



FINAL EIR

FOR THE

SUNRISE TOMORROW SPECIFIC PLAN (SCH: 2020080098)

OCTOBER 2021

Prepared for:

City of Citrus Heights
6360 Fountain Square Drive
Citrus Heights, CA 95621

Prepared by:

De Novo Planning Group
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El Dorado Hills, CA 95762
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D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm



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FINAL EIR

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INTRODUCTION

The City of Citrus Heights (City) determined that a program-level environmental impact report (EIR) was required for the proposed Sunrise Tomorrow Specific Plan (Specific Plan) pursuant to the requirements of the California Environmental Quality Act (CEQA).

The program-level analysis considers the broad environmental effects of the proposed Project as a whole.

It is noted that the Specific Plan provides a very high level of design detail for certain components of the Project. To the extent that sufficient detail is available in the Specific Plan, a full project-level analysis is provided in this EIR. Examples of a full project level analysis would include topics that are related to the physical acreage affected (i.e., the project footprint), as opposed to the number of units, land uses/zoning, or other design parameters. Topics such as Cultural Resources and Hydrology/Water Quality are analyzed at a project-level analysis in this EIR given that these are physical environmental resources, and the area of impact is fully defined. Additionally, the Specific Plan includes a substantial level of detailed information that allows for a project-level analysis of topics such as Air Quality, Greenhouse Gases and Climate Change, Noise, Population and Housing, Transportation and Circulation, and Utilities. The analysis for these topics is driven by the number of units and square footage of development, which is detailed in the land use design and development projections. In some cases, there may be specific land uses that have design details developed at a later date that cannot reasonably be analyzed at a project-level at this time.

This EIR examines the planning, construction and operation of the Project. The program-level approach, with some project-level analysis, is appropriate for the proposed Project because it allows comprehensive consideration of the reasonably anticipated scope of the development plan; however, as discussed above, not all design aspects of the future development phases are known at this stage in the planning process. Subsequent individual development that requires further discretionary approvals will be examined in light of this EIR to determine whether additional environmental documentation must be prepared.

PROJECT DESCRIPTION

The following provides a brief summary and overview of the Project. Chapter 2.0 of this EIR includes a detailed description of the Project, including maps and graphics. The reader is referred to Chapter 2.0 for a more complete and thorough description of the components of the Project.

The Sunrise Tomorrow Specific Plan Area (“Specific Plan Area” or “Plan Area”) is located at the southeast corner of Sunrise Boulevard and Greenback Lane in Citrus Heights, California. Citrus Heights is located within the northernmost portion of Sacramento County, approximately 10 miles northeast of downtown Sacramento, along Interstate 80 between Sacramento and Roseville.

The Plan Area is part of the Sunrise Marketplace Business Improvement District (BID). The approximately 95.8-acre Plan Area is currently developed with the Sunrise Mall and associated

parking areas (see Figure 2.0-3). The Plan Area is surrounded by residential development to the south, a mix of residential and commercial development to the east, and commercial development directly to the north and west. The elevation of the site ranges from approximately 170 feet to 190 feet above mean sea level (MSL).

The proposed Specific Plan include the future development of up to 2,220 residential dwelling units (DU), up to 480 hotel rooms, up to 320,000 square feet (SF) of retail uses, up to 960,000 SF of office uses, up to 450,000 SF of community/institutional land uses, parking and other vehicular and non-vehicular circulation improvements, park and open space facilities, and utility improvements.

Similar to the existing Sunrise Mall located on-site, future development allowed under the proposed Specific Plan would connect to existing city (or outside utility provider) infrastructure to provide water, sewer, gas, electric, solid waste, and storm drainage utilities. Existing storm drain, sewer, water, and gas, electric, lines/pipes are currently located on-site and along the various surrounding roadways, including but not limited to Arcadia Drive, Greenback Lane, and Sunrise Boulevard.

The Plan Area is currently designated as General Commercial by the City's General Plan Land Use Map. The General Commercial land use designation provides for retail uses, services, restaurants, professional and administrative offices, hotels and motels, mixed-use projects, multi-family residences, public and quasi-public uses, and similar and compatible uses. The floor-area-ratio (FAR) for nonresidential uses with this designation shall not exceed 0.6. Residential densities shall not exceed 40 units per net acre. The densities and intensities proposed by the Specific Plan exceed those allowed by the existing General Commercial land use designation. As such, the proposed Specific Plan would require the creation of a new land use category, Marketplace Mixed Use, to the General Plan.

The Plan Area is zoned as Shopping Center by the City. The Shopping Center zoning district is applied to areas appropriate for a wide range of retail and service land uses, promoting the unified grouping of these uses with convenient off-street parking and loading. Residential uses may also be accommodated as part of mixed-use projects. Projects within this zone are intended to be designed to be an integral part of the surrounding neighborhood, and the larger community. The Shopping Center zoning district is consistent with the General Commercial land use designation of the General Plan. The Shopping Center district allows for 40 units per net acre. The proposed Specific Plan would require a rezone of the entire Plan Area to the City's Special Planning Area district. Chapter 106.50 of the City of Citrus Heights Municipal Code outlines the development standards for the Special Planning Area district. The purpose of this zoning district is to allow consideration of innovation in site planning and other aspects of project design, and more effective design responses to site features, uses on adjoining properties, and environmental impacts than the Zoning Code standards would produce without adjustment.

Refer to Chapter 2.0, Project Description, for a more complete description of the details of the proposed Specific Plan.

ALTERNATIVES TO THE PROJECT

Section 15126.6 of the CEQA Guidelines requires an EIR to describe a reasonable range of alternatives to the project or to the location of the project which would reduce or avoid significant impacts, and which could feasibly accomplish the basic objectives of the Specific Plan. The alternatives analyzed in this EIR include the following three alternatives in addition to the Specific Plan:

- No Project Alternative
- Reduced Intensity Alternative
- Reduced Area Alternative

A comparative analysis of the Project and each of the Project alternatives is provided in Table ES-1 below. The table includes a numerical scoring system, which assigns a score of “2,” “3,” or “4” to the Specific Plan and each of the alternatives with respect to how each alternative compares to the Project in terms of the severity of the environmental topics addressed in this EIR. A score of “2” indicates that the alternative would have a better (or lessened) impact when compared to the Specific Plan. A score of “3” indicates that the alternative would have the same (or equal) level of impact when compared to the Project. A score of “4” indicates that the alternative would have a worse (or greater) impact when compared to the Specific Plan. The alternative with the lowest total score is considered the environmentally superior alternative.

As shown in Table ES-1, the No Project Alternative would result in 32 points, Reduced Intensity Alternative would result in 33 points, and Reduced Area Alternative would result in 34 points. The No Project Alternative is the environmentally superior alternative. However, as required by CEQA, when the No Project Alternative is the environmentally superior alternative, the environmentally superior alternative among the others must be identified. Because the Reduced Intensity Alternative would reduce the extent of development more than the Reduced Area Alternative, the impacts associated with hydrology and water quality would be reduced more with the Reduced Intensity Alternative. Therefore, the Reduced Intensity Alternative is the next environmentally superior alternative to the Specific Plan. It is noted that the superior alternative would depend on the City’s local priorities (i.e., traffic impacts to the regional roadway system, maintenance of public services and utilities services, etc.), as well as the ability to meet the Specific Plan’s objectives. However, neither the Reduced Intensity Alternative nor the Reduced Area Alternative fully meet all of the Specific Plan objectives.

COMMENTS RECEIVED

The Draft EIR addressed environmental impacts associated with the Project that are known to the City, were raised during the Notice of Preparation (NOP) process, or raised during preparation of the Draft EIR. The Draft EIR discussed potentially significant impacts associated with aesthetics, air quality, cultural and tribal resources, geology and soils, greenhouse gases and climate change, hazards and hazardous materials, hydrology and water quality, land use, noise, population and housing, public services and recreation, transportation and circulation, and utilities.

During the NOP process, several comments were received related to the analysis that should be included in the Draft EIR. These comments are included as Appendix A of the Draft EIR, and were considered during preparation of the Draft EIR.

The City received 18 comment letters regarding the Draft EIR from public agencies and other parties. These comment letters on the Draft EIR are identified in Table 2.0-1 of this Final EIR. The comments received during the Draft EIR review processes are addressed within this Final EIR.

This Final Environmental Impact Report (Final EIR) was prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (Section 15132). The City of Citrus Heights (City) is the lead agency for the environmental review of the Sunrise Tomorrow Specific Plan (Specific Plan) and has the principal responsibility for approving the Project. This Final EIR assesses the expected environmental impacts resulting from approval of the Project and associated impacts from subsequent development and operation of the Project, as well as responds to comments received on the Draft Environmental Impact Report (Draft EIR).

1.1 PURPOSE AND INTENDED USES OF THE EIR

CEQA REQUIREMENTS FOR A FINAL EIR

This Final EIR for the Project has been prepared in accordance with the State CEQA Guidelines. State CEQA Guidelines Section 15132 requires that a Final EIR consist of the following:

- the Draft EIR or a revision of the draft;
- comments and recommendations received on the Draft EIR, either verbatim or in summary;
- a list of persons, organizations, and public agencies commenting on the Draft EIR;
- the responses of the lead agency to significant environmental concerns raised in the review and consultation process; and
- any other information added by the lead agency.

In accordance with State CEQA Guidelines Section 15132(a), the Draft EIR is incorporated by reference into this Final EIR.

An EIR must disclose the expected environmental impacts, including impacts that cannot be avoided, growth-inducing effects, impacts found not to be significant, and significant cumulative impacts, as well as identify mitigation measures and alternatives to the Project that could reduce or avoid its adverse environmental impacts. CEQA requires government agencies to consider and, where feasible, minimize environmental impacts of proposed development, and an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

PURPOSE AND USE

The City, as the lead agency, has prepared this Final EIR to provide the public and responsible and trustee agencies with an objective analysis of the potential environmental impacts resulting from approval, construction, and operation of the Project. Responsible and trustee agencies that may use the EIR are identified in Chapters 1.0 and 2.0 of the Draft EIR.

The environmental review process enables interested parties to evaluate the Project in terms of its environmental consequences, to examine and recommend methods to eliminate or reduce potential adverse impacts, and to consider a reasonable range of alternatives to the Project. While CEQA requires that consideration be given to avoiding adverse environmental effects, the lead

agency must balance adverse environmental effects against other public objectives, including the economic and social benefits of a project, in determining whether a project should be approved.

This EIR will be used as the primary environmental document to evaluate all aspects of construction and operation of the Project. The details and operational characteristics of the Project are identified in Chapter 2.0, Project Description, of the Draft EIR (July 2021).

1.2 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR has involved, or will involve, the following general procedural steps:

NOTICE OF PREPARATION AND INITIAL STUDY

The City circulated an Initial Study and NOP of an EIR for the Project on August 7, 2020 to responsible and trustee agencies, the State Clearinghouse, and the public. A public scoping meeting was held on August 25, 2020 at 5:00 p.m. to present the project description to the public and interested agencies, and to receive comments from the public and interested agencies regarding the scope of the environmental analysis to be included in the Draft EIR. Due to COVID-19, the public scoping meeting was held on-line. Concerns raised in response to the NOP were considered during preparation of the Draft EIR. The NOP and responses to the NOP by interested parties are presented in Appendix A of the Draft EIR.

NOTICE OF AVAILABILITY AND DRAFT EIR

The City published a public Notice of Availability (NOA) for the Draft EIR on July 20, 2021 inviting comment from the general public, agencies, organizations, and other interested parties. The NOA was filed with the State Clearinghouse (SCH # 2020080098) and the County Clerk, and was published in a local newspaper pursuant to the public noticing requirements of CEQA. The Draft EIR was available for public review and comment from July 20, 2021 through September 2, 2021.

The Draft EIR contains a description of the Project, description of the environmental setting, identification of Project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of Project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. The Draft EIR identifies issues determined to have no impact or a less-than-significant impact, and provides detailed analysis of potentially significant and significant impacts. Comments received in response to the NOP were considered in preparing the analysis in the Draft EIR.

RESPONSE TO COMMENTS/FINAL EIR

The City received several comment letters regarding the Draft EIR from public agencies. These comment letters on the Draft EIR are identified in Table 2.0-1, and are found in Chapter 2.0 of this Final EIR.

In accordance with CEQA Guidelines Section 15088, this Final EIR responds to the written comments received on the Draft EIR, as required by CEQA. This Final EIR also contains minor edits

to the Draft EIR, which are included in Chapter 3.0, Revisions. This document, as well as the Draft EIR as amended herein, constitute the Final EIR.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The Citrus Heights Planning Commission and City Council will review and consider the Final EIR. If the City Council finds that the Final EIR is "adequate and complete," the Council may certify the Final EIR in accordance with CEQA and City environmental review procedures and codes. The rule of adequacy generally holds that an EIR can be certified if:

- 1) The EIR shows a good faith effort at full disclosure of environmental information; and
- 2) The EIR provides sufficient analysis to allow decisions to be made regarding the proposed project which intelligently take account of environmental consequences.

Upon review and consideration of the Final EIR, the City Council may take action to approve, revise, or reject the Project. A decision to approve the Project, for which this EIR identifies significant environmental effects, must be accompanied by written findings in accordance with State CEQA Guidelines Sections 15091 and 15093. A Mitigation Monitoring and Reporting Program, as described below, would also be adopted in accordance with Public Resources Code Section 21081.6(a) and CEQA Guidelines Section 15097 for mitigation measures that have been incorporated into or imposed upon the project to reduce or avoid significant effects on the environment. This Mitigation Monitoring and Reporting Program has been designed to ensure that these measures are carried out during Project implementation, in a manner that is consistent with the EIR.

1.3 ORGANIZATION OF THE FINAL EIR

This Final EIR has been prepared consistent with Section 15132 of the State CEQA Guidelines, which identifies the content requirements for Final EIRs. This Final EIR is organized in the following manner:

CHAPTER 1.0 – INTRODUCTION

Chapter 1.0 briefly describes the purpose of the environmental evaluation, identifies the lead, agency, summarizes the process associated with preparation and certification of an EIR, and identifies the content requirements and organization of the Final EIR.

CHAPTER 2.0 – COMMENTS ON THE DRAFT EIR AND RESPONSES

Chapter 2.0 provides a list of commenters, copies of written and electronic comments made on the Draft EIR (coded for reference), and responses to those written comments.

CHAPTER 3.0 – REVISIONS

Chapter 3.0 consists of minor revisions to the Draft EIR in response to comments received on the Draft EIR.

CHAPTER 4.0 – FINAL MMRP

Chapter 4.0 consists of a Mitigation Monitoring and Reporting Program (MMRP). The MMRP is presented in a tabular format that presents the impacts, mitigation measure, and responsibility, timing, and verification of monitoring.

2.1 INTRODUCTION

No new significant environmental impacts or issues, beyond those already covered in the Draft EIR for the Sunrise Tomorrow Specific Plan (Specific Plan), were raised during the comment period. Responses to comments received during the comment period do not involve any new significant impacts or add “significant new information” that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5.

CEQA Guidelines Section 15088.5 states that: *New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement.*

Sections 2.0 and 3.0 of this Final EIR include information that has been added to the EIR since the close of the public review period in the form of responses to comments and revisions.

2.2 LIST OF COMMENTERS

Table 2.0-1 lists the comments on the Draft EIR that were submitted to the City of Citrus Heights (City) during the 45-day public review period for the Draft EIR. The assigned comment letter or number, letter date, letter author, and affiliation, if presented in the comment letter or if representing a public agency, are also listed. Letters received are coded with letters (A, B, etc.).

TABLE 2.0-1 LIST OF COMMENTERS ON DRAFT EIR

RESPONSE LETTER	INDIVIDUAL OR SIGNATORY	AFFILIATION	DATE
A	A. Jackson	Resident of Citrus Heights	8-27-21
B	Anonymous	Resident of Citrus Heights	8-12-21
C	Ben Collier-McCoy	Resident of Citrus Heights	8-27-21
D	Alex Padilla	California Department of Transportation	8-30-21
E	Chrissy Kaufman	Resident of Citrus Heights	8-27-21
F	Donna Crawford	Resident of Citrus Heights	8-12-21
G	James Simi	Resident of Citrus Heights	8-27-21
H	Kimberly Montgomery	Resident of Citrus Heights	8-8-21
I	Mark Dempsey	Resident of Citrus Heights	8-1-21
J	Justin Newell	Pacific Gas & Electric	9-2-21
K	Rick Hodgkins	Resident of Citrus Heights	8-27-21
L	Angela Nguyen-Tan	Central Valley Regional Water Quality Control Board	8-5-21
M	Salley and Norm	Residents of Citrus Heights	7-20-21
N	Karen Huss	Sacramento Metropolitan Air Quality Management District	8-31-21
O	Ammon Rice	Sacramento Municipal Utility District	9-2-21
P	Thomas Cooper	Resident of Citrus Heights	8-20-21
Q	Tom Scheeler	Resident of Citrus Heights	8-20-21
R	Vickie Bailey	Resident of Citrus Heights	7-20-21

2.3 COMMENTS AND RESPONSES

REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

CEQA Guidelines Section 15088 requires that lead agencies evaluate and respond to all comments on the Draft EIR that regard an environmental issue. The written response must address the significant environmental issue raised and provide a detailed response, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, the written response must be a good faith and reasoned analysis. However, lead agencies need only to respond to significant environmental issues associated with the project and do not need to provide all the information requested by the commenter, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines Section 15204).

