14289.4155	544770.6813	0	544770.6813	71366.67537	181070.9205	0	0.3323801	7.12%	360.36	131531.93	0	43718.59174
Placer	2025	LDA	Aggregate	Aggregate	Plug-in Hybrid	2760.422484	104310.1027	52837.89193	51472.21081	11335.39202	18893.53688	1.83267662	0.3670629	1.36%	69.00	25185.11	873.5427914	4561.742012
Placer	2025	LDT1	Aggregate	Aggregate	Gasoline	14083.59643	341080.5995	341080.5995	0	56650.53013	0	15.1025181		4.46%	225.62	82352.06	3646.421094	0
Placer	2025	LDT1	Aggregate	Aggregate	Diesel	8.54852071	80.34059391	80.34059391	0	23.4739967	0	0.00352376		0.00%	0.05	19.40	0.850792946	0
Placer	2025	LDT1	Aggregate	Aggregate	Electricity	64.18396544	2597.317541	0	2597.317541	315.5110839	970.8453415	0	0.3737877	0.03%	1.72	627.11	0	234.4053425
Placer	2025	LDT1	Aggregate	Aggregate	Plug-in Hybrid	21.00121441	902.102568	477.3827966	424.7197714	85.62399247	182.0404183	0.016509	0.428613	0.01%	0.60	217.81	7.532297577	43.95267172
Placer	2025	LDT2	Aggregate	Aggregate	Gasoline	66046.18827	2059034.003	2059034.003	0	317331.5524	0	91.8374201		26.93%	1362.03	497142.59	22173.64702	0
Placer	2025	LDT2	Aggregate	Aggregate	Diesel	172.3788406	5141.458289	5141.458289	0	829.7751457	0	0.17576591		0.07%	3.40	1241.38	42.4377246	0
Placer	2025	LDT2	Aggregate	Aggregate	Electricity	1055.767549	45155.993	0	45155.993	5666.501113	18748.55686	0	0.4151953	0.59%	29.87	10902.67	0	4526.737373
Placer	2025	LDT2	Aggregate	Aggregate	Plug-in Hybrid	768.4988223	33085.97279	17495.82789	15590.1449	3278.469685	7624.268509	0.60834205	0.4890441	0.43%	21.89	7988.43	277.7631956	1840.838282
Placer	2025	LHDT1	Aggregate	Aggregate	Gasoline	5690.391763	169088.1732	169088.1732	0	81822.44215	0	17.5846868		2.21%	111.85	40825.42	4245.72726	0
Placer	2025	LHDT1	Aggregate	Aggregate	Diesel	6130.716012	169938.7483	169938.7483	0	74427.9132	0	10.6624463		2.22%	112.41	41030.79	2574.389827	0
Placer	2025	LHDT1	Aggregate	Aggregate	Electricity	26.65709104	1382.983957	0	1382.983957	352.433615	871.9922761	0	0.6305151	0.02%	0.91	333.91	0	210.537806
Placer	2025	LHDT2	Aggregate	Aggregate	Gasoline	890.1923259	31193.82907	31193.82907	0	14501.74766	0	3.44746432		0.41%	20.63	7531.58	832.3715634	0
Placer	2025	LHDT2	Aggregate	Aggregate	Diesel	3250.03494	120092.4484	120092.4484	0	44701.17104	0	8.80653356		1.57%	79.44	28995.67	2126.289766	0
Placer	2025	LHDT2	Aggregate	Aggregate	Electricity	23.84208199	1302.142893	0	1302.142893	357.1206585	821.020764	0	0.6305151	0.02%	0.86	314.40	0	198.2310108
Placer	2025	MDV	Aggregate	Aggregate	Gasoline	45861.59057	1382329.483	1382329.483	0	209316.7176	0	75.6035097		18.08%	914.40	333755.96	18254.05738	0
Placer	2025	MDV	Aggregate	Aggregate	Diesel	1714.200017	59720.36675	59720.36675	0	8256.388886	0	2.48023372		0.78%	39.50	14419.16	598.8389816	0
Placer	2025	MDV	Aggregate	Aggregate	Electricity	761.4504612	32789.01007	0	32789.01007	3904.978466	16255.88309	0	0.4957723	0.43%	21.69	7916.73	0	3924.894812
Placer	2025	MDV	Aggregate	Aggregate	Plug-in Hybrid	473.0006733	19823.02862	10540.72003	9282.308588	1959.402693	5671.725915	0.37063602	0.6110254	0.26%	13.11	4786.16	168.2925172	1369.407462

Category	Amount	Units
Diesel (heat content)	0.138	MMBtu/gallon
Motor Gasoline	0.125	MMBtu/gallon

Source: The Climate Registry. 2025. 2025 Climate Registry Default Emission Factors: Table 2.1 https://theclimateregistry.org/wp-content/uploads/2025/03/2025-Default-Emission-Factors-Update-3.pdf) .

Project Mobile Energy		
Gallons/year, Diesel	**5,407**	**Diesel**
Gallons/year, Gasoline	72,033	Gasoline
KWh/year, Electricity	52,813	Electricity
Gallons/year, Gasoline, Plug-in Hybrid	1,327	Plug-in Hybrid
KWh/year, Electricity, Plug-in Hybrid	7,816	Plug-in Hybrid
KWh/year, EV and Hybrid	**60,629**	**EV + Hybrid**
Gallons/year, Gasoline + Hybrid	**73,360**	**Gasoline + Hybrid**
Gallons/year, Natural Gas	-	Natural Gas
MMBtu, Diesel	746	
MMBtu, Gasoline	9,170	
MMBtu, Electricity	207	
Total MMBtu, Transportation	**10,123**	

38.1% **% of total operational energy usage from transportation**

Auburn Station Infill Project - Option 1
Operational Transportation Energy Consumption - Option 1

Source: EMFAC2025 (v2.0.0) Emissions Inventory
Region Type: County
Region: Placer

Calendar Year: 2029
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for Combustion VMT and Electric VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption, kWh/day for Energy Consumption, kg/day for Hydrogen Consumption

Onroad Annual VMT:	Onroad Daily VMT:
5,207,971	14,268

													Calculated					
Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	CVMT	EVMT	Trips	Energy Consumpti	Fuel Consum	Kwh/mile	% VMT	Project Daily VMT	Project Annual VMT	Project Annual Fuel Consumption (gallons)	Project Annual Electricity Consumption
Placer	2029	LDA	Aggregate	Aggregate	Gasoline	82646.95265	2107036.108	2107036.108	0	346430.5502	0	75.5432071		26.60%	3795.31	1385287.68	49666.48338	0
Placer	2029	LDA	Aggregate	Aggregate	Diesel	270.461349	5611.728524	5611.728524	0	1095.828271	0	0.1418697		0.07%	10.11	3689.48	93.27336785	0
Placer	2029	LDA	Aggregate	Aggregate	Electricity	29335.87127	1040249.367	0	1040249.367	143770.1555	345758.1639	0	0.3323801	13.13%	1873.75	683920.23	0	227321.4597
Placer	2029	LDA	Aggregate	Aggregate	Plug-in Hybrid	4079.073029	146411.7598	61055.52044	85356.23933	14565.83428	31331.10527	2.12188267	0.3670629	1.85%	263.72	96259.58	3345.340917	20598.88479
Placer	2029	LDT1	Aggregate	Aggregate	Gasoline	12955.90062	292112.4756	292112.4756	0	50995.68737	0	12.4531951		3.69%	526.17	192051.67	8187.452358	0
Placer	2029	LDT1	Aggregate	Aggregate	Diesel	1.308594175	12.45022672	12.45022672	0	3.557951158	0	0.00051518		0.00%	0.02	8.19	0.338707085	0
Placer	2029	LDT1	Aggregate	Aggregate	Electricity	692.9728564	28402.77909	0	28402.77909	3475.987965	10616.60938	0	0.3737877	0.36%	51.16	18673.63	0	6979.974423
Placer	2029	LDT1	Aggregate	Aggregate	Plug-in Hybrid	34.61142859	1333.176137	633.8452201	699.330917	136.6762299	299.7423271	0.02204186	0.428613	0.02%	2.40	876.51	30.48038566	197.0679811
Placer	2029	LDT2	Aggregate	Aggregate	Gasoline	66779.32964	1951260.921	1951260.921	0	315037.1482	0	82.1660194		24.63%	3514.72	1282872.04	54020.70408	0
Placer	2029	LDT2	Aggregate	Aggregate	Diesel	158.1121014	4354.554993	4354.554993	0	744.3199277	0	0.13391323		0.05%	7.84	2862.94	88.04231964	0
Placer	2029	LDT2	Aggregate	Aggregate	Electricity	7662.975272	309810.881	0	309810.881	40526.07074	128632.0272	0	0.4151953	3.91%	558.05	203687.63	0	84570.15113
Placer	2029	LDT2	Aggregate	Aggregate	Plug-in Hybrid	1158.673898	44566.64584	21478.49997	23088.14587	4778.697895	11291.12171	0.75075174	0.4890441	0.56%	80.28	29300.70	1024.165979	7423.437927
Placer	2029	LHDT1	Aggregate	Aggregate	Gasoline	5314.125498	150105.7524	150105.7524	0	76222.2667	0	15.0696469		1.89%	270.38	98688.22	9907.659442	0
Placer	2029	LHDT1	Aggregate	Aggregate	Diesel	5292.82976	136603.8759	136603.8759	0	64096.21013	0	8.49854711		1.72%	246.06	89811.31	5587.437506	0
Placer	2029	LHDT1	Aggregate	Aggregate	Electricity	197.195596	9362.335018	0	9362.335018	2600.647937	5903.093655	0	0.6305151	0.12%	16.86	6155.34	0	3881.035956
Placer	2029	LHDT2	Aggregate	Aggregate	Gasoline	952.5137009	31567.99225	31567.99225	0	15404.51418	0	3.35981622		0.40%	56.86	20754.63	2208.937944	0
Placer	2029	LHDT2	Aggregate	Aggregate	Diesel	3492.470631	116910.264	116910.264	0	47687.42918	0	8.34264531		1.48%	210.59	76863.58	5484.938627	0
Placer	2029	LHDT2	Aggregate	Aggregate	Electricity	172.8609853	8572.363407	0	8572.363407	2570.443474	5405.004621	0	0.6305151	0.11%	15.44	5635.97	0	3553.563352
Placer	2029	MDV	Aggregate	Aggregate	Gasoline	45283.3438	1287102.926	1287102.926	0	203871.5445	0	66.4650535		16.25%	2318.40	846216.07	43697.97901	0
Placer	2029	MDV	Aggregate	Aggregate	Diesel	2045.075935	65981.36309	65981.36309	0	9696.288719	0	2.61074228		0.83%	118.85	43379.97	1716.453314	0
Placer	2029	MDV	Aggregate	Aggregate	Electricity	3984.638763	160625.6267	0	160625.6267	20184.01831	79633.73712	0	0.4957723	2.03%	289.33	105604.60	0	52355.83495
Placer	2029	MDV	Aggregate	Aggregate	Plug-in Hybrid	629.1835854	23379.16408	11517.22021	11861.94387	2549.066458	7247.948483	0.40781195	0.6110254	0.30%	42.11	15370.82	544.2635524	4765.221478
																		278,088