CEQA Guidelines Section 15204 recommends that commenters provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible environmental impacts of the project and ways to avoid or mitigate the significant effects of the project, and that commenters provide evidence supporting their comments. Pursuant to CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

CEQA Guidelines Section 15088 also recommends that revisions to the Draft EIR be noted as a revision in the Draft EIR or as a separate section of the Final EIR. Chapter 3.0 of this Final EIR identifies all revisions to the Sunrise Tomorrow Specific Plan Draft EIR.

RESPONSES TO COMMENT LETTERS

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments. To assist in referencing comments and responses, the following coding system is used:

- Each letter is lettered or numbered (i.e., Letter A) and each comment within each letter is numbered (i.e., comment A-1, comment A-2).

Kempenaar, Casey

From: [REDACTED]
To: Sunrise Mall Plan
Subject: Sunrise mall project.

I am hoping that and considering the project, that Strong consideration will be given to having part of the mall enclosed.

As a retired person I can tell you that my group walks them all daily, and are greatly appreciative of the climate control, and the fact that it is a safe walk even for those with balance issues, and we appreciate the fact that there are restrooms.

I see many many people walking in the mall, and I can tell you that that increased during the pandemic when the mall was open. I can also tell you that I have spent more money at the mall in the last few years since I started walking there than I did before, so the businesses do benefit. I would say that I purchased things at least two or three times a week, and will make decisions to shop there because I can walk.

A-1

I purchased my home in Citrus Heights over 20 years ago, and would like to continue to live here, but having a place to go walk will be incredibly important and of course as I grow older I will need to have it be nearer to me.

I can also tell you that as we keep getting these triple digits and the wildfires that such things will become even more important. I get that people like outdoor space but that doesn't help during wildfire season, heavy winds, or triple digits which we have much of the time here now.

Sincerely,

A. Jackson
Sent from my iPhone

Response to Letter A: A. Jackson

Response A-1: This commenter states a preference for keeping part of the mall enclosed. The commenter lists various benefits of an enclosed mall, such as climate control, safety, walking space, and availability of restrooms.

While the comment does not raise questions about adequacy of the Draft EIR, or a CEQA topic, this comment is noted and will be forwarded to the decision makers for their consideration of topics beyond environmental impacts.

Kempenaar, Casey

From: [REDACTED]
Sent: Thursday, August 12, 2021 11:30 AM
To: Sunrise Mall Plan
Subject: Not a fan

It's very disappointing after Sunrise Mall has been the backbone of Citrus Heights for 50 years to think that we won't have an actual mall any longer. I will have to travel to other malls.

It appears your visionaries have tried to put too much in this amount of space, and far too many different types of uses. It looks like you could not decide what you wanted there.

B-1

I recognize that you have put a great deal of time, effort and money into the planning, and included input from some of the community. However, when we have visited other towns with similar complexes it was frustrating, inconvenient, and time consuming. We usually left to look for food, shopping, etc elsewhere.

Sent from my Metro By T-Mobile 4G LTE Android Device

Response to Letter B: Anonymous

Response B-1: The commenter states disappointment that the City will not have an actual mall any longer. The commenter states that there is too much in this amount of space, and far too many different types of uses. The commenter concludes by stating that, when they have visited other towns with similar complexes, they usually left to look for food, shopping, etc. elsewhere.

While the comment does not raise questions about adequacy of the Draft EIR, or a CEQA topic, this comment is noted and will be forwarded to the decision makers for their consideration of topics beyond environmental impacts.

Kempenaar, Casey

From: Lord Rageous [REDACTED]
Sent: Friday, August 27, 2021 12:23 PM
To: Sunrise Mall Plan
Subject: PUBLIC COMMENT

i have lived directly behind Sunrise Mall since 1 January 1993.

i have lived through the horrible noise of the annual July 4th city-mandated fireworks shows which severely intruded on the apartment communities adjacent to the mall. i have also lived through the noisy disturbances of the city-sanctioned radio station mobile DJ's playing LOUD music at the mall.

the only external thing which NEVER bothered us apartment dwellers is/was your weekend farmer's market situated immediately next to our apartments. they ARE/WERE quiet in their activities.

therefore, WHAT PROTECTIONS will your Mall Plan offer for preserving the quiet and sanctity of all the apartment communities now living adjacent to Sunrise Mall???

speaking for many, i make this demand that our rights to a peaceable apartment community be recognized and given the proper protections under your proposed Plan.

ben collier-mccoy.
Sierra Square Apartments

C-1

Response to Letter C: Ben Collier-McCoy

Response C-1: The commenter states that they live behind the Sunrise Mall and have experienced horrible noise from the July 4th fireworks and music events at the Mall. The commenter states that the weekend farmer's markets are quiet and do not bother those in the adjacent apartments. The commenter asks what protections will the Project offer to preserve the quiet and sanctity of all apartment communities now living adjacent to the Mall. The commenter concludes by stating: "i make this demand that our rights to a peaceable apartment community be recognized and given the proper protections under your proposed Plan."

Impacts associated with noise are discussed in Section 3.9, Noise, of the Draft EIR. Impact 3.9-1 discusses operational and traffic noise, Impact 3.9-2 discusses construction noise, and Impact 3.9-3 discusses groundborne vibration or groundborne noise. As discussed on page 3.9-12, sensitive land uses include existing single-family residential uses to the south of the Plan Area and multi-family residential uses to the east of the Plan Area. Figure 3.9-2 shows the daytime operational noise contours for existing sensitive receptors in the area. As shown on Figure 3.9-2, Specific Plan buildout is predicted to expose nearby residences to daytime noise levels up to 51 A-weighted sound levels (expressed as dBA), equivalent or energy-averaged sound level (expressed as L_{eq}) during daytime (7:00 a.m. to 10:00 p.m.) hours and 39 dBA, L_{eq} during daytime (10:00 p.m. to 7:00 a.m.) hours. This would comply with the City of Citrus Heights Noise Ordinance daytime standard of 55 dBA, L_{eq} and nighttime standard of 50 dBA, L_{eq} . Therefore, no exterior noise control measures would be required, and impacts resulting from exterior noise levels due to operation of the proposed Specific Plan would be considered less than significant. As discussed on pages 3.9-13 and 3.9-14, with implementation of Mitigation Measures 3.9-1a and 3.9-1b, impacts resulting from traffic noise on proposed sensitive uses would be considered less than significant.

Further, Section 3.9 of the Draft EIR includes the following protections for special events occurring at the proposed Sunrise Commons Park:

Mitigation Measure 3.9-2: Events held in the proposed Sunrise Commons Park which require the use of amplified sound exceeding 60 dBA L_{eq} at 50 feet shall require a permit obtained from the City pursuant to Section 34-88(2) of the City's Noise Ordinance. Noise levels from such events shall not exceed 90 dBA at 50 feet from the sound system and shall be monitored to verify compliance.

Mitigation Measure 3.9-3: To address noise levels from special events and music, the following conditions shall apply to the project:

- *Amplified sound shall not continue past 10:00 p.m.*
- *Buyers and renters shall be notified of potential noise due to special events, including the occasional use of amplified sound.*

- *Windows of residential units with a direct view of the Sunrise Commons Park, shall be acoustically upgraded with windows having a minimum sound transmission class (STC) rating of 35.*
- *Mixed-use residential units located over commercial-use areas, which may include the use of indoor or outdoor amplified sound, shall be acoustically upgraded with minimum STC 35 exterior windows and a floor-ceiling assembly having a minimum laboratory STC rating of 60 (55 if field-tested), as determined by a qualified acoustic engineer.*

Mitigation Measure 3.9-2 requires future events held in the Sunrise Commons Park area which use amplified sound exceeding 60 dBA L_{eq} at 50 feet to obtain a permit from the City pursuant to Section 34-88(2) of the City's Noise Ordinance. Mitigation Measure 3.9-3 requires that special event sponsors implement best management practices.

This comment is noted and will be forwarded to the decision makers for their consideration.

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 3
 703 B STREET | MARYSVILLE, CA 95901-5556
 (530) 741-4233 | FAX (530) 741-4245 TTY 711
www.dot.ca.gov



August 30, 2021

Mr. Casey Kempenaar
 Planning Manager
 City of Citrus Heights
 Planning Division
 6360 Fountain Drive Square
 Citrus Heights, CA 95621

GTS# 03-SAC-2020-00957
 SCH# 2020080098

Sunrise Tomorrow Specific Plan

Dear Mr. Kempenaar:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We reviewed this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision, and goals for sustainability, livability, economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

D-1

The Sunrise Tomorrow Specific Plan (Project) proposes infill development of up to 2,220 residential dwelling units, up to 480 hotel rooms, up to 320,000 square feet (SF) of retail uses, up to 960,000 SF of office uses, and up to 450,000 SF of community/institutional land uses within a 95.8 acre plan area that previously served as the Sunrise Mall. The Project is located south of Greenback Lane and east of Sunrise Blvd within the city of Citrus Heights. Based on the information received, Caltrans provides the following comments.

Traffic Forecasting & Modeling

- Caltrans requests the steps and calculations for the residential, employment, and visitors VMT per capita in the Specific Plan Area's block group. Pages 3.12-31 through 3.12-32 of the Draft Environmental Impact Report (DEIR) state that the Project's Vehicle Miles Travelled (VMT) per capita for residential, employment, and visitors uses are approximately 30% lower than Sacramento Area Council of Government's (SACOG's) regional average.

D-2

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Mr. Casey Kempenaar, Planning Manager
August 30, 2021
Page 2

Please provide our office with copies of any further actions regarding the Project. We would appreciate the opportunity to review and comment on any changes related to this development.

D-3

If you have any questions regarding these comments or require additional information, please contact David Smith, Intergovernmental Review Coordinator, at (530) 682-3791 or by email at David.J.Smith@dot.ca.gov.

Sincerely,

Alex Padilla

Alex Padilla
Branch Chief, Transportation Planning – South
Planning, Local Assistance, and Sustainability

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Response to Letter D: California Department of Transportation

Response D-1: This comment summarizes the California Department of Transportation's (Caltrans's) mission, the Project location, and Project description. This comment serves as an introduction to the comment letter. No further response is necessary.

Response D-2: This comment contains a request to obtain the steps and calculations used for the residential, employment, and visitor vehicle-miles-traveled (VMT) per capita in the Specific Plan Area's block group. The transportation impact analysis for the proposed Project was performed in a manner consistent with the City's adopted (April 22, 2021) *Transportation Impact Study (TIS) Guidelines*, which can be found at:

<http://www.citrusheights.net/DocumentCenter/View/16287/Citrus-Heights-TIS-Guidelines-Adopted-42221?bidId=>

Page 12 of that report states that projects subject to CEQA should be analyzed for VMT impacts in accordance with the adopted (April 22, 2021) *SB 743 Implementation Guidelines for City of Citrus Heights* (2021). The Guidelines include an extensive discussion that defines VMT, describes how per capita and per employee VMT is estimated, and presents recommended significance criteria for VMT impacts. The Guidelines can be found on the City's website at:

<http://www.citrusheights.net/DocumentCenter/View/16288/SB-743-Implementation-Guidelines-Adopted-42221?bidId=>

Page 3.12-31 of the Draft EIR provides an overview of how the VMT per capita and employee for the Project's Census Block Group (CBG) location compares against the Sacramento Area Council of Governments (SACOG) regional average. Persons residing in that CBG generated 13.5 VMT per capita, which is 33 percent less than the SACOG region average of 20.1 VMT per capita. Persons employed in that CBG generated 12.9 VMT per employee, which is 29 percent less than the SACOG region average of 18.1 VMT per employee. The following frequently asked questions, which are contained in the City's *SB 743 Implementation Guidelines*, help explain how the big data was collected and tabulated:

- *What time periods do the data cover?* For the Resident and Worker datasets, the time period covered is all Tuesdays, Wednesdays, and Thursdays of 2019. Reported results are the average of all days. For the Visitor dataset, reported results are based on the average of monthly averages for all 12 months in 2019.
- *How is/was the start/end location of a trip determined?* The trip starts (based on location records) once a device is traveling at a reasonable speed and ends once the device has not moved 5 meters within 5 minutes.
- *How is the length of a trip determined?* Trip length is calculated based on LBS data from GPS satellites, with the trip length based on the most likely route taken.

- *How is a “Resident” device determined?* Within a given CBG, a device is deemed to be associated with a resident if it is in the same location during most overnight hours.
- *How is a “Worker” device determined?* Within a given CBG, a device is deemed to be associated with a worker if it is in the same location during most of the device’s reported weekday hours.
- *How is a “Visitor” device determined?* A device that is recorded as traveling to a given CBG that is otherwise not classified as either a Resident or Worker device is then classified as a Visitor device.
- *What is a Census Block Group and how many are in Citrus Heights?* A Census Block Group is one of several forms of geographic classification used by the US Census. Citrus Heights has 61 CBGs, which average about 150 acres and contain about 1,400 persons.
- *What type(s) of VMT are counted?* Resident VMT considers all trips that have a trip origin or destination at a residence. Worker VMT considers strictly those trips that travel between the worksite and home (i.e., a stop at the gym or gas station on the way home would result in that trip being excluded). Visitor VMT includes all trips that have a trip origin or destination within the CBG.
- *How is it determined whether the VMT is occurring in a vehicle versus another mode of travel (e.g., bus or biking)?* Streetlight Data has internal procedures built into their calculation processes to flag these different modes of travel (e.g., slow walking trips, systematic starts/stops associated with bus/rail vehicles). Because Citrus Heights does not have the type of diverse transit system found in a major city, this is not an issue for VMT in the city.
- *How are trips that start/end within the same CBG treated?* These trips are included, though they are typically quite short and represent a small percentage of overall trip-making.

The end product provided by Streetlight Data, Inc. is a spreadsheet of home-based resident or employee device VMT per day for each CBG in the City and for the SACOG region as a whole. As part of the development of the SB 743 guidelines, Fehr & Peers conducted a series of quality control / quality assurance checks to confirm the reasonableness of the results given known land uses within certain CBGs. For instance, the VMT per employee in CBG 60670081362 (i.e., north of Greenback Lane and west of Sylvan Road) was greater than that of adjacent blocks. This makes intuitive sense since this CBG contains a large medical-office building, City government offices, and the police department, all of which tend to draw employees from a greater distance when compared to nearby service retail and related uses.

Response D-3: The commenter request copies of any further actions regarding the Project, and states they appreciate the opportunity to review and comment on any changes related to the Project. The commenter concludes by providing their contact information. This comment is noted. Caltrans will be provided copies of any further actions regarding the Project. This comment serves as a conclusion to the comment letter. No further response is necessary.

Kempenaar, Casey

From: chrissy kaufman [REDACTED]
Sent: Friday, August 27, 2021 12:41 PM
To: Sunrise Mall Plan
Subject: Sunrise Tomorrow

This looks amazing! So excited for our community!

| E-1

Thank you!

Chrissy

Response to Letter E: Chrissy Kaufman

Response E-1: The commenter states the following: “This looks amazing! So excited for our community!”

This comment is noted and will be forwarded to the decision makers for their consideration.

Kempenaar, Casey

From: Donna Crawford [REDACTED]
Sent: Thursday, August 12, 2021 8:55 AM
To: Sunrise Mall Plan
Subject: Macy's?

Will Macy's be closing because of this plan and if so will they be returning?? We in Citrus Heights have lost most of that type of retail for clothes shopping which is very disappointing. I shop women's clothing at Macy's and Penney's at least twice per week so once that's gone it will force my shopping to Galleria which I don't like.

F-1

I look forward to your reply.
Thank you
Donna

Sent from my iPad

Response to Letter F: Donna Crawford

Response F-1: The commenter questions if Macy's will close because of this plan and if so will they be returning. The commenter also states that the City has lost most of that type of retail, and concludes by stating that they shop at Macy's and Penny's twice per week.

Macys and JC Penney could be redeveloped as a mixed-use district as a result of the proposed Specific Plan. As noted on page 2.0-9 of Chapter 2.0, Project Description, of the Draft EIR, the Specific Plan envisions the site to be built over four phases over 20 years. Projected development phasing is based on site availability, market demand and absorption, and development feasibility. Due to the uncertainty and unpredictability of these three factors (site availability, market demand and absorption, and development feasibility), the phasing plan shown below may fluctuate. The conceptual phasing plan includes:

- **Phase 1 - Ready to Go:** Initial development is anticipated to include: redevelopment of the former Sears as a dining entertainment district, retail, limited-service hotel, open space, and up to 245 DU.
- **Phase 2 - Employment Anchor:** Phase 2 development is anticipated to include redevelopment of Macy's Men & Home as creative office campus, additional retail and dining, extended stay hotel, neighborhood park, and up to 135 townhomes.
- **Phase 3 - Mixed-Use Main Street:** Phase 3 development is anticipated to include redevelopment of Sunrise Mall as a mixed-use main street with retail, dining, office, residential, full-service hotel, and central open space.
- **Phase 4 - Longtime Opportunities:** Potential Phase 4 development could include the redevelopment of JC Penney and Macy's Women as a mixed-use district with office, retail, open space, and residential.

While the comment does not raise questions about adequacy of the Draft EIR, or a CEQA topic, this comment is noted and will be forwarded to the decision makers for their consideration of topics beyond environmental impacts.

Kempenaar, Casey

From: James Simi <[REDACTED]>
Sent: Friday, August 27, 2021 12:02 PM
To: Sunrise Mall Plan
Subject: You are turning retail space into residential. This is TERRIBLE.

| G-1

[Sent from AT&T Yahoo Mail for iPhone](#)

Response to Letter G: James Simi

Response G-1: The commenter states: “You are turning retail space into residential. This is terrible.”

This comment is noted. The Specific Plan would include the future development of up to 2,220 residential dwelling units (DU), up to 480 hotel rooms, up to 320,000 square feet (SF) of retail uses, up to 960,000 SF of office uses, up to 450,000 SF of community/institutional land uses, parking and other vehicular and non-vehicular circulation improvements, park and open space facilities, and utility improvements. Retail would be provided on-site.

While the comment does not raise questions about adequacy of the Draft EIR, or a CEQA topic, this comment is noted and will be forwarded to the decision makers for their consideration of topics beyond environmental impacts.

Kempenaar, Casey

From: Kimberly Montgomery [REDACTED]
Sent: Sunday, August 8, 2021 7:15 AM
To: Sunrise Mall Plan
Subject: Indoor Walking Space

One reason I go to Sunrise is I know I can shop in any weather and be comfortable. I dislike the Palladio as it's too spread out and don't go to The Fountains often at all. The Galleria is not honey like Sunrise.

I also know that I because I just retired, the ability to walk inside in all weather is vital for many who use the Mall to exercise then have a coffee and snack meet up with friends before shopping is a huge plus. I see people who need the flat even ground because they are using a cane or walker, recovering from surgery, or aren't as stable on our side walks. I see others who walk faster. A nice mix of people. I see no indoor shopping area, where our community kids get photos with Santa, and where community can gather for the Giving Tree, etc. Everything is so spread out. I see no place for an indoor walking venue in these plans. Doing everything outdoors will be prohibitive in rain, cold, and heat.

H-1

Will all shops except Macy's and Penny's be relocated across the street filling empty retail space there? At least there is overhang there for shade and rain.

Thank you for considering my input.
Kimberly Montgomery

Reply sent from my phone. Please excuse any unintended typos using this tiny keyboard.

Kempenaar, Casey

From: Kimberly Montgomery [REDACTED]
Sent: Sunday, August 8, 2021 7:41 AM
To: Sunrise Mall Plan
Subject: Input Regarding Mall

I like much of the plan for revitalizing and refocusing the use of the mall property, but I wonder what the draw will be for so much hotel space?

We have no major industry here in Citrus Heights to draw that kind of consistent hotel business especially now that business is curtailing business travel now that so much can be done at a lesser cost via Zoom. Is there not enough hotel space in surrounding areas that Citrus Heights needs to fill that need? Housing is a much more needed commodity. Maybe one nice hotel with venue space for weddings and such and out of town visitors, but several hotels seems too much in my opinion, when that same footprint could house loft living on upper floors and resident amenities with retail on the bottom floor.

One reason I go to Sunrise is I know I can shop in any weather and be comfortable. I dislike the Palladio as it's too spread out and don't go to The Fountains often at all. The Galleria is not homey like Sunrise.

I also know that I because I just retired, the ability to walk inside in all weather is vital for many who use the Mall to exercise then have a coffee and snack, and meet up with friends before shopping, which is a huge plus.

H-2

I see people who need the flat even ground because they are using a cane or walker, recovering from surgery, or aren't as stable on our side walks. I see others like me who walk faster. I see young mom's with babies in strollers. A nice mix of people. I see no indoor shopping area, where our community kids get photos with Santa, and where community can gather for the Giving Tree, etc. Everything is so spread out. I see no place for an indoor walking venue in these plans. Maybe the Sears building could be an option. The bottom floor could become a walking track/play area? The larger outer perimeter part housing coffee and food options and restrooms. Middle area could house a walking track around an enclosed inner center area Which could house a play area for kids?

Being outdoors for everything will be prohibitive in rain, cold, and heat for many to get needed activity and social interaction.

Will all shops except Macy's and Penny's be relocated across the street filling empty retail space there? That is not a bad thing. At least there is overhang there for shade and rain.

Thank you for considering my input.
Kimberly Montgomery

Reply sent from my phone. Please excuse any unintended typos using this tiny keyboard.

Reply sent from my phone. Please excuse any unintended typos using this tiny keyboard.

Response to Letter H: Kimberly Montgomery

Response H-1: The commenter states the following: “One reason I go to Sunrise is I know I can shop in any weather and be comfortable. I dislike the Palladio as it’s too spread out and don’t go to The Fountains often at all. The Galleria is not honey like Sunrise. I also know that I because I just retired, the ability to walk inside in all weather is vital for many who use the Mall to exercise then have a coffee and snack meet up with friends before shopping is a huge plus. I see people who need the flat even ground because they are using a cane or walker, recovering from surgery, or aren’t as stable on our side walks. I see others who walk faster. A nice mix of people. I see no indoor shopping area, where our community kids get photos with Santa, and where community can gather for the Giving Tree, etc. Everything is so spread out. I see no place for an indoor walking venue in these plans. Doing everything outdoors will be prohibitive in rain, cold, and heat.

Will all shops except Macy’s and Penny’s be relocated across the street filling empty retail space there? At least there is overhang there for shade and rain.”

Macys and JC Penney could be redeveloped as a mixed-use district as a result of the proposed Specific Plan. As noted on page 2.0-9 of Chapter 2.0, Project Description, of the Draft EIR, the Specific Plan envisions the site to be built over four phases over 20 years. Projected development phasing is based on site availability, market demand and absorption, and development feasibility. Due to the uncertainty and unpredictability of these three factors (site availability, market demand and absorption, and development feasibility), the phasing plan shown below may fluctuate. The conceptual phasing plan includes:

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- **Phase 3 - Mixed-Use Main Street:** Phase 3 development is anticipated to include redevelopment of Sunrise Mall as a mixed-use main street with retail, dining, office, residential, full-service hotel, and central open space.
- **Phase 4 - Longtime Opportunities:** Potential Phase 4 development could include the redevelopment of JC Penney and Macy’s Women as a mixed-use district with office, retail, open space, and residential.

While the comment does not raise questions about adequacy of the Draft EIR, or a CEQA topic, this comment is noted and will be forwarded to the decision makers for their consideration of topics beyond environmental impacts.

Response H-2: The commenter states the following: “I like much of the plan for revitalizing and refocusing the use of the mall property, but I wonder what the draw will be for so much hotel space?”

We have no major industry here in Citrus Heights to draw that kind of consistent hotel business especially now that business is curtailing business travel now that so much can be done at a lesser cost via Zoom. Is there not enough hotel space in surrounding areas that Citrus Heights needs to fill that need? Housing is a much more needed commodity. Maybe one nice hotel with venue space for weddings and such and out of town visitors, but several hotels seems too much in my opinion, when that same footprint could house loft living on upper floors and resident amenities with retail on the bottom floor.

One reason I go to Sunrise is I know I can shop in any weather and be comfortable. I dislike the Palladio as it's too spread out and don't go to The Fountains often at all. The Galleria is not homey like Sunrise.

I also know that I because I just retired, the ability to walk inside in all weather is vital for many who use the Mall to exercise then have a coffee and snack, and meet up with friends before shopping, which is a huge plus.

I see people who need the flat even ground because they are using a cane or walker, recovering from surgery, or aren't as stable on our side walks. I see others like me who walk faster. I see young mom's with babies in strollers. A nice mix of people. I see no indoor shopping area, where our community kids get photos with Santa, and where community can gather for the Giving Tree, etc. Everything is so spread out. I see no place for an indoor walking venue in these plans. Maybe the Sears building could be an option. The bottom floor could become a walking track/play area? The larger outer perimeter part housing coffee and food options and restrooms. Middle area could house a walking track around an enclosed inner center area Which could house a play area for kids?

Being outdoors for everything will be prohibitive in rain, cold, and heat for many to get needed activity and social interaction.

Will all shops except Macy's and Penny's be relocated across the street filling empty retail space there? That is not a bad thing. At least there is overhang there for shade and rain.”

See Response H-1. This comment is noted. The Specific Plan would include the future development of up to 2,220 residential dwelling units (DU), up to 480 hotel rooms, up to 320,000 square feet (SF) of retail uses, up to 960,000 SF of office uses, up to 450,000 SF of community/institutional land uses, parking and other vehicular and non-vehicular circulation improvements, park and open space facilities, and utility improvements. Retail would be provided on-site.

While the comment does not raise questions about adequacy of the Draft EIR, or a CEQA topic, this comment is noted and will be forwarded to the decision makers for their consideration of topics beyond environmental impacts.

Kempenaar, Casey

From: Dempseys [REDACTED]
Sent: Sunday, August 1, 2021 1:17 PM
To: Sunrise Mall Plan
Subject: "Sunrise Tomorrow"

Hi planners,

Your plan looks very attractive. I've even [written praising it](#).

Your "downloadable" plan has lots of blank pages now, so I'm assuming you'll add things. What I'd like to see is a timeline for the project, some indication about whether the owners have accepted it, and an indication about whether it will get financing. Otherwise, it's a "nice idea," but just some lines on a piece of paper, at least for now.

I-1

Personally, I'd like Citrus Heights to purchase the mall, or make a public entity to purchase and operate it (cf. Sacramento County's "SETA"). It could conceivably get financing from the state infrastructure bank (although I doubt it), or start its own public bank to make the loan. If that happened, the public, not some private entity, would get the benefit, and this is what amounts to the public realm, even now.

Best wishes for your success.

Mark Dempsey

Response to Letter I: Mark Dempsey

Response I-1: The commenter states that the plan looks attractive, but the downloadable plan has lots of blank pages. The commenter further states the following: "What I'd like to see is a timeline for the project, some indication about whether the owners have accepted it, and an indication about whether it will get financing. Otherwise, it's a "nice idea," but just some lines on a piece of paper, at least for now. Personally, I'd like Citrus Heights to purchase the mall, or make a public entity to purchase and operate it (cf. Sacramento County's "SETA"). It could conceivably get financing from the state infrastructure bank (although I doubt it), or start its own public bank to make the loan. If that happened, the public, not some private entity, would get the benefit, and this is what amounts to the public realm, even now."

As noted on page 2.0-9 of Chapter 2.0, Project Description, of the Draft EIR, the Specific Plan envisions the site to be built over four phases over 20 years. Projected development phasing is based on site availability, market demand and absorption, and development feasibility. Due to the uncertainty and unpredictability of these three factors (site availability, market demand and absorption, and development feasibility), the phasing plan shown below may fluctuate. The conceptual phasing plan includes:

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- **Phase 4 - Longtime Opportunities:** Potential Phase 4 development could include the redevelopment of JC Penney and Macy's Women as a mixed-use district with office, retail, open space, and residential.

Chapter 8, Administration and Implementation, of the Specific Plan identifies how to administer the Specific Plan as well as implementation strategies and financing mechanisms for future development. The Draft Specific Plan is available for review here: <https://sunrisetomorrow.net/>



Plan Review Team
Land Management

PGEPanReview@pge.com

September 2, 2021

Casey Kempenaar
City of Citrus Heights
6360 Fountain Square Dr.
Citrus Heights, CA

Re: Sunrise Tomorrow
6041 Sunrise Boulevard, Citrus Heights

Dear Casey:

Thank you for giving us the opportunity to review the subject plans. The proposed Sunrise Tomorrow is within the same vicinity of PG&E's existing facilities that impact this property. There is an existing 2" gas distribution service line serving the Sunrise Mall, running from Sunrise Boulevard and throughout the Sunrise Mall parking lot. This existing service will need to be relocated to facilitate the construction of Sunrise Tomorrow. It is imperative that the developer contacts the below resource to initiate the process for relocating the existing service and to set up new service for Sunrise Tomorrow.

Please contact the Building and Renovation Center (BRSC) for facility map requests by calling 1-877-743-7782 and PG&E's Service Planning department at www.pge.com/cco for any modification or relocation requests, or for any additional services you may require.

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

If you have any questions regarding our response, please contact me at Justin.Newell@pge.com.

Sincerely,

Justin Newell
Land Management
916-594-4068

J-1

J-2

Response to Letter J: Pacific Gas & Electric

Response J-1: The commenter states that the proposed Plan Area is within the same vicinity of PG&E's existing facilities, including an existing two-inch gas distribution service line serving the Sunrise Mall (running from Sunrise Boulevard and throughout the Sunrise Mall parking lot). According to the commenter, this existing service will need to be relocated and it is imperative that the developer contacts the Building and Renovation Center to initiate the process for relocating the existing service and to set up new service for Sunrise Tomorrow. The commenter concludes by noting that the Underground Service Alert should be contacted before any digging or excavation occurs.

As noted on page 2.0-13 of Chapter 2.0, Project Description, of the Draft EIR, approval of infrastructure details for natural gas facilities by Pacific Gas & Electric would be required. This comment letter has been provided to the City for their information. This comment does not address the adequacy of the Draft EIR. No further response is necessary.

Response J-2: This comment is noted. This comment serves as a conclusion to the letter and does not warrant a response. No further response is necessary.

Kempenaar, Casey

From: Rick Hodgkins [REDACTED]
Sent: Thursday, August 5, 2021 7:40 PM
To: Sunrise Mall Plan
Subject: Sunrise Mall plan, tonight's workshop and my comments:

I attended tonight's workshop and because I am blind, I felt discriminated against, because I was not given enough time to complete one or more poles and I had a hard time using the question and answer tab on zoom. My computer talks. That's how I attended the webinar. I felt left out. I don't think anyone knew I was there. And I live in Citrus Heights. I have a special connection to sunrise Mall, because like everyone else, I've been going there since childhood. In Centercourt near one of the JCPenney stores, is where Santa Claus and the Easter bunny hang out. I hope that that particular building, meaning the mall itself stays. I like the idea of walkable streets. If the Sears building must go, that which makes sense just because Sears has decided to no longer be there, then I would suggest another tenant go in there. As with all of the anchor stores, customers can enter and exit those anchor stores from inside the mall and from outside. That's how it should be with all of the stores not just with the anchor stores. I say, that we add to the existing infrastructure and tear down anything seers related and build housing, Office space and perhaps maybe even a hotel, knowing that we do not have a hotel here in citrus Heights, because every other city in California has a hotel, but us. The mall should not be completely and totally Open air, because where are people going to go if it rains? That's why I'm suggesting that with the mall as it currently stands, minus JCPenney's, Macy's and Cedars, we have both indoor and outdoor entrances and exits to stores that which wish to remain and that then when the old Sears building is gone, we build a combination of housing, hotel and office space and any additional retail. If we need to build up, then so be it I really felt left out of tonight's workshop, because I am totally blind and my computer talks. I was only able to get the question and answer tab on my zoom to work once. And that was it. So again, why not take all of the storefronts in the existing mall structure, including JCPenney's, and Macy's that which by the way, customers can enter them and exit them from the inside and outside, have customers enter and exit all of the other stores in the mall from both the inside and outside, because again, it's going to rain. And that while an open air mall is a great idea for when it does not rain, during the months that it does rain, people want to be indoors. I just would hate to see the existing mall building itself go down, because where else would there be a Centercourt where is Santa Claus and the Easter bunny would hang out? In the north west corner of the property at the corner of sunrise and greenback, there is a building, I believe it is a bank or some other business, but which has nothing to do with them all at all, but nonetheless sits on the corner of that property, that which must go in order to make room or space for these changes in these developments to happen and to take place. Last year, through no fault of my own I was forced to go self quarantine at my mothers house. So I missed the first two workshops. And I was so hoping to be a part of this one. Sunrise Mall, was actually the second mall I visited and frequented just as much as I had country club Plaza mall and Arden fair mall. Where are people going to go when it rains if sunrise Mall becomes a completely open air mall? Hadn't people thought about this in the previous two workshops? That's why am saying, even the stores that are only found out in the mall, all the other stores besides the anchor stores need to have an entrance and an exit that what you can enter from the inside and the outside. For example, the 31 flavors, the footlocker, pretzel time, all restaurants in the Food Court, such as hot dog on a stick, Orange Julius, Taco Bell, I want what everybody wants. Just that, where is everyone going to go when it rains. Definitely not to an open air mall that's all outdoors. Come on. Thank. That's why I'm saying, that we should keep the existing mall structure. And by that I mean, the common areas that where the couches are for people to sit indoors and just have everybody enter the restaurants and all the stores from the inside and out just like you can enter the two anchor stores JC pennies and Macy's from the inside and outside. It's just really that simple we get rid of the old Sears building and once we get rid of the old Sears building, we can build housing, a hotel and office space. I myself have thought about owning a business in citrus Heights at the sunrise Mall. There used to be a bakery called the sunrise bakery. But all they had were pastries, that which by the way, I don't even know where even made there. I don't even know when public comment for the sunrise Mall is going to close, but I feel that my voice was not her tonight, simply because I have a disability, such as my being blind. I missed the first two workshops. So I really wanted to attend this one and I did not feel welcome. This is the first citrus Heights event, that which I attended that where I did not feel welcome. By the way, I

K-1

K-2

hope that when this project gets built, that signage will go up in braille for the blind. Again, I really do not want to submit comments by email, but I felt I had to, because I felt left out of this workshop. And besides, there probably won't be any further workshops for me to get involved in anyway. People with disabilities are usually the last group of people to be involved in anything anyway. I hope that JC pennies and Macy's will stay, because I haven't heard anything about JC pennies or Macy's closing down any stores, except for those stores that are under performing and as far as I heard, that those two stores are doing just fine. I don't shop at Amazon except for e-books, because I'm always concerned about worker safety and Amazon. And because I'm blind, I like to fill my merchandise. It's no wonder why we have an obesity epidemic and why malls are closing down. People are lazy people like to shop online. I know if you saw me, but you would probably say that I am obese, but that's because of damage to my brain. Not that you would say that about me but that you know what I'm talking about. I always love the camaraderie of a mall. It should be a combination of an indoor outdoor structure, that where people can enter and exit restaurants and stores from both the inside and outside just like people currently can do with JC pennies and Macy's. Thank you and those are my comments. I hope all of the panelists from tonight's workshop get this email.