Category	Amount	Units
Diesel (heat content)	0.138	MMBtu/gallon
Motor Gasoline	0.125	MMBtu/gallon

Source: The Climate Registry. 2024. 2024 Climate Registry Default Emission Factors: Table 2.1 https://theclimateregistry.org/wp-content/uploads/2024/03/2024-Emission-Factor-Document_FINAL.pdf) .

Project Mobile Energy		
Gallons/year, Diesel	**12,970**	**Diesel**
Gallons/year, Gasoline	167,689	Gasoline
KWh/year, Electricity	378,662	Electricity
Gallons/year, Gasoline, Plug-in Hybrid	4,944	Plug-in Hybrid
KWh/year, Electricity, Plug-in Hybrid	32,985	Plug-in Hybrid
KWh/year, EV and Hybrid	**411,647**	**EV + Hybrid**
Gallons/year, Gasoline + Hybrid	**172,633**	**Gasoline + Hybrid**
Gallons/year, Natural Gas	-	Natural Gas
MMBtu, Diesel	1,790	
MMBtu, Gasoline	21,579	
MMBtu, Electricity	1,405	
Total MMBtu, Transportation	**24,774**	

60.1% **% of total operational energy usage from transportation**

Auburn Station Infill Project - Option 2
Operational Transportation Energy Consumption - Option 2

Source: EMFAC2025 (v2.0.0) Emissions Inventory
Region Type: County
Region: Placer

Calendar Year: 2029
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for Combustion VMT and Electric VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption, kWh/day for Energy Consumption, kg/day for Hydrogen Consumption