K-3

Rick Hodgkins

Sent from my iPhone

Response to Letter K: Rick Hodgkins

Response K-1: The commenter states the following: “I attended tonight’s workshop and because I am blind, I felt discriminated against, because I was not given enough time to complete one or more poles and I had a hard time using the question and answer tab on zoom. My computer talks. That’s how I attended the webinar. I felt left out. I don’t think anyone knew I was there. And I live in Citrus Heights. I have a special connection to sunrise Mall, because like everyone else, I’ve been going there since childhood. In Centercourt near one of the JCPenney stores, is where Santa Claus and the Easter bunny hang out. I hope that that particular building, meaning the mall itself stays. I like the idea of walkable streets. If the Sears building must go, that which makes sense just because Sears has decided to no longer be there, then I would suggest another tenant go in there. As with all of the anchor stores, customers can enter and exit those anchor stores from inside the mall and from outside. That’s how it should be with all of the stores not just with the anchor stores. I say, that we add to the existing infrastructure and tear down anything seers related and build housing, Office space and perhaps maybe even a hotel, knowing that we do not have a hotel here in citrus Heights, because every other city in California has a hotel, but us. The mall should not be completely and totally Open air, because where are people going to go if it rains? That’s why I’m suggesting that with the mall as it currently stands, minus JCPenney’s, Macy’s and Cedars, we have both indoor and outdoor entrances and exits to stores that which wish to remain and that then when the old Sears building is gone, we build a combination of housing, hotel and office space and any additional retail. If we need to build up, then so be it I really felt left out of tonight’s workshop, because I am totally blind and my computer talks. I was only able to get the question and answer tab on my zoom to work once. And that was it. So again, why not take all of the storefronts in the existing mall structure, including JCPenney’s, and Macy’s that which by the way, customers can enter them and exit them from the inside and outside, have customers enter and exit all of the other stores in the mall from both the inside and outside, because again, it’s going to rain. And that while an open air mall is a great idea for when it does not rain, during the months that it does rain, people want to be indoors. I just would hate to see the existing mall building itself go down, because where else would there be a Centercourt where is Santa Claus and the Easter bunny would hang out? In the north west corner of the property at the corner of sunrise and greenback, there is a building, I believe it is a bank or some other business, but which has nothing to do with them all at all, but nonetheless sits on the corner of that property, that which must go in order to make room or space for these changes in these developments to happen and to take place. Last year, through no fault of my own I was forced to go self quarantine at my mothers house. So I missed the first two workshops. And I was so hoping to be a part of this one. Sunrise Mall, was actually the second mall I visited and frequented just as much as I had country club Plaza mall and Arden fair mall. Where are people going to go when it rains if sunrise Mall becomes a completely open air mall? Hadn’t people thought about this in the previous two workshops? That’s why am saying, even the stores that are only found out in the mall, all the other stores besides the anchor stores need to have an entrance and an exit that what you can enter from the inside and the outside.

For example, the 31 flavors, the footlocker, pretzel time, all restaurants in the Food Court, such as hot dog on a stick, Orange Julius, Taco Bell, I want what everybody wants. Just that, where is everyone going to go when it rains. Definitely not to an open air mall that's all outdoors. Come on. Thank. That's why I'm saying, that we should keep the existing mall structure. And by that I mean, the common areas that where the couches are for people to sit indoors and just have everybody enter the restaurants and all the stores from the inside and out just like you can enter the two anchor stores JC pennies and Macy's from the inside and outside. It's just really that simple we get rid of the old Sears building and once we get rid of the old Sears building, we can build housing, a hotel and office space. I myself have thought about owning a business in citrus Heights at the sunrise Mall. There used to be a bakery called the sunrise bakery. But all they had were pastries, that which by the way, I don't even know where even made there."

As noted on page 2.0-9 of Chapter 2.0, Project Description, of the Draft EIR, the Specific Plan envisions the site to be built over four phases over 20 years. Projected development phasing is based on site availability, market demand and absorption, and development feasibility. Due to the uncertainty and unpredictability of these three factors (site availability, market demand and absorption, and development feasibility), the phasing plan shown below may fluctuate. The conceptual phasing plan includes:

- **Phase 1 - Ready to Go:** Initial development is anticipated to include: redevelopment of the former Sears as a dining entertainment district, retail, limited-service hotel, open space, and up to 245 dwelling units (DU).
- **Phase 2 - Employment Anchor:** Phase 2 development is anticipated to include redevelopment of Macy's Men & Home as creative office campus, additional retail and dining, extended stay hotel, neighborhood park, and up to 135 townhomes.
- **Phase 3 - Mixed-Use Main Street:** Phase 3 development is anticipated to include redevelopment of Sunrise Mall as a mixed-use main street with retail, dining, office, residential, full-service hotel, and central open space.
- **Phase 4 - Longtime Opportunities:** Potential Phase 4 development could include the redevelopment of JC Penney and Macy's Women as a mixed-use district with office, retail, open space, and residential.

The commenter's concerns regarding the functionality of the workshop for those who are blind has been forwarded to the decisionmakers to address. The City reached out to Mr. Hodgkins directly and reviewed the workshop in detail over the phone. In addition, City staff provided Mr. Hodgkins information to request accommodations for workshops and other public hearings. Pursuant to the Americans with Disabilities Act of 1990, Citrus Heights has policies and procedures in place for requests for accommodations and will make all reasonable modifications to programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. While the

comment does not raise questions about adequacy of the Draft EIR, or a CEQA topic, this comment is noted and will be forwarded to the decision makers for their consideration of topics beyond environmental impacts.

Response K-2: The commenter states the following: “I don’t even know when public comment for the sunrise Mall is going to close, but I feel that my voice was not her tonight, simply because I have a disability, such as my being blind. I missed the first two workshops. So I really wanted to attend this one and I did not feel welcome. This is the first citrus Heights event, that which I attended that where I did not feel welcome. By the way, I hope that when this project gets built, that signage will go up in braille for the blind.’

This comment is noted. The commenter’s suggestion to include braille in the Project signage has been forwarded to the decisionmakers to address. The City reached out to Mr. Hodgkins directly and reviewed the workshop in detail over the phone. In addition, City staff provided Mr. Hodgkins information to request accommodations for workshops and other public hearings. Pursuant to the Americans with Disabilities Act of 1990, Citrus Heights has policies and procedures in place for requests for accommodations and will make all reasonable modifications to programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities.

Response K-3: The commenter states the following: “Again, I really do not want to submit comments by email, but I felt I had to, because I felt left out of this workshop. And besides, there probably won’t be any further workshops for me to get involved in anyway. People with disabilities are usually the last group of people to be involved in anything anyway. I hope that JC pennies and Macy’s will stay, because I haven’t heard anything about JC pennies or Macy’s closing down any stores, except for those stores that are under performing and as far as I heard, that those two stores are doing just fine. I don’t shop at Amazon except for e-books, because I’m always concerned about worker safety and Amazon. And because I’m blind, I like to fill my merchandise. It’s no wonder why we have an obesity epidemic and why malls are closing down. People are lazy people like to shop online. I know if you saw me, but you would probably say that I am obese, but that’s because of damage to my brain. Not that you would say that about me but that you know what I’m talking about. I always love the camaraderie of a mall. It should be a combination of an indoor outdoor structure, that where people can enter and exit restaurants and stores from both the inside and outside just like people currently can do with JC pennies and Macy’s. Thank you and those are my comments. I hope all of the panelists from tonight’s workshop get this email.”

While the comment does not raise questions about adequacy of the Draft EIR, or a CEQA topic, this comment is noted and will be forwarded to the decision makers for their consideration of topics beyond environmental impacts.



Central Valley Regional Water Quality Control Board

26 August 2021

Casey Kempenaar
City of Citrus Heights
6360 Fountain Square Drive
Citrus Heights, CA 95621
ckempenaar@citrusheights.net

COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, SUNRISE TOMORROW SPECIFIC PLAN PROJECT, SCH#2020080098, SACRAMENTO COUNTY

Pursuant to the State Clearinghouse's 20 July 2021 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environmental Impact Report* for the Sunrise Tomorrow Specific Plan Project, located in Sacramento County.

L-1

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

L-2

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of

KARL E. LONGLEY ScD, P.E., CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER

11020 Sun Center Drive #200, Rancho Cordova, CA 95670 | www.waterboards.ca.gov/centralvalley

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Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

L-2
cont'd

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_2018_05.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

L-3

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

L-4

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Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

L-5

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml

L-6

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

L-7

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic

L-8

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

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General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality/certification/

L-8
cont'd

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

L-9

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:
https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

L-10

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

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For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

L-10
cont'd

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

L-11

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: <https://www.waterboards.ca.gov/centralvalley/help/permit/>

L-12

If you have questions regarding these comments, please contact me at (916) 464-0335 or Angela.Nguyen-Tan@waterboards.ca.gov.

L-13



Angela Nguyen-Tan
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research,
Sacramento

Response to Letter L: Central Valley Regional Water Quality Control Board

- Response L-1:** This comment is noted. This comment serves as an introduction to the letter and does not warrant a response. No further response is necessary.
- Response L-2:** The comment provides background information regarding the responsibilities of the Central Valley Regional Water Quality Control Board (RWQCB). This information further elaborates on regulatory setting information provided in Section 3.7, Hydrology and Water Quality, of the Draft EIR. The Water Quality Control Plan for the Central Valley Region (Basin Plan) and the Central Sacramento County Groundwater Management Plan (CSCGMP) are the two guiding documents for water quality and sustainable groundwater management in the Plan Area. This comment is noted. No further response is necessary.
- Response L-3:** The comment provides information regarding “Antidegradation Considerations,” including the Basin Plan’s policy and analysis requirements for National Pollutant Discharge Elimination System (NPDES) and Waste Discharge Requirement (WDR) permitting. Project impacts to groundwater and surface water quality are addressed in Section 3.7, Hydrology and Water Quality, of the Draft EIR. Impacts were determined to be less than significant or less than significant with mitigation. The Draft EIR adequately analyzes the potential impacts to groundwater and surface water quality.
- Response L-4:** The comment identifies construction storm water permit requirements for projects that disturb one or more acres of soil or are part of a larger plan that in total disturbs one or more acres of soil. As described on pages 3.7-16 through 3.7-18 of Section 3.7, Hydrology and Water Quality, of the Draft EIR, applicant(s) for future development in accordance with the proposed Specific Plan would be required obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. To do so, the applicant(s) must prepare a Project-specific Stormwater Pollution Prevention Plan (SWPPP), which would incorporate BMPs in order to prevent or reduce to the greatest extent feasible adverse impacts to water quality from erosion and sedimentation. Therefore, the Project would comply with the General Construction Stormwater Permit from the Central Valley RWQCB. The Draft EIR adequately reflects the information provided in the comment.
- Response L-5:** The comment discusses Best Management Practices and MS4 requirements for storm drainage systems. As described on page 3.7-14 of Section 3.7, Hydrology and Water Quality, of the Draft EIR, the City of Citrus Heights actively participates in the Sacramento Stormwater Quality Partnership (SSQP). Currently, the SSQP has a monitoring program as required by the MS4 permit (2016) to address the Total Maximum Daily Load (TMDL) requirements. As such, the City, and consequently new development, is required to comply with the State Board’s storm water NPDES permit for Phase II cities. This comment does not warrant any modifications to the Draft EIR. No further response is necessary.

- Response L-6:** The comment discusses Industrial Storm Water General Permit requirements. The proposed Project does not include industrial uses.
- Response L-7:** The comment indicates that a Section 404 permit from the U.S. Army Corps of Engineers would be required for activities involving a discharge to waters of the U.S. As noted on pages 50 and 51 of the Initial Study (see Appendix A of the Draft EIR), the Plan Area contains a small segment of an underground creek in the southwestern corner of the Plan Area. The creek was previously undergrounded as part of the original Sunrise Mall development. As part of the creek restoration and habitat creation proposed by the Specific Plan, permitting associated with the federal and state Clean Water Acts may be required. Specifically, a 1600 permit from the CDFW and a Section 404 permit from the USACE may be required, although it will be determined by the regulatory agencies at the time that a detailed plan is available.
- Response L-8:** The comment indicates that a Section 401 Water Quality Certification from the State Board would be required for activities that require a Section 404 permit or other federal permits. As noted in Response L-7 above, a 404 permit may be required, although it will be determined by the regulatory agencies at the time that a detailed plan is available.
- Response L-9:** The comment indicates that a WDR if there are State waters that require discharge or dredging. As noted in Responses L-7 and L-8, a permit may be warranted. As noted on page 3.7-21 of Section 3.7, Hydrology and Water Quality, if the site-specific development involves the discharge into surface waters, the project proponent would need to acquire a Dewatering permit, NPDES permit, and Waste Discharge permit from the CVRWQCB.
- Response L-10:** The comment indicates that if the proposed Project includes construction dewatering to be discharged to land, the proposed Project will require coverage under a NPDES permit. Dewatering is not anticipated to be required during construction of the proposed Project; however, if the site-specific development involves the discharge into surface waters, the project proponent would need to acquire a Dewatering permit, NPDES permit, and Waste Discharge permit from the CVRWQCB. This requirement is discussed on page 3.7-21 of Section 3.7, Hydrology and Water Quality, of the Draft EIR.
- Response L-11:** The comment indicates that if the proposed Project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed Project will require coverage under a NPDES permit. See Response L-10.
- Response L-12:** The comment identifies the need for coverage under the NPDES permit for discharges of waste that could affect the quality of surface waters of the State. As noted above, if the site-specific development involves the discharge into surface waters, the project proponent would need to acquire a Dewatering permit, NPDES permit, and Waste Discharge permit from the CVRWQCB. This requirement is discussed on page 3.7-21 of Section 3.7, Hydrology and Water Quality, of the Draft EIR.
- Response L-13:** This comment is noted. This comment serves as a conclusion to the letter and does not warrant a response. No further response is necessary.

Kempenaar, Casey

From: sallyandnorm [REDACTED]
Sent: Tuesday, July 20, 2021 5:21 PM
To: Sunrise Mall Plan
Subject: SUNRISE MALL REDEVELOPMENT

ARE ANY OF THE PRESENT MALL STRUCTURE TO BE REUSED IN SOME FORM?

| M-1

Response to Letter M: Sally and Norm

Response M-1: The commenter questions: “Are any of the present mall structures to be reused in some form?”

The existing mall structures may be reused but could eventually be closed as a result of the proposed Specific Plan. As noted on page 2.0-9 of Chapter 2.0, Project Description, of the Draft EIR, the Specific Plan envisions the site to be built over four phases over 20 years. Projected development phasing is based on site availability, market demand and absorption, and development feasibility. Due to the uncertainty and unpredictability of these three factors (site availability, market demand and absorption, and development feasibility), the phasing plan shown below may fluctuate. The conceptual phasing plan includes:

- **Phase 1 - Ready to Go:** Initial development is anticipated to include: redevelopment of the former Sears as a dining entertainment district, retail, limited-service hotel, open space, and up to 245 DU.
- **Phase 2 - Employment Anchor:** Phase 2 development is anticipated to include redevelopment of Macy’s Men & Home as creative office campus, additional retail and dining, extended stay hotel, neighborhood park, and up to 135 townhomes.
- **Phase 3 - Mixed-Use Main Street:** Phase 3 development is anticipated to include redevelopment of Sunrise Mall as a mixed-use main street with retail, dining, office, residential, full-service hotel, and central open space.
- **Phase 4 - Longtime Opportunities:** Potential Phase 4 development could include the redevelopment of JC Penney and Macy’s Women as a mixed-use district with office, retail, open space, and residential.

While the comment does not raise questions about adequacy of the Draft EIR, or a CEQA topic, this comment is noted and will be forwarded to the decision makers for their consideration of topics beyond environmental impacts.



August 31, 2021

Casey Kempenaar
 Planning Manager
 City of Citrus Heights
 6360 Fountain Square Drive
 Citrus Heights, CA 95621
 Email: ckempenaar@citrusheights.net

Subject: Sunrise Tomorrow Specific Plan Draft Environmental Impact Report (SAC202002489)

Dear Casey Kempenaar:

Thank you for requesting the Sacramento Metropolitan Air Quality Management District's (Sac Metro Air District) review of the Sunrise Tomorrow Specific Plan Draft Environmental Impact Report (DEIR). Sac Metro Air District is required to represent the residents of Sacramento in influencing the decisions of other agencies whose actions may have an adverse impact on air quality.¹ In that spirit, Sac Metro Air District staff provide the following comments to improve the analysis of air quality and greenhouse gas emissions.