Onroad Annual VMT:	Onroad Daily VMT:
5,272,364	14,445

													Calculated					
Region	**Calendar Year**	**Vehicle Category**	**Model Year**	**Speed**	Fuel	Population	Total VMT	CVMT	EVMT	Trips	Energy Consumpti	Fuel Consum	Kwh/mile	% VMT	Project Daily VMT	Project Annual VMT	Project Annual Fuel Consumption (gallons)	Project Annual Electricity Consumption
Placer	2029	LDA	Aggregate	Aggregate	Gasoline	82646.95265	2107036.108	2107036.108	0	346430.5502	0	75.5432071		26.60%	3842.24	1402415.85	50280.57682	0
Placer	2029	LDA	Aggregate	Aggregate	Diesel	270.461349	5611.728524	5611.728524	0	1095.828271	0	0.1418697		0.07%	10.23	3735.09	94.42663178	0
Placer	2029	LDA	Aggregate	Aggregate	Electricity	29335.87127	1040249.367	0	1040249.367	143770.1555	345758.1639	0	0.3323801	13.13%	1896.92	692376.46	0	230132.1402
Placer	2029	LDA	Aggregate	Aggregate	Plug-in Hybrid	4079.073029	146411.7598	61055.52044	85356.23933	14565.83428	31331.10527	2.12188267	0.3670629	1.85%	266.99	97449.76	3386.70386	20853.57647
Placer	2029	LDT1	Aggregate	Aggregate	Gasoline	12955.90062	292112.4756	292112.4756	0	50995.68737	0	12.4531951		3.69%	532.67	194426.27	8288.684829	0
Placer	2029	LDT1	Aggregate	Aggregate	Diesel	1.308594175	12.45022672	12.45022672	0	3.557951158	0	0.00051518		0.00%	0.02	8.29	0.342894976	0
Placer	2029	LDT1	Aggregate	Aggregate	Electricity	692.9728564	28402.77909	0	28402.77909	3475.987965	10616.60938	0	0.3737877	0.36%	51.79	18904.52	0	7066.277222
Placer	2029	LDT1	Aggregate	Aggregate	Plug-in Hybrid	34.61142859	1333.176137	633.8452201	699.330917	136.6762299	299.7423271	0.02204186	0.428613	0.02%	2.43	887.34	30.85725561	199.5045973
Placer	2029	LDT2	Aggregate	Aggregate	Gasoline	66779.32964	1951260.921	1951260.921	0	315037.1482	0	82.1660194		24.63%	3558.18	1298733.91	54688.6346	0
Placer	2029	LDT2	Aggregate	Aggregate	Diesel	158.1121014	4354.554993	4354.554993	0	744.3199277	0	0.13391323		0.05%	7.94	2898.34	89.13090509	0
Placer	2029	LDT2	Aggregate	Aggregate	Electricity	7662.975272	309810.881	0	309810.881	40526.07074	128632.0272	0	0.4151953	3.91%	564.95	206206.10	0	85615.80549
Placer	2029	LDT2	Aggregate	Aggregate	Plug-in Hybrid	1158.673898	44566.64584	21478.49997	23088.14587	4778.697895	11291.12171	0.75075174	0.4890441	0.56%	81.27	29662.98	1036.829118	7515.223861
Placer	2029	LHDT1	Aggregate	Aggregate	Gasoline	5314.125498	150105.7524	150105.7524	0	76222.2667	0	15.0696469		1.89%	273.72	99908.44	10030.16114	0
Placer	2029	LHDT1	Aggregate	Aggregate	Diesel	5292.82976	136603.8759	136603.8759	0	64096.21013	0	8.49854711		1.72%	249.10	90921.76	5656.522501	0
Placer	2029	LHDT1	Aggregate	Aggregate	Electricity	197.195596	9362.335018	0	9362.335018	2600.647937	5903.093655	0	0.6305151	0.12%	17.07	6231.45	0	3929.022417
Placer	2029	LHDT2	Aggregate	Aggregate	Gasoline	952.5137009	31567.99225	31567.99225	0	15404.51418	0	3.35981622		0.40%	57.57	21011.25	2236.250011	0
Placer	2029	LHDT2	Aggregate	Aggregate	Diesel	3492.470631	116910.264	116910.264	0	47687.42918	0	8.34264531		1.48%	213.19	77813.95	5552.75629	0
Placer	2029	LHDT2	Aggregate	Aggregate	Electricity	172.8609853	8572.363407	0	8572.363407	2570.443474	5405.004621	0	0.6305151	0.11%	15.63	5705.65	0	3597.500829
Placer	2029	MDV	Aggregate	Aggregate	Gasoline	45283.3438	1287102.926	1287102.926	0	203871.5445	0	66.4650535		16.25%	2347.07	856678.98	44238.27581	0
Placer	2029	MDV	Aggregate	Aggregate	Diesel	2045.075935	65981.36309	65981.36309	0	9696.288719	0	2.61074228		0.83%	120.32	43916.34	1737.676132	0
Placer	2029	MDV	Aggregate	Aggregate	Electricity	3984.638763	160625.6267	0	160625.6267	20184.01831	79633.73712	0	0.4957723	2.03%	292.91	106910.33	0	53003.18046
Placer	2029	MDV	Aggregate	Aggregate	Plug-in Hybrid	629.1835854	23379.16408	11517.22021	11861.94387	2549.066458	7247.948483	0.40781195	0.6110254	0.30%	42.63	15560.87	550.9930137	4824.140312
																		278,088

Category	**Amount**	**Units**
Diesel (heat content)	0.138	MMBtu/gallon
Motor Gasoline	0.125	MMBtu/gallon

Source: The Climate Registry. 2024. 2024 Climate Registry Default Emission Factors: Table 2.1 https://theclimateregistry.org/wp-content/uploads/2024/03/2024-Emission-Factor-Document_FINAL.pdf) .

Project Mobile Energy		
Gallons/year, Diesel	**13,131**	**Diesel**
Gallons/year, Gasoline	169,763	Gasoline
KWh/year, Electricity	383,344	Electricity
Gallons/year, Gasoline, Plug-in Hybrid	5,005	Plug-in Hybrid
KWh/year, Electricity, Plug-in Hybrid	33,392	Plug-in Hybrid
KWh/year, EV and Hybrid	**416,736**	**EV + Hybrid**
Gallons/year, Gasoline + Hybrid	**174,768**	**Gasoline + Hybrid**
Gallons/year, Natural Gas	-	Natural Gas
MMBtu, Diesel	1,812	
MMBtu, Gasoline	21,846	
MMBtu, Electricity	1,422	
Total MMBtu, Transportation	**25,080**	

60.4% **% of total operational energy usage from transportation**

CEC QFER Power Plant Heat Rates for PG&E

Source: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/quarterly-fuel-and-energy-report-qfer-2

CEC Plant I	Plant Name	Company Name	County	State	Year	Capacity (MW)	let Generation (MWh	Total Fuel Use (MMBtu	Heat Rate (Btu/kWh)	Weighted heat rate
G0127	SF Fuel Cell Station	Pacific Gas & Electric (PG&E)	San Francisco	CA	2017	2	1,574	14,067	8,937	0.3282333
					2018	2	11,119	96,787	8,705	2.2583858
					2019	2	9,080	86,158	9,489	2.0103733
					2020	2	10,191	95,010	9,323	2.2169221
					2021	2	3,686	35,959	9,756	0.8390517
					2022	2				0
					2023	2				0
G0268	Humboldt Bay	Pacific Gas & Electric (PG&E)	Humboldt	CA	2017	167	431,524	4,466,251	10,350	104.21356
					2018	167	384,787	3,372,654	8,765	78.696044
					2019	167	405,143	3,559,332	8,785	83.051907
					2020	167	484,333	4,269,168	8,815	99.614912
					2021	167	546,227	4,834,079	8,850	112.7963
					2022	167	453,689	3,979,484	8,771	92.855551
					2023	167	425,997	3,725,662	8,746	86.935493
G0934	Colusa Generating Station	Pacific Gas & Electric (PG&E)	Colusa	CA	2017	692	2,496,297	18,253,300	7,312	425.91457
					2018	692	2,991,760	21,621,558	7,227	504.50804
					2019	692	3,028,545	21,777,340	7,191	508.14299
					2020	692	3,037,655	21,906,341	7,212	511.15304
					2021	692	2,199,177	15,975,283	7,264	372.76031
					2022	692	2,564,847	18,531,586	7,225	432.40798
					2023	692	2,946,217	21,221,595	7,203	495.17562
G0950	Gateway Generating Station	Pacific Gas & Electric (PG&E)	Contra Costa	CA	2017	613	2,779,064	20,354,043	7,324	474.9324
					2018	613	2,939,855	21,178,644	7,204	494.17328
					2019	613	2,872,858	20,666,955	7,194	482.23375
					2020	613	2,855,300	20,779,861	7,278	484.86825
					2021	613	3,433,178	24,847,337	7,237	579.77697
					2022	613	2,438,712	17,638,985	7,233	411.58041
					2023	613	3,085,208	22,221,477	7,203	518.53607
G1028	CSU East Bay Fuel Cell	Pacific Gas & Electric (PG&E)	Alameda	CA	2017	1	4,199	49,764	11,851	1.1611716
					2018	1	4,801	59,244	12,340	1.3823738
					2019	1	4,678	50,212	10,734	1.171625
					2020	1	5,708	58,662	10,277	1.3687936
					2021	1	1,307	18,780	14,369	0.4382044
					2022	1				0
					2023	1				0
									Weighted average Btu/kWh	**7,368**