N-1

Air Quality Analysis

1. Executive Order N-79-2 sets a target that all new vehicles sold in California by 2035 be electric. The DEIR (pg. 3.2-33, pg. 3.5-31) indicates 25% of mobile emissions from the project would be reduced due to this state requirement. **Sac Metro Air District recommends this be removed from the analysis due to the uncertainty of the Executive Order's implementation.** The California Air Resources Board (CARB) has initiated the development of regulations to work towards this target. According to CARB's website,² "The Advanced Clean Car II rulemaking will consider technological feasibility, environmental impacts, equity, economic and fiscal impacts, and consumer impacts. The rulemaking's course may vary depending on the results of ongoing federal litigation; California hopes to collaborate with federal administrations as the need for ZEVs becomes ever clearer. A rulemaking generally takes two to three years to gather necessary data, assess technologies, engage industry and other stakeholders, conduct public workshops, analyze impacts, and manage the formal regulation proposal process with the Board."
2. **Sac Metro Air District recommends updating mitigation measure 3.2-2 to utilize the 80 pounds/day particulate matter (PM10) threshold as the "screening criteria" to require implementation of Enhanced Fugitive PM Dust Control Practices rather than referencing Sac Metro Air District's outdated concentration-based threshold** (pg. 3.2-38). The Sac Metro Air District updated its particulate matter thresholds in 2015, which replaced the substantial

N-2

N-3

¹ California Health and Safety Code §40961

² <https://ww2.arb.ca.gov/resources/fact-sheets/governor-newsoms-zero-emission-2035-executive-order-n-79-20>

contribution of 5% of the California Ambient Air Quality Standards (CAAQS) (concentration-based threshold) with a pounds/day threshold. This removed the burdensome requirement to conduct concentration modeling and focus more on implementing emissions control measures.	N-3 cont'd
3. Basic Construction Emission Control Practices are included in mitigation measure 3.2-1. Sac Metro Air District recommends all projects regardless of size or significance implement these measures during construction, therefore requests removal of “where needed” and “where required” from the mitigation language (pg. 3.2-38).	N-4
4. Sac Metro Air District appreciates the City including mitigation measure 3.2-3 requiring future projects in the Specific Plan area to memorialize the design features that reduce operational ozone precursor emissions by 15%. This will ensure each subsequent project’s operational emissions are reduced. The following features are noted as reducing emissions from the Specific Plan:	
a. LUT-1, residential density, 59.1 dwelling units/acre	
b. LUT-3, diversity of land uses	
c. LUT-4, distance to downtown job center 13.25 miles	
d. LUT-9, 113 intersections/square mile	
e. LUT-5, transit accessibility, 0.2 miles to bus stops	
f. SDT-1, connect peds on/off site	N-5
5. Sac Metro Air District recommends the City describe how the Specific Plan will achieve the 59.1 dwelling units/acre residential density noted in the DEIR (pg. 3.2-32, pg. 3.5-30).	
6. The calculations demonstrating the Specific Plan will reduce operational emissions by 15% should more closely follow the Sac Metro Air District’s <i>Recommended Guidance for Land Use Emission Reductions</i> ³ where the tons/year emission reduction target (15%) is calculated using the unmitigated mobile source emissions, and the tons/year reductions achieved from the mitigated scenario (inclusive of all emission sources) are compared to the emission reduction target.	N-6
7. Sac Metro Air District’s operational best management practices to reduce particulate matter (PM BMPs) are described in the DEIR (pg. 3-2-34, pg. 3.5-32). Sac Metro Air District recommends compliance with the PM BMP regarding loading docks, including signage noting anti-idling laws and providing a complaint phone number be included as a condition of approval or a development standard in the Specific Plan to reduce potential exposure of sensitive receptors to diesel particulate matter from delivery trucks. Requiring electrical infrastructure at loading docks that would allow delivery trucks to “plug in” the truck to operate refrigeration units and ancillary equipment (creature comforts in the cab) while making deliveries would also reduce diesel particulate matter.	N-7
Greenhouse Gas Analysis	
8. Sac Metro Air District commends the City for including the Sac Metro Air District’s recommended Best Management Practices (BMPs) for reducing greenhouse gases (GHG) as mitigation for project GHG emissions. BMP-1 requires development with no natural gas infrastructure. BMP-2 requires the project be electric vehicle (EV) ready by meeting current CalGreen Tier 2 standards, except that all EV capable spaces instead be EV ready. BMP-3	N-8

³ Sac Metro Air District’s Land Use Emission Reduction Guidance:
<http://www.airquality.org/LandUseTransportation/Documents/LandUseEmissionReductions4.3Final.pdf>

requires a 15% reduction in vehicle miles traveled (VMT) per worker and per resident, in addition to no net increase in VMT for retail. ⁴	N-8 cont'd
9. Mitigation Measure 3.5-1 states that any project within the Specific Plan that includes natural gas infrastructure is required to implement "all feasible on-site and off-site mitigation to offset the equivalent amount of GHG emissions that would be generated from the natural gas infrastructure." Later the mitigation measure states "The City of Citrus Heights is required to verify each mitigation strategy and its associated reductions to ensure that the associated annual greenhouse gas impacts are reduced to offset the amount of GHG emissions generated from the natural gas infrastructure, as much as is feasible." Sac Metro Air District recommends removal of "as much as is feasible" from the measure to ensure full mitigation of GHG emissions from natural gas usage is implemented.	N-9
10. For the purposes of evaluating project consistency with the 2045 statewide carbon neutrality goal (required by SB 100 (2018)) ⁵ , the Sac Metro Air District recommends the City add the following language to mitigation measure 3.5-1: "If a project chooses to include natural gas infrastructure, the buildings must be pre-wired to ensure the buildings are ready for a future retrofit to all-electric."	N-10
11. Sac Metro Air District encourages the City to include BMP-2, EV ready, as a mitigation measure, a condition of approval, or a development standard in the Specific Plan since EV ready is not required by code.	N-11
12. The DEIR refers to specific bike locker and EV charger requirements (pg. 3.5-31, pg. 3.5-32), but does not include them explicitly in an air quality or GHG mitigation measure. Sac Metro Air District recommends the City include these measures as conditions of approval or as development standards in the Specific Plan to ensure they are implemented.	N-12
13. Sac Metro Air District commends the discussion of the extensive planting of trees in the Specific Plan (pg. 3.2-33, pg. 3-5-31) that will improve air quality and reduce urban heat island effect impacts. Once the number of trees and tree species are known, Sac Metro Air District recommends the City model the GHG benefits. Currently CalEEMod includes a vegetation module that allows the calculation of GHG benefits from tree planting.	N-13
Transportation Analysis	
14. The Sunrise Tomorrow Specific Plan consists of redeveloping an existing, declining regional mall with a higher density, mixed-use community with improved bicycle, pedestrian, and transit connectivity. The DEIR (pg. 3.12-7) states the project was not contemplated in the Sacramento Area Council of Governments' (SACOG) forecasts in the Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS). Sac Metro Air District recommends the City describe all the project attributes that embody the SACOG Blueprint principles in the EIR. Additionally, Sac Metro Air District encourages the City to coordinate with SACOG to include the Specific Plan buildout information in the next update to the MTP/SCS. Sac Metro Air District's attainment planning work relies heavily on SACOG's land use forecasts and VMT modeling.	N-14

⁴ Sac Metro Air District GHG BMPs:

<http://www.airquality.org/LandUseTransportation/Documents/SMAQMDGHGThresholds2020-03-04v2.pdf>

⁵ SB 100, Statewide Carbon Neutrality Goal, California Energy Commission website:

<https://www.energy.ca.gov/sb100>

CalEEMod

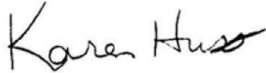
- | | |
|--|------|
| 15. Because the VMT calculations in the transportation section of the DEIR assumed transit activity (pg. 3.12-19), the CalEEMod analysis should not include transit as a mitigation measure if the trip rates were adjusted to align with the transportation analysis. | N-15 |
| 16. The MXD model used for transportation analysis assumed 11% internal trip capture for the project (pg. 3.12-19). Generally, when a transportation analysis is used to modify CalEEMod defaults, the Sac Metro Air District recommends modeling all trips as 100% primary trips in CalEEMod to ensure VMT reductions are not double-counted. | N-16 |
| 17. Modeling may need to be updated as a result of the CalEEMod comments provided here and comments related to the applicability of Executive Order N-79-2 and residential density calculations. | N-17 |

Corrections to Consider

- | | |
|--|------|
| 18. The following items appear to be typographical errors or incorrect references in the air quality and greenhouse gas sections of the DEIR that the City may wish to correct for the final document: | |
| a. Pg. 3.2-46 references MM 3.2-4 which does not exist. | |
| b. Pg. 3.5-31 last sentence refers to MM 3.2-1 which are construction not operational emissions. The reference should probably be to MM 3.2-3. | |
| c. Table 3.5-2 is missing the CO ₂ e value for the mobile category (5,892.80). | |
| d. Pg. 3.5-37, after Table 3.5-3, refers to MM 3.2.1, but should probably reference MM 3.2.3 which also pertains to operational emission reductions. | N-18 |

Please contact me at 279-207-1131 or khuss@airquality.org if you have any questions regarding these comments.

Sincerely,



Karen Huss
Associate Air Quality Planner/Analyst

cc: Paul Philley, AICP, Sac Metro Air District, CEQA and Land Use Section Program Supervisor
Clint Holtzen, Sacramento Area Council of Governments, Planning Manager

Response to Letter N: Sacramento Metropolitan Air Quality Management District

Response N-1: This comment is noted. This comment serves as an introduction to the comment letter and does not warrant a response. No further response is necessary.

Response N-2: The commentor states that the Sac Metro Air District recommends that the 25% mobile emissions reduction utilized in the modeling (which represented the target of Executive Order N-79-2 to require that all new vehicles sold in California by 2035 be electric) should be removed from the analysis, due to the uncertainty of the Executive Order's implementation.

Based on this comment, and given the uncertainty of implementation of Executive Order N-79-2, the 25% mobile emissions reduction utilized in the modeling and analysis has been removed in the Final EIR (see revisions to Draft EIR in Chapter 3, Revisions). This revision does not result in any change to an impact conclusion. No further response is required.

Response N-3: The commentor states that the Sac Metro Air District recommends updating Mitigation Measure 3.2-2 to utilize the 80 pounds per day particulate matter (PM₁₀) threshold as the "screening criteria" to require implementation of Enhanced Fugitive PM Dust Control practices, rather than referring the outdated concentration-based threshold (pg. 3.2-38 of the Draft EIR).

Based on this comment, the Draft EIR has been updated (see revisions to Draft EIR pages 3.2-38 and ES-8, as provided in Chapter 3, Revisions). This revision does not result in any change to an impact conclusion. No further response is warranted.

Response N-4: The commentor states that Basic Construction Emission Control Practices are included in Mitigation Measure 3.2-1. The commentor then states that, the Sac Metro Air District recommends that all projects, regardless of size or significance, implement these measures; therefore, the commentor requests removal of the clause "where needed" and "where required" from the mitigation language (pg. 3.2-48).

Based on this comment, the Draft EIR has been updated (see revisions to Draft EIR pages 3.2-38 and ES-8, as provided in Chapter 3, Revisions). This revision does not result in any change to an impact conclusion. No further response is warranted.

Response N-5: The commentor states that the Air District appreciates that Mitigation Measure 3.2-3 requires future projects in the Specific Plan Area to memorialize the design features that reduce operational ozone precursor emissions by 15%. This will ensure each subsequent project's operational emissions are reduced.

This comment is noted. No response to this comment is warranted.

Response N-6: The commentor recommends the City describe how the Specific Plan will achieve the 59.1 dwelling units/acre residential density noted in the DEIR. Additionally, the commentor

states that the calculations demonstrating the Specific Plan will reduce operational emissions by 15% should more closely follow the Sac Metro Air District's Recommended Guidance for Land Use Emission Reductions where the tons/year emission reduction target (15%) is calculated using the unmitigated mobile source emissions, and the tons/year reductions achieved from the mitigated scenario (inclusive of all emission sources) are compared to the emission reduction target.

Table 3.12-4 in the Draft EIR displays the land uses assumed for the **Projected Development Scenario**. Note that these uses are necessarily somewhat more detailed than as described in Chapter 2.0, Project Description (particularly in terms of retail due to the differing travel characteristics of different uses) to facilitate detailed transportation analyses, and ultimately air quality and GHG analysis. The below scenario is reasonably anticipated and includes the assumptions that were utilized for the CalEEMod modeling.

TABLE 3.12-4: PROJECTED DEVELOPMENT SCENARIO LAND USE ASSUMPTIONS

LAND USE	QUANTITY
Multi-Family Mid-Rise Residential	1,075 Units
Multi-Family Senior Housing	125 Units
Full-Service Hotel	235 Rooms
Limited Service / Extended Stay Hotels	220 Rooms
Retail	297,000 SF consisting of: 8-Screen Movie Theater (61,000 SF) High-Turnover Sit-Down Restaurants (40,000 SF) Quality Restaurants (59,000 SF) Fast-Food Restaurants (10,000 SF) General Retail (127,000 SF)
Office	700,000 SF
Medical-Office	176,000 SF
Other ¹	45,000 SF

NOTES: SF = SQUARE FEET.

¹ ASSUMED TO CONSIST OF 12,000 SQUARE-FOOT DAYCARE CENTER AND 33,000 SQUARE FEET COMMUNITY CENTER TYPE USE.

SOURCE: GENSLE, FEHR & PEERS, 2020.

The residential density value noted in the DEIR was an error, and has been revised to more accurately reflect the anticipated dwelling units/acre value under the Projected Development Scenario. With 1,200 dwelling units anticipated, over an area of 53.29 acres designated for Multi-family residential uses, the residential density would be 22.51 dwelling units per acre. Based on this, the CalEEMod modeling has been updated to reflect this modification to the dwelling units per acre value (rounded to the nearest acre). The Draft EIR text has been updated to correct the error and clarify the assumptions (see revisions to Draft EIR pages 3.2-32 and 3.5-30 in Chapter 3, Revisions). The updated CalEEMod outputs are also provided in Chapter 3, Revisions.

Separately, the Draft EIR includes Mitigation Measure 3.2-3, which requires (imposed via Conditions of Approval) that Project operational ROG and NOx emissions be reduced to at least 15% below the emissions generated by the unmitigated version of the Project (i.e. prior to taking into account project design features). This is consistent with the guidance provided within the Sac Metro Air District's Recommended Guidance for Land Use

Emission Reductions. Nevertheless, for the sake of clarity, the Draft EIR has been revised to more clearly describe the requirements associated with the required 15% reduction in ozone precursors, consistent with this comment. See revisions to the Draft EIR page 3.2-37 in Chapter 3, Revisions.

This revisions to the mitigation measure serves to strengthen the mitigation strategy, and the text and CalEEMod revisions serve to correct errors, and amplify the existing information provided in the Draft EIR. These revisions do not result in any change to an impact conclusion. No further response is warranted.

Response N-7: The commentor states that the Sac Metro Air District’s operational best management practices to reduce particulate matter (PM BMPs) are described in the DEIR (pg. 3-2-34, pg. 3.5-32). The Air District recommends compliance with the PM BMP regarding loading docks, including signage noting anti-idling laws and providing a complaint phone number be included as a condition of approval or a development standard in the Specific Plan to reduce potential exposure of sensitive receptors to diesel particulate matter from delivery trucks. Requiring electrical infrastructure at loading docks that would allow delivery trucks to “plug in” the truck to operate refrigeration units and ancillary equipment (creature comforts in the cab) while making deliveries would also reduce diesel particulate matter.

This comment is noted. However, the Project does not anticipate industrial and/or warehouse uses. Therefore, the use of delivery trucks within the Plan Area would be limited, and is expected to function as a small delivery of goods at store-fronts, and in some cases at the store-rear, but not at a loading dock. The Project is a pedestrian-friendly community, with primarily residential and mixed uses, with commercial uses including hotel, office, and retail uses. Although some loading and unloading would occur in the Plan Area during Project operation, such activities would be highly limited. Overall, BMPs associated with loading and unloading, and electrical infrastructure for loading docks, are more suited for individual projects that proposed heavy use of delivery trucks and/or loading/unloading, not a Specific Plan that is designed with residential and mixed uses, as opposed to industrial a/or warehouse uses. Nevertheless, the City concurs that this type of infrastructure is appropriate for industrial uses, or another use that requires loading docks, and the City is prepared to require such infrastructure at a site plan level on a project-by-project basis when the operational details of the facility are known. No further response to this comment is warranted.

Response N-8: The commentor states that they commend the City for including the Sac Metro Air District’s recommended Best Management Practices (BMPs) for reducing greenhouse gases (GHG) as mitigation for project GHG emissions. This comment is noted. No response to this comment is warranted.

Response N-9: The commenter states that Mitigation Measure 3.5-1 states that any project within the Specific Plan that includes natural gas infrastructure is required to implement “all feasible on-site and off-site mitigation to offset the equivalent amount of GHG emissions that

would be generated from the natural gas infrastructure.” Later the mitigation measure states “The City of Citrus Heights is required to verify each mitigation strategy and its associated reductions to ensure that the associated annual greenhouse gas impacts are reduced to offset the amount of GHG emissions generated from the natural gas infrastructure, as much as is feasible.” Sac Metro Air District recommends removal of “as much as is feasible” from the measure.

Based on this comment, Mitigation Measure 3.5-1 has been updated to removal of “as much as feasible” from the measure, to ensure full mitigation of GHG emissions from natural gas usage is implemented. See revisions to Draft EIR pages 3.5-36 and ES-13 in Chapter 3, Revisions). This revision does not result in any change to an impact conclusion. No further response is warranted.

Response N-10: The commenter recommends the City add the following language to mitigation measure 3.5-1: “If a project chooses to include natural gas infrastructure, the buildings must be pre-wired to ensure the buildings are ready for a future retrofit to all-electric.”

Based on this comment, Mitigation Measures 3.5-1 has been updated to include this language. See revisions to Draft EIR pages 3.5-34 through 3.5-26, and ES-13 in Chapter 3, Revisions). This revision does not result in any change to an impact conclusion. No further response is warranted.

Response N-11: The commentor states that the Air District encourages the City to include BMP-2, EV ready, as a mitigation measure, a condition of approval, or a development standard in the Specific Plan since EV ready is not required by code.

Based on this comment, the Draft EIR has been updated to include this mitigation measure (as a new mitigation measure, Mitigation Measure 3.5-2). See revisions to Draft EIR pages 3.5-2 and ES-15 in Chapter 3, Revisions). This new mitigation measure serves to strengthen the mitigation strategy, and is an amplification of the existing information provided in the Draft EIR. This revision does not result in any change to an impact conclusion. No further response is warranted.

Response N-12: The commentor states that the DEIR refers to specific bike locker and EV charger requirements (pg. 3.5-31, pg. 3.5-32), but does not include them explicitly in an air quality or GHG mitigation measure. Sac Metro Air District recommends the City include these measures as conditions of approval or as development standards in the Specific Plan to ensure they are implemented.

The specific bike locker and EV charger requirements are options within Mitigation Measure 3.5-1 (out of a menu of many options). Therefore, for clarity, the discussion of these potential mitigation options has been revised within the Draft EIR, based on this comment. See revisions to Draft EIR pages 3.5-31 and 3.5-32 in Chapter 3, Revisions). This revised mitigation measure serves to strengthen the mitigation strategy, and is an amplification of the existing information provided in the Draft EIR. This revision does not result in any change to an impact conclusion. No further response is warranted.

Response N-13: The commenter states that the Sac Metro Air District commends the discussion of the extensive planting of trees in the Specific Plan (pg. 3.2-33, pg. 3-5-31) that will improve air quality and reduce urban heat island effect impacts. Once the number of trees and tree species are known, Sac Metro Air District recommends the City model the GHG benefits. Currently CalEEMod includes a vegetation module that allows the calculation of GHG benefits from tree planting.

Based on this comment, the CalEEMod modeling has been updated to account for the improvement in air quality and reduction in heat island impacts from the planting of Project trees. See revisions to the Draft EIR in Chapter 3, Revisions). This revision does not result in any change to an impact conclusion. No further response is warranted.

Response N-14: The commenter states that the Sac Metro Air District recommends the City describe all the project attributes that embody the SACOG Blueprint principles in the EIR. Additionally, Sac Metro Air District encourages the City to coordinate with SACOG to include the Specific Plan buildout information in the next update to the MTP/SCS.

This comment is noted. The City intends to coordinate with SACOG to include the Specific Plan buildout information in the next update to the MTP/SCS. Based on this comment, the Draft EIR has been revised to describe the project attributes that embody the SACOG Blueprint principles in the EIR. See revisions to Draft EIR page 3.5-30 in Chapter 3, Revisions). These revisions serve as an amplification of the existing information provided in the Draft EIR. This revision does not result in any change to an impact conclusion. No further response is warranted.

Response N-15: The commenter states that, because the VMT calculations in the transportation section of the DEIR assumed transit activity (pg. 3.12-19), the CalEEMod analysis should not include transit as a mitigation measure if the trip rates were adjusted to align with the transportation analysis.

This comment is noted. Based on this comment, the Draft EIR has been revised to remove transit as a mitigation measure. See revisions to Draft EIR pages 3.5-31 and 3.2-33 in Chapter 3, Revisions). These revisions serve as clarification and correction to the existing information provided in the Draft EIR and the CalEEMod inputs. This revision does not result in any change to an impact conclusion. No further response is warranted.

Response N-16: The commenter states that the MXD model used for transportation analysis assumed 11% internal trip capture for the project (pg. 3.12-19). Generally, when a transportation analysis is used to modify CalEEMod defaults, the Sac Metro Air District recommends modeling all trips as 100% primary trips in CalEEMod to ensure VMT reductions are not double-counted. This comment is noted. Based on this comment, the CalEEMod modeling has been revised, and the Draft EIR has been revised to reflect this recommendation. See revisions to the Draft EIR. No further response is warranted.

Response N-17: The commenter states modeling may need to be updated as a result of the CalEEMod comments provided here and comments related to the applicability of Executive Order N-

79-2 and residential density calculations. This comment summarizes some of the changes recommended in previous comments by the commentor.

This comment is noted. Based on this comment, the CalEEMod modeling has been revised, and the Draft EIR has been revised to reflect this recommendation. See revisions to the Draft EIR. These revisions serve as clarification and correction to the existing information provided in the Draft EIR and the CalEEMod inputs. This revision does not result in any change to an impact conclusion. No further response is warranted.

Response N-18: The commenter provides a list of corrections to consider. Specifically, the commentor states that there appear to be some typographical errors or incorrect references in the air quality and greenhouse gas sections of the DEIR the City may wish to correct.

This comment is noted. Based on this comment, the Draft EIR has been revised, as applicable. See revisions to Draft EIR pages 3.2-46, 3.5-31, and 3.5-37 in Chapter 3, Revisions). These revisions serve as corrections to the existing information provided in the Draft EIR. This revision does not result in any change to an impact conclusion. No further response is warranted.

Response N-19: This comment is noted. This comment serves as a conclusion to the comment letter and does not warrant a response. No further response is necessary.

Powering forward. Together.



Sent Via E-Mail

September 2, 2021

Casey Kempenaar
City of Citrus Heights
6360 Fountain Square Drive
Citrus Heights, CA 95621
ckempenaar@citrusheights.net

Subject: **Sunrise Tomorrow Specific Plan / EIR / 2020080098**

Dear Mr. Kempenaar:

The Sacramento Municipal Utility District (SMUD) appreciates the opportunity to provide comments on the Draft Environmental Impact Report (EIR) for the Sunrise Tomorrow Specific Plan (Project, SCH 2020080098). SMUD is the primary energy provider for Sacramento County and the proposed Project area. SMUD's vision is to empower our customers with solutions and options that increase energy efficiency, protect the environment, reduce global warming, and lower the cost to serve our region. As a Responsible Agency, SMUD aims to ensure that the proposed Project limits the potential for significant environmental effects on SMUD facilities, employees, and customers.

O-1

It is our desire that the Project will acknowledge any impacts related to the following:

- Overhead and or underground transmission and distribution line easements. Please view the following links on smud.org for more information regarding transmission encroachment:
 - <https://www.smud.org/en/Business-Solutions-and-Rebates/Design-and-Construction-Services>
 - <https://www.smud.org/en/Corporate/Do-Business-with-SMUD/Land-Use/Transmission-Right-of-Way>
- Utility line routing
- Electrical load needs/requirements
- Energy Efficiency
- Climate Change
- Cumulative impacts related to the need for increased electrical delivery
- The potential need to relocate and/or remove any SMUD infrastructure that may be affected in or outside of the project area as part of the proposed project

O-2

SMUD HQ | 6201 S Street | P.O. Box 15830 | Sacramento, CA 95852-1830 | 1.888.742.7683 | smud.org

More specifically, SMUD would like to have the following details related to the electrical infrastructure incorporated into the project description:

- SMUD has existing underground 12 kV facilities throughout the project area that could be affected, including in the parking lots, driveways, sidewalks, loading areas, and buildings of the Sunrise Mall.
- The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 128 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.
- SMUD will require the Applicant to grant an easement(s) for the relocation or installation of any portion(s) of the existing or proposed underground 12kV facilities that would place them outside of any existing SMUD easements or Public Utility Easements (PUE).

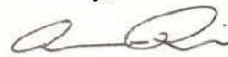
O-3

SMUD would like to be involved with discussing the above areas of interest as well as discussing any other potential issues. We aim to be partners in the efficient and sustainable delivery of the proposed Project. Please ensure that the information included in this response is conveyed to the Project planners and the appropriate Project proponents.

O-4

Environmental leadership is a core value of SMUD, and we look forward to collaborating with you on this Project. Again, we appreciate the opportunity to provide input on this EIR. If you have any questions regarding this letter, please do not hesitate to contact me at 916.732.7466, or by email at Ammon.Rice@smud.org.

Sincerely,



Ammon Rice
Environmental Services Supervisor
Sacramento Municipal Utility District
6201 S Street
Sacramento, CA 95817

cc: Entitlements

Response to Letter O: Sacramento Municipal Utility District

Response O-1: This comment is noted. This comment serves as an introduction to the comment letter and does not warrant a response. No further response is necessary.

Response O-2: The commenter requests that the Project acknowledge any impacts related to the following:

- Overhead and or underground transmission and distribution line easements
- Utility line routing
- Electrical load needs/requirements
- Energy Efficiency
- Climate Change
- Cumulative impacts related to the need for increased electrical delivery
- The potential need to relocate and or remove any SMUD infrastructure that may be affected in or around the project area

This comment is noted. The overhead and underground transmissions and distribution line easements are discussed throughout the Draft EIR, including but not limited to, Chapter 2.0 (Project Description), Section 3.6 (Hazards and Hazardous Materials), and 3.8 (Land Use). Electrical usage, energy efficiency, and climate change are discussed in Section 3.5 (Greenhouse Gases, Climate Change, and Energy).

All cumulative impacts are discussed in Chapter 4.0, Other CEQA-Required Topics. As discussed on pages 4.0-4 through 4.0-6, the Project does not have any peculiar or unique components that would result in a contribution to cumulative impacts that would be greater than those analyzed for the Project site as part of the General Plan EIR.

As noted on page 2.0-13 of Chapter 2.0, Project Description, of the Draft EIR, approval of infrastructure details for electricity facilities by the Sacramento Municipal Utility District would be required. No revision to the Draft EIR is warranted in response to this comment.

Response O-3: The commenter requests the following details related to the electrical infrastructure be added to the project description:

- SMUD has existing underground 12 kV facilities throughout the project area that could be affected, including in the parking lots, driveways, sidewalks, loading areas, and buildings of the Sunrise Mall.
- The Applicant shall be responsible for maintaining all CalOSHA and State of California Public Utilities Commission General Order No. 128 safety clearances during construction and upon building completion. If the required clearances cannot be maintained, the Applicant shall be responsible for the cost of relocation.
- SMUD will require the Applicant to grant an easement(s) for the relocation or installation of any portion(s) of the existing or proposed underground 12kV

facilities that would place them outside of any existing SMUD easements or Public Utility Easements (PUE).

Infrastructure for electricity, including electrical lines and transformers, would be provided and maintained on-site. Underground facilities and/or distribution facilities that are or would likely be required for the Project would be provided in coordination with Project construction.

Based on this comment, the Draft EIR has been updated (see revisions to Draft EIR pages 2.0-1, 2.0-12, and 2.0-13, as provided in Chapter 3, Revisions). These revisions do not result in any changes to an impact conclusion. No further response is warranted.

Response O-4: The commenter notes that SMUD would like to be involved in discussing the areas of interest outlined in Comments O-2 and O-3, and that information included in this response is conveyed to the SMUD project planners and appropriate project components. This comment is noted. As requested, the information in this response will be conveyed to SMUD. This comment serves as a conclusion to the comment letter. No further response is necessary.

Kempenaar, Casey

From: Thomas Cooper [REDACTED]
Sent: Friday, August 20, 2021 3:54 PM
To: Sunrise Mall Plan
Subject: Movieplex

I don't understand why a modern multi-screen movie complex wasn't considered. I've been to a few of them on the east coast that have restaurants and taverns in them. They are always crowded..very, very popular. If I want to go to a movie, I have to drive to Greenback and I-80 or deep into Folsom or Roseville. We need one to service Citrus Height, Fair Oaks, and Orangevale.

P-1

Thank you,
Tommy Cooper
Fair Oaks, CA.

Response to Letter P: Thomas Cooper

Response P-1: The commenter states: “I don’t understand why a modern multi-screen movie complex wasn’t considered. I’ve been to a few of them on the east coast that have restaurants and taverns in them. They are always crowded..very, very popular. If I want to go to a movie, I have to drive to Greenback and I-80 or deep into Folsom or Roseville. We need one to service Citrus Height, Fair Oaks, and Orangevale.”

While the comment does not raise questions about adequacy of the Draft EIR, or a CEQA topic, this comment is noted and will be forwarded to the decision makers for their consideration of topics beyond environmental impacts.

Kempenaar, Casey

From: tmscheeler@comcast.net
Sent: Tuesday, August 31, 2021 12:38 PM
To: Kempenaar, Casey
Subject: DEIR

Pg3.7-22, groundwater recharge, sentence 3: I believe you should read " the development of new POROUS surfaces"

| Q-1

Sent from my T-Mobile 4G LTE device

Response to Letter Q: Tom Scheeler

Response Q-1: The commenter states: "Pg3.7-22, groundwater recharge, sentence 3: I believe you should read " the development of new POROUS surfaces"

This comment is noted and the correction has been made. See Chapter 3.0, Revisions, of this Final EIR for the correction. Page 3.7-22 of Section 3.7, Hydrology and Water Quality, of the Draft EIR has been revised as follows:

GROUNDWATER RECHARGE

While the majority of the Plan Area would remain as impervious surface, future development projects in the Plan Area may result in new rainwater infiltration and groundwater recharge with the development of new ~~porous-previous~~ porous surfaces. The Specific Plan would incorporate best practices to support sustainable development including restored creek and native habitat, bioswale/run-off collection, and large permeable green surfaces that would reduce new impervious surfaces, rainwater infiltration, and support groundwater recharge. Infiltration rates vary depending on the overlying soil types. In general, sandy soils have higher infiltration rates and can contribute to significant amounts of ground water recharge; clay soils tend to have lower percolation potential; and impervious surfaces such as pavement significantly reduce infiltration capacity and increase surface water runoff.

Kempenaar, Casey

From: Vickie Bailey [REDACTED]
Sent: Tuesday, July 20, 2021 11:58 AM
To: Sunrise Mall Plan
Subject: Sunrise Mall!

Sent from [Mail](#) for Windows 10

So, my question to you is, will Sunrise Mall still be the old beloved mall that we all have enjoyed and like so much over the years? I don't get what you mean by the plan/development thingy, but I have a feeling it will not be something that I would like (or many other people, too), we have always liked this mall because it is small and easy to get around in and has all the stores we especially like, not to mention the old timey theater, that was a real PLUS. This mall has been our "warm fuzzy" for so long, and we would hate to see it be something else. The Galleria just doesn't cut it – too big, too much.

Thank you for your repl

y.

Vickie

R-1

Response to Letter R: Vickie Bailey

Response R-1: The commenter states: “So, my question to you is, will Sunrise Mall still be the old beloved mall that we all have enjoyed and like so much over the years? I don’t get what you mean by the plan/development thingy, but I have a feeling it will not be something that I would like (or many other people, too), we have always liked this mall because it is small and easy to get around in and has all the stores we especially like, not to mention the old timey theater, that was a real PLUS. This mall has been our “warm fuzzy” for so long, and we would hate to see it be something else. The Galleria just doesn’t cut it – too big, too much. Thank you for your reply.”

While the comment does not raise questions about adequacy of the Draft EIR, or a CEQA topic, this comment is noted and will be forwarded to the decision makers for their consideration of topics beyond environmental impacts.

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This section includes minor edits and changes to the Draft EIR. These modifications resulted from responses to comments received during the public review period for the Draft EIR, as well as City staff-initiated edits to clarify the details of the project.

Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, nor do they alter the conclusions of the environmental analysis that would warrant recirculation of the Draft EIR pursuant to State CEQA Guidelines Section 15088.5.

Other minor changes to various sections of the Draft EIR are also shown below. These changes are provided in revision marks with underline for new text and ~~strike out for deleted text~~.

3.1 REVISIONS TO THE DRAFT EIR

0.0 EXECUTIVE SUMMARY

The following changes were made to pages ES-8 and ES-9 of the Draft EIR:

Mitigation Measure 3.2-1: ~~The Project Applicant shall Require Implementation of~~ implement the SMAQMD Basic Construction Emission Control Practices, during Project construction activities. ~~Where needed, To~~ reduce potentially significant impacts, the City shall require project applicants, as a condition of project approval, to incorporate the most current basic control measures recommended by SMAQMD to reduce fugitive PM₁₀ dust emissions, where required.

Mitigation Measure 3.2-2: ~~Require Compliance~~ The Project Applicant shall comply with SMAQMD PM Screening Criteria and Implementation of SMAQMD Enhanced Fugitive PM Dust Control Practices, during Project construction activities, for projects that have the potential to exceed the SMAQMD PM₁₀ threshold of 80 pounds/day during construction. For projects with a maximum daily disturbed area (i.e., grading, excavation, cut and fill) greater than 15 acres, project applicants, as a condition of project approval, shall perform screening level analysis of PM₁₀ emissions during construction, and shall perform dispersion modeling if screening level analysis indicates that concentration-based limits may be exceeded (less than 50 µg/m³ 24-hour standard; 20 µg/m³ Annual Arithmetic Mean for PM₁₀; and less than 12 µg/m³ Annual Arithmetic Mean for PM_{2.5} for the maximally exposed individual sensitive receptor). If dispersion modeling indicates that these limits may be exceeded, and where needed to reduce potentially significant impacts, project applicants shall incorporate the most current enhanced fugitive PM dust control practices recommended by SMAQMD.

Mitigation Measure 3.2-3: Prior to the City's adoption of final plans, the City shall impose Conditions of Approval that memorialize those Project's design features that, when combined, would reduce Project operational ROG and NO_x emissions to at least 15% below the emissions generated by the unmitigated version of the Project (i.e. prior to taking into account project design features). These design features may include those as described within the analysis contained within this DEIR, or a modified version thereof, sufficient such that the Project's operational ROG and NO_x emissions are calculated (to the approval of the SMAQMD) to be at least 15% below the emissions calculated to be generated by the unmitigated version of the Project. If additional mitigation is required to achieve the 15% target, such mitigation shall be incorporated into the Project's Conditions of Approval, as applicable.

The following changes were made to pages ES-13 and ES-15 of the Draft EIR:

Mitigation Measure 3.5-1: Prior to the approval of individual phases (i.e. tentative maps, site plan review, etc.), each project applicant shall determine whether their individual project(s) would develop any natural gas infrastructure. If any project applicant would develop natural gas infrastructure for any individual project (such as natural gas connections for cooking uses at a restaurant land use), the buildings must be

pre-wired to ensure the buildings are ready for a future retrofit to all-electric. In addition, if an individual project chooses to include natural gas infrastructure, the project applicant shall demonstrate that the individual project implements all feasible on-site and off-site mitigation to offset the equivalent amount of GHG emissions that would be generated from the natural gas infrastructure (i.e. usage of natural gas by the individual project). Mitigation may overlap with the mitigation utilized for Mitigation Measure 3.2-2 (see Section 3.2: Air Quality, for further detail). Mitigation may include but is not limited to:

- *Use natural refrigerants: Projects can participate in SMUD's pilot program to use lower GWP or natural alternates for refrigeration and air conditioning. Natural refrigerants include ammonia, CO₂, or hydrocarbons. To quantify the benefits of this measure, the applicant shall work with SMUD or CARB tools to calculate high-GWP emissions from traditional refrigerants (as these emissions are not typically included in CEQA emissions inventories and would not be added to the unmitigated emissions totals) and then calculate the reduction due to the lower-GWP refrigerants.*
- *Increase vegetation sequestration: Projects can increase carbon sequestration in natural and working lands through planting and management techniques. To quantify the benefits of these commitments, the applicant may use calculational methodology such as CARB's approved offsets protocols, California Climate Initiatives (CCI) tools and calculators, and/or CalEEMod.*
- *Install electric vehicle charging stations: Projects can install EV charging stations in addition to the electrical infrastructure required by BMP 2. To quantify the benefits of this measure, the applicant shall use Project-specific or applicable published literature to calculate the projected amount of charging that will be provided by the chargers, then subtract the indirect emissions from electricity used by the chargers from the gasoline- or diesel-combustion tailpipe emissions that would otherwise be produced by internal combustion-powered vehicles. The applicant shall take care not to double-count GHG reductions with reductions already assumed by the State in its base EV projections.*
- *Solar water heaters and other water heating reductions: Projects can install solar water heaters to replace the need for natural gas or electricity for water heating. Since the unmitigated default to show compliance with BMP 1 is to assume no natural gas, the GHG benefit should be the reduction in electricity that would otherwise be used to heat water.*
- *Increase water and waste reductions beyond regulatory compliance: As described in Section 5.2, projects can demonstrate GHG reductions beyond defaults based on project-specific studies and initiatives and can quantify these reductions using CalEEMod methodology.*
- *Reduce gas- or diesel-powered landscaping equipment use: Project proponents design for reduced landscaping equipment (xeriscaping) or contract with a parks district, city, or homeowners' association to require the use of electric landscaping equipment. To demonstrate GHG reductions would require enforceable mechanisms. For example, the California Electrical Code requires outdoor receptacle outlet(s) to be installed at an accessible level for all new residences; this can enable the use of electric landscaping equipment but does not ensure its use.*

Each mitigation strategy shall be developed with, and approved by, the City of Citrus Heights. Each mitigation strategy is subject to the review and approval of the City of Citrus Heights on a project-by-project basis. The City of Citrus Heights is required to verify each mitigation strategy and its associated reductions to ensure that the associated annual greenhouse gas impacts are reduced to offset the amount of GHG emissions generated from the natural gas infrastructure, ~~as much as is feasible.~~

Mitigation Measure 3.5-2: *Prior to the operation of each individual project, each individual project shall implement the SMAQMD "BMP 2", which requires that all EV Capable spaces are to be EV Ready. "EV Capable" spaces are defined by CALGreen Building Code as 'installation of "raceway" (the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage) and adequate panel capacity to accommodate future installation of a dedicated branch circuit and charging station(s).' "EV Ready" spaces are defined as 'EV Capable plus installation of dedicated branch circuit(s) (electrical pre-wiring), circuit breakers, and other electrical components, including a receptacle (240-volt outlet) or blank cover needed to support future installation of one or more charging stations.*

1.0 INTRODUCTION

No changes were made to Chapter 1.0 of the Draft EIR.

2.0 PROJECT DESCRIPTION

The following change was made to page 2.0-1 of the Draft EIR:

The Plan Area is part of the Sunrise Marketplace Business Improvement District (BID). The approximately 95.8-acre Plan Area is currently developed with the Sunrise Mall and associated parking areas (see Figure 2.0-3). Existing utilities, including water, sanitary sewer, storm drain, underground electrical, telecommunications, and gas infrastructure are located on and/or adjacent to the Plan Area. The Plan Area is surrounded by residential development to the south, a mix of residential and commercial development to the east, and commercial development directly to the north and west. The elevation of the site ranges from approximately 170 feet to 190 feet above mean sea level (MSL).

The following change was made to pages 2.0-12 and 2.0-13 of the Draft EIR:

The following agencies may be required to issue permits or approve certain aspects of the proposed Specific Plan:

- Regional Water Quality Control Board (RWQCB) – Construction activities would be required to be covered under the National Pollution Discharge Elimination System (NPDES);
- RWQCB – A Storm Water Pollution Prevention Plan (SWPPP) would be required to be approved prior to construction activities pursuant to the Construction General Permit (CGP) issued by the SWQCB and the Clean Water Act;
- RWQCB – A Clean Water Section 401 Water Quality Certification and/or Waste Discharge Requirement Permit may be required for creek restoration;
- California Department of Fish and Wildlife (CDFW) – A Section 1600 Permit may be required for the optional creek restoration;
- U.S. Army Corps of Engineers (USACE) – A Section 404 permit may be required for the optional creek restoration;
- Sacramento Metropolitan Air Quality Management District (SMAQMD) – Construction activities would be subject to the SMAQMD rules and regulations;
- Citrus Heights Water District – Approval of infrastructure details for water supply facilities;
- Sacramento Area Sanitation District – Approval of infrastructure details for wastewater collection facilities;
- Sacramento Municipal Utility District (SMUD) – Approval of infrastructure details for electricity facilities, maintenance of safety clearances, and granting of easements for the location or installation of any portions of existing or proposed underground 12 kilovolt facilities; and
- Pacific Gas & Electric (PG&E) – Approval of infrastructure details for natural gas facilities.

3.1 AESTHETICS AND VISUAL RESOURCES

No changes were made to Chapter 3.1 of the Draft EIR.

3.2 AIR QUALITY

The following changes were made to pages 3.2-32 and 3.2-33 of the Draft EIR:

The following operational project characteristics would reduce project operational emissions. A summary of the Specific Plan characteristics that were available to be accounted for within the CalEEMod model (as parameters within the model) are provided in the bullet list below (note: the associated CalEEMod measure is provided in brackets below).

- Density of ~~59.1~~123.0 dwelling units per acre [Traffic Mitigation LUT-1];
- Diversity through single family residential, multi-family residential, commercial, parks and recreation, and senior uses [Traffic Mitigation, LUT-3];
- Improve destination accessibility (Distance to downtown job center is 13.25 miles) [Traffic Mitigation LUT-4];
- 113 intersections per square mile (17 intersections over an area of 0.15 square miles) [Traffic Mitigation LUT-9];
- ~~Transit accessibility (a Transit Center capable of adapting to Bus Rapid Transit is located on Sunrise Boulevard adjacent to the Plan Area; additional bus stops are located just to the northwest of the Plan Area) — average distance to transit for project residents would be approximately 0.2 miles) [Traffic Mitigation, LUT-5];~~
- Improve pedestrian network (project site and connecting off-site) [Traffic Mitigation, SDT-1];
- No hearths (i.e., fireplaces) [Area Mitigation];
- Use low-VOC paint for interiors (50 EF g/L);

The following changes were made to pages 3.2-33 and 3.2-34 of the Draft EIR:

The following statewide and local requirements would reduce further project operational emissions. A summary of the statewide measures (i.e., CALGreen Title 24 Energy Efficiency requirements and the Governor's Executive Order N-79-20 regarding electric vehicles) and local measures (i.e., SMUD's net zero emissions target by 2040) that were available to be accounted for within the CalEEMod model (as parameters within the model) are provided in the bullet list below (note: the associated CalEEMod measure, if applicable, is provided in brackets below).

- Install energy efficient (i.e., LED or better) lighting, as required by the 2019 version of CALGreen (for outdoor lighting) [Energy Mitigation, LE-1];
- Install energy efficient (*i.e., Energy Star*) appliances, consistent with the 2019 version of CALGreen [Energy Mitigation, BE-4];
- Install low-flow appliances, as required by the 2019 version of CALGreen (bathroom faucet, kitchen faucet, toilet, and shower) [Water Mitigation, WUW-1]; and

- Use water-efficient irrigation systems (automatic rain shut-off, maximum gallon per minute restriction, WiFi connectivity), as required by the 2019 version of CALGreen [Water Mitigation, WUW-4];
- ~~Governor's Executive Order N-79-20 on electric vehicles, which would require sale only of zero-emission vehicles in California by 2035. This is anticipated to reduce on-road mobile emissions generated by the project by approximately 25%;¹~~
- Receive all grid-base electricity from SMUD, which would achieve 100% renewable energy by project buildout [Energy Mitigation, AE-1, AE-2, AE-3].

The following changes were made to pages 3.2-35 through 3.2-38 of the Draft EIR:

TABLE 3.2-8: UNMITIGATED OPERATIONAL EMISSIONS (TONS/YEAR) - ANNUAL

EMISSIONS ^(A)	ROG	NO _x	PM ₁₀	PM _{2.5}
Area	12.3	0.1	0.1	0.1
Energy	0.4	3.4	0.3	0.3
Mobile	2.54 <u>8</u>	14.25 <u>8</u>	16.02 <u>1</u>	5.44 <u>3</u>
Total	15.21 <u>7.5</u>	17.89 <u>4</u>	20.51 <u>6.3</u>	5.84 <u>6</u>
Threshold	N/A	N/A	14.5	15
Above Threshold?	N/A	N/A	Y	N

NOTE: ^(A) NUMBERS PROVIDED HERE MAY NOT ADD UP EXACTLY TO TOTAL DUE TO ROUNDING. ^(B) MAXIMUM VALUE.

SOURCE: CALFEEMOD (V.20162020.43.02)

TABLE 3.2-9: UNMITIGATED OPERATIONAL EMISSIONS (POUNDS/DAY) - SUMMER

EMISSIONS ^(A)	ROG	NO _x	PM ₁₀	PM _{2.5}
Area	68.3	1.1	0.5	0.5
Energy	2.1	18.57	1.4	1.4
Mobile	17.43 <u>2.5</u>	76.72 <u>9.7</u>	115.29 <u>1.6</u>	24.63 <u>1.0</u>
Total	87.71 <u>102.8</u>	96.54 <u>9.3</u>	117.29 <u>3.6</u>	33.02 <u>6.6</u>
Threshold	65	65	80	82
Above Threshold?	Y	Y <u>N</u>	Y	N

NOTE: ^(A) NUMBERS PROVIDED HERE MAY NOT ADD UP EXACTLY TO TOTAL DUE TO ROUNDING. ^(B) MAXIMUM VALUE.

SOURCE: CALFEEMOD (V.20162020.43.02)

¹ ~~The 25% increase in electric vehicles as part of the vehicle fleet is a highly conservative estimate, as the average vehicle fleet turnover rate was approximately 10.7 years as of 2018, according to the National Household Travel Survey administered by the U.S. Energy Information Administration (See: <https://www.eia.gov/todayinenergy/detail.php?id=36914>). Buildout of the project is anticipated by 2040, which is five years after the Governor's Order on electric vehicles would take effect; therefore, a bare minimum of 25% turnover of the passenger vehicle fleet in California within this five-year period is anticipated.~~

TABLE 3.2-10: UNMITIGATED OPERATIONAL EMISSIONS (POUNDS/DAY) - WINTER

EMISSIONS ^(A)	ROG	NO _x	PM ₁₀	PM _{2.5}
Area	68.3	1.1	0.5	0.5
Energy	2.1	18.75	1.4	1.4
Mobile	13.025.5	79.734.5	115.291.6	31.024.6
Total	83.495.9	99.554.1	117.293.6	33.026.6
Threshold	65	65	80	82
Above Threshold?	Y	YN	Y	N

NOTE: ^(A) NUMBERS PROVIDED HERE MAY NOT ADD UP EXACTLY TO TOTAL DUE TO ROUNDING. ^(B) MAXIMUM VALUE.

SOURCE: CALFEEMOD (v.~~2016~~2020.43.02)

TABLE 3.2-11: MITIGATED OPERATIONAL EMISSIONS (TONS/YEAR) - ANNUAL

EMISSIONS ^(A)	ROG	NO _x	PM ₁₀	PM _{2.5}
Area	11.7	0.1	0.1	0.1
Energy	0.4	3.4	0.3	0.3
Mobile	3.31.7	10.73.4	6.97.2	1.9
Total	13.815.4	14.26.9	7.25	2.23
Threshold	N/A	N/A	14.5	15
Above Threshold?	N/A	N/A	N	N

NOTE: ^(A) NUMBERS PROVIDED HERE MAY NOT ADD UP EXACTLY TO TOTAL DUE TO ROUNDING. ^(B) MAXIMUM VALUE.

SOURCE: CALFEEMOD (v.~~2016~~2020.43.20)

TABLE 3.2-12: MITIGATED OPERATIONAL EMISSIONS (POUNDS/DAY) - SUMMER

EMISSIONS ^(A)	ROG	NO _x	PM ₁₀	PM _{2.5}
Area	65.0	1.1	0.5	0.5
Energy	2.1	18.75	1.4	1.4
Mobile	13.024.4	58.517.5	39.540.9	10.711.0
Total	80.491.5	78.337.2	41.52.9	12.613.0
Threshold	65	65	80	82
Above Threshold?	Y	YN	N	N

NOTE: ^(A) NUMBERS PROVIDED HERE MAY NOT ADD UP EXACTLY TO TOTAL DUE TO ROUNDING. ^(B) MAXIMUM VALUE.

SOURCE: CALFEEMOD (v.~~2016~~2020.43.02)

TABLE 3.2-13: MITIGATED OPERATIONAL EMISSIONS (POUNDS/DAY) - WINTER

EMISSIONS ^(A)	ROG	NO _x	PM ₁₀	PM _{2.5}
Area	65.0	1.1	0.5	0.5
Energy	2.1	18.57	1.4	1.4
Mobile	8.717.1	59.020.3	39.540.9	10.711.0
Total	75.784.1	78.939.9	41.542.9	10.713.0
Threshold	65	65	80	82
Above Threshold?	Y	YN	N	N

NOTE: ^(A) NUMBERS PROVIDED HERE MAY NOT ADD UP EXACTLY TO TOTAL DUE TO ROUNDING. ^(B) MAXIMUM VALUE.

SOURCE: CALFEEMOD (v.~~2016~~2020.43.02)

CEQA requires that EIRs identify and evaluate any significant environmental impacts of a proposed project. A project is determined to have potentially significant air quality impacts under CEQA if construction and/or operational emissions would exceed SMAQMD's established mass emission thresholds for ROG and NOx. Projects that exceed daily operational thresholds for ROG or NOx are considered operationally significant and required to prepare an Air Quality Mitigation Plan (AQMP). As shown in Tables 3.2-11 through 3.2-13, even with implementation of all feasible mitigation, the proposed project would not achieve the reductions required for ROG and NOx. Therefore, the proposed Specific Plan would also be required to implement Mitigation Measure 3.2-3, which requires the Project to ensure, through conditions of approval, that the proposed Project would reduce unmitigated operational mobile ROG and NOx emissions by at least 15%, consistent with the requirements of an AQMP.² This would ensure that the proposed Project would achieve at least a 15 percent reduction in mobile ROG and NOx emissions, consistent with SMAQMD guidance. Therefore, this analysis, including Mitigation Measure 3.2-3, represents the AQMP for the proposed project.

As shown in Tables 3.2-8 and 3.2-11, the proposed Project would reduce ROG and NOx emissions between the unmitigated scenario and the mitigated scenario. The mitigated scenario includes project design features that would reduce emissions, consistent with the SMAQMD methodology for calculating percent reductions for the purposes of an AQMP.³

As shown in Table 3.2-8, the unmitigated Project mobile emissions would be approximately ~~217.5~~ 15.4 tons per year of ROG emissions, and ~~9.4~~ 14.2 tons per year of NOx emissions. However, after incorporating proposed Project design features (as described in detail above), the proposed Project would generate only ~~1-7~~ 15.4 tons per year of ROG emissions, and ~~10-76.9~~ tons per year of NOx emissions (in the mitigated scenario). ~~This reflects a reduction of approximately 31% and 25%, respectively, exceeding the required minimum 15% reduction as required by the SMAQMD for an AQMP for a project that had been included in the most current version of the SIP. Mitigation Measure 3.2-3 would ensure that the Project implementation of the requisite project design features to reduce annual mass emissions of ROG and NOx by the required minimum of 15%, are which would be included within the conditions of approval, prior to Project approval.~~

However, even with implementation this mitigation, it is not guaranteed that the Specific Plan would ~~not~~ reduce operational emissions at full project buildout below the criteria pollutant operational thresholds for ROG and NOx. Therefore, the Specific Plan's operational criteria pollutant emissions would be considered to have a **significant and unavoidable** impact.

CONCLUSION

As shown in Table 3.2-7, implementation of the SMAQMD construction-related best management practices (as required) and Mitigation Measures 3.2-1 and 3.2-2 would ensure that project-related construction emissions during the construction timeframe would be below SMAQMD thresholds. Separately, with implementation of Mitigation Measure 3.2-3, the Specific Plan's operational

² An emissions reduction target of 15% is required of projects that have been included in the most current State Implementation Plan (SIP). The Project has been included in the most current version of the SIP.

³ Phone correspondence with Paul Philley, SMAQMD Program Supervisor at 7pm on May 12, 2021, and 3:15pm on May 12, 2021.

emissions would be reduced. Specifically, Mitigation Measure 3.2-3 would ~~ensure~~ require that a greater than 15% reduction in operational mobile ROG and NO_x emissions would occur compared with the unmitigated scenario, ~~due to project design features~~. However, even with implementation of this mitigation, the proposed Project's operational emissions at full project buildout are not guaranteed to be above/below the applicable criteria pollutant thresholds for ROG and NO_x. Therefore, the Specific Plan's criteria pollutant emissions are conservatively considered to have a **significant and unavoidable** impact.

MITIGATION MEASURE(S)

Mitigation Measure 3.2-1: ~~The Project Applicant shall Require Implementation~~ implement the of SMAQMD Basic Construction Emission Control Practices, during Project construction activities. ~~Where needed~~ To reduce potentially significant impacts, the City shall require project applicants, as a condition of project approval, to incorporate the most current basic control measures recommended by SMAQMD to reduce fugitive PM₁₀ dust emissions, where required.

Mitigation Measure 3.2-2: ~~The Project Applicant shall Require Compliance~~ comply with SMAQMD PM Screening Criteria and Implementation of SMAQMD Enhanced Fugitive PM Dust Control Practices, during Project construction activities, . For for projects projects with a maximum daily disturbed that have the potential to exceed the SMAQMD PM₁₀ threshold of 80 pounds/day during construction area (i.e., grading, excavation, cut and fill) greater than 15 acres, project applicants, as a condition of project approval, shall perform screening level analysis of PM₁₀ emissions during construction, and shall perform dispersion modeling if screening level analysis indicates that concentration based limits may be exceeded (less than 50 µg/m³ 24 hour standard; 20 µg/m³ Annual Arithmetic Mean for PM₁₀; and less than 12 µg/m³ Annual Arithmetic Mean for PM_{2.5} for the maximally exposed individual sensitive receptor). If dispersion modeling indicates that these limits may be exceeded, and where needed to reduce potentially significant impacts, project applicants shall incorporate the most current enhanced fugitive PM dust control practices recommended by SMAQMD.

Mitigation Measure 3.2-3: Prior to the City's adoption of final plans, the City shall impose Conditions of Approval that memorialize those Project's design features that, when combined, would reduce Project operational ROG and NO_x emissions to at least 15% below the emissions generated by the unmitigated version of the Project (i.e. prior to taking into account project design features). These design features may include those as described within the analysis contained within this DEIR, or a modified version thereof, sufficient such that the Project's operational ROG and NO_x emissions are calculated (to the approval of the SMAQMD) to be at least 15% below the emissions calculated to be generated by the unmitigated version of the Project. If additional mitigation is required to achieve the 15% target, such mitigation shall be incorporated into the Project's Conditions of Approval, as applicable.

The following changes were made to page 3.2-44 of the Draft EIR:

Operational Emissions

Future development projects in the Plan Area would generate emissions of PM during project operational activities, as shown in Tables 3.2-8 through 3.2-10. Although the exact effects of such emissions on local health are not known, it is likely that the increases in PM generated by the proposed Specific Plan would especially affect people with impaired respiratory systems, but also

healthy adults and children located in the immediate vicinity of the Specific Plan Area. However, the increases of these pollutants generated by the proposed Specific Plan are not on their own likely to generate an increase in the number of days exceeding the NAAQS or CAAQS standards, based on the size of the project in comparison the Sacramento County and the wider region as a whole. Instead, the increases in PM generated by the proposed Specific Plan when combined with the existing PM emitted regionally, would affect people, especially those with impaired respiratory systems, located in the immediate vicinity of the Specific Plan Area. Nevertheless, if a health risk assessment is warranted for a specific facility within the Specific Plan Area, it would be prepared ~~in~~ for the individual project, in accordance with SMAQMD guidance~~accordance with Mitigation Measure 3.2-4.~~

3.3 CULTURAL AND TRIBAL RESOURCES

No changes were made to Chapter 3.3 of the Draft EIR.

3.4 GEOLOGY AND SOILS

No changes were made to Section 3.4 of the Draft EIR.

3.5 GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY

The following changes were made to pages 3.5-30 through 3.5-32 of the Draft EIR:

Furthermore, the Specific Plan would embody many of the SACOG Blueprint principles. For example, the Specific Plan has been designed to encourage people to walk, bike, and use public transit or carpool to their destinations, by creating a compact, walkable and bikable community. The Specific Plan also encourages compact development by using space efficiently, and the Specific Plan extensively utilizes mixed-used development. The Specific Plan also provides a variety of housing choices (including senior housing), utilizes existing infrastructure, and creates a sense of community and quality design.

The following operational project characteristics would reduce project operational emissions.⁴ A summary of the Specific Plan characteristics that were available to be accounted for within the CalEEMod model (as parameters within the model) are provided in the bullet list below (note: the associated CalEEMod measure is provided in brackets below).

- Density of ~~59.1~~123.0 dwelling units per acre [Traffic Mitigation LUT-1];
- Diversity through single family residential, multi-family residential, commercial, parks and recreation, and senior uses [Traffic Mitigation, LUT-3];
- Improve destination accessibility (Distance to job center is 13.25 miles) [Traffic Mitigation LUT-4];

⁴ This list of project characteristics is derived from the 'Projected Development Scenario', as provided by the project applicant.

- 113 intersections per square mile (17 intersections over an area of 0.15 square miles) [Traffic Mitigation LUT-9];
- ~~Transit accessibility (a bus stop is located on Sunrise Boulevard adjacent to the Plan Area; additional bus stops are located just to the northwest of the Plan Area) — average distance to transit for project residents would be approximately 0.2 miles) [Traffic Mitigation, LUT-5];~~
- Improve pedestrian network (project site and connecting off-site) [Traffic Mitigation, SDT-1];
- No hearths [Area Mitigation];
- Use low-VOC paint for interiors (50 EF g/L);

It should also be noted that the project plans for the extensive use of shade trees through the Specific Plan Area, which would reduce the urban heat island effect that would be generated by the Specific Plan. In addition, Cool Roofs and Cool Pavement may be used within the Project site. However, these Specific Plan characteristics are not available to be modeled within CalEEMod.

The following statewide and local requirements would reduce further project operational emissions. A summary of the statewide measures (i.e. CALGreen Title 24 Energy Efficiency requirements and the recent Governor's Executive Order on electric vehicles) and local measures (i.e. SMUD's net zero emissions target by 2040) that were available to be accounted for within the CalEEMod model (as parameters within the model) are provided in the bullet list below (note: the associated CalEEMod measure, if applicable, is provided in brackets below).

- Install energy efficient (i.e. LED or better lighting), as required by the 2019 version of CALGreen (for outdoor lighting) [Energy Mitigation, LE-1];
- Install energy efficient (*i.e. Energy Star*) appliances, consistent with the 2019 version of CALGreen [Energy Mitigation, BE-4];
- Install low-flow appliances, as required by the 2019 version of CALGreen (bathroom faucet, kitchen faucet, toilet, and shower) [Water Mitigation, WUW-1]; and
- Use water-efficient irrigation systems (automatic rain shut-off, maximum gallon per minute restriction, WiFi connectivity), as required by the 2019 version of CALGreen [Water Mitigation, WUW-4];
- ~~Governor's Executive Order on electric vehicles, which would require sale only of zero emission vehicles in California by 2035. This requirement is anticipated to reduce on-road mobile emissions generated by the project by approximately 25%;~~
- Receive all grid-base electricity from SMUD, which would achieve 100% renewable energy by project buildout [Energy Mitigation, AE-1, AE-2, AE-3].

The Specific Plan ~~would~~may also implement on-site mitigation (as provided under Mitigation Measure 3.2-13), as follows, which would reduce project emissions:⁵

- Install secured bicycle storage facilities (bike lockers, cages, interior space, or similar as approved by the Planning Manager) at all commercial and public facilities with 50 employees or more;
- Install publicly-available dual post Level 2 charge stations at locations deemed acceptable by the City of Citrus Heights. [Note: The 'level' of the charging station refers to the voltage that the electric vehicle charger uses. Level 1 charging is a typical traditional home outlet, while Level 2 is a 240 Volt Portable Cordset or Wall-mounted Charging Station (2-10 hours charging)].

The following changes were made to pages 3.5-32 and 3.5-33 of the Draft EIR:

Project Emissions

Table 3.5-2 provides mitigated operational project emissions at full buildout. As shown in the table, the Specific Plan's mitigated operational GHG emissions at buildout would be approximately ~~11,211.10~~10,600.48 MT CO₂e/year. It should be noted that, for the sake of a conservative analysis, the CalEEMod defaults for natural gas usage (except for hearths) for each land use were utilized for the purposes of modeling.

TABLE 3.5-2: MITIGATED OPERATIONAL GHG EMISSIONS AT PROJECT BUILDOUT (METRIC TONS/YEAR)

CATEGORY	BIO- CO ₂	NON-BIO- CO ₂	TOTAL CO ₂	CH ₄	N ₂ O	CO ₂ E
Area	0	20.3	20.3	<0.1	0	20.7
Energy	0	3,757.3	3,757.3	0.1	<0.1	3,735.8 <u>3,757.4</u>
Mobile	0	5,886.4 <u>230.0</u>	5,886.4 <u>230.0</u>	0.5	0.3	5,325.2
Waste	552.8	0	552.8	32.7	0	1,369.5
Water	86.0	0	86.0	0.3	0.2	149.1
Total	638.8	9,664.0<u>964.0</u>	10,302.8<u>9,602.8</u>	33.34	0.25	11,211.8<u>10,600.4</u>

SOURCE: CAL EEMOD (V. ~~2016~~2020.43.02)

The following changes were made to pages 3.5-34 and 3.5-36 of the Draft EIR:

Mitigation Measure(s)

Mitigation Measure 3.5-1: *Prior to the approval of individual phases (i.e. tentative maps, site plan review, etc.), each project applicant shall determine whether their individual project(s) would develop any natural gas infrastructure. If any project applicant would develop natural gas infrastructure for any individual project (such as natural gas connections for cooking uses at a restaurant land use), the buildings must be pre-wired to ensure the buildings are ready for a future retrofit to all-electric. In addition, if an individual project chooses to include natural gas*

⁵ These measures were not available to be modeled in CalEEMod. Therefore, the mitigated operational emissions shown in Tables 3.2-11 through 3.2-13 represent a conservative estimate of the project's mitigated emissions, since they do not include quantification of the additional measures included within Mitigation Measure 3.2-2.

infrastructure, the project applicant shall demonstrate that the individual project implements all feasible on-site and off-site mitigation to offset the equivalent amount of GHG emissions that would be generated from the natural gas infrastructure (i.e. usage of natural gas by the individual project). Mitigation may overlap with the mitigation utilized for Mitigation Measure 3.2-2 (see Section 3.2: Air Quality, for further detail). Mitigation may include but is not limited to:

- Use natural refrigerants: Projects can participate in SMUD's pilot program to use lower GWP or natural alternates for refrigeration and air conditioning. Natural refrigerants include ammonia, CO₂, or hydrocarbons. To quantify the benefits of this measure, the applicant shall work with SMUD or CARB tools to calculate high-GWP emissions from traditional refrigerants (as these emissions are not typically included in CEQA emissions inventories and would not be added to the unmitigated emissions totals) and then calculate the reduction due to the lower-GWP refrigerants.*
- Increase vegetation sequestration: Projects can increase carbon sequestration in natural and working lands through planting and management techniques. To quantify the benefits of these commitments, the applicant may use calculational methodology such as CARB's approved offsets protocols, California Climate Initiatives (CCI) tools and calculators, and/or CalEEMod.*
- Install electric vehicle charging stations: Projects can install EV charging stations in addition to the electrical infrastructure required by BMP 2. To quantify the benefits of this measure, the applicant shall use Project-specific or applicable published literature to calculate the projected amount of charging that will be provided by the chargers, then subtract the indirect emissions from electricity used by the chargers from the gasoline- or diesel-combustion tailpipe emissions that would otherwise be produced by internal combustion-powered vehicles. The applicant shall take care not to double-count GHG reductions with reductions already assumed by the State in its base EV projections.*
- Solar water heaters and other water heating reductions: Projects can install solar water heaters to replace the need for natural gas or electricity for water heating. Since the unmitigated default to show compliance with BMP 1 is to assume no natural gas, the GHG benefit should be the reduction in electricity that would otherwise be used to heat water.*
- Increase water and waste reductions beyond regulatory compliance: As described in Section 5.2, projects can demonstrate GHG reductions beyond defaults based on project-specific studies and initiatives and can quantify these reductions using CalEEMod methodology.*
- Reduce gas- or diesel-powered landscaping equipment use: Project proponents design for reduced landscaping equipment (xeriscaping) or contract with a parks district, city, or homeowners' association to require the use of electric landscaping equipment. To demonstrate GHG reductions would require enforceable mechanisms. For example, the California Electrical Code requires outdoor receptacle outlet(s) to be installed at an accessible level for all new residences; this can enable the use of electric landscaping equipment but does not ensure its use.*

Each mitigation strategy shall be developed with, and approved by, the City of Citrus Heights. Each mitigation strategy is subject to the review and approval of the City of Citrus Heights on a project-by-project basis. The City of Citrus Heights is required to verify each mitigation strategy and its associated

reductions to ensure that the associated annual greenhouse gas impacts are reduced to offset the amount of GHG emissions generated from the natural gas infrastructure, ~~as much as is feasible.~~

Mitigation Measure 3.5-2: *Prior to the operation of each individual project, each individual project shall implement the SMAQMD “BMP 2”, which requires that all EV Capable spaces are to be EV Ready. “EV Capable” spaces are defined by CALGreen Building Code as ‘installation of “raceway” (the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage) and adequate panel capacity to accommodate future installation of a dedicated branch circuit and charging station(s).’ “EV Ready” spaces are defined as ‘EV Capable plus installation of dedicated branch circuit(s) (electrical pre-wiring), circuit breakers, and other electrical components, including a receptacle (240-volt outlet) or blank cover needed to support future installation of one or more charging stations.*

The following changes were made to page 3.5-37 of the Draft EIR:

TABLE 3.5-3: PROJECT OPERATIONAL NATURAL GAS AND ELECTRICITY USAGE

LAND USE	ELECTRICITY (KWH/YEAR) - MITIGATED	NATURAL GAS (KBTU/YEAR) - MITIGATED
Apartments Mid Rise	<u>4,310,140</u> 3,920,190	<u>10,479,122</u> 2,704,000
Retirement Community	<u>—80,772</u> 78,132	<u>181</u> 3,441 20
Day-Care Center	<u>—405,339</u> 395,939	<u>1,777,771</u> 000,100
Fast Food Restaurant with Drive Thru	<u>2,417,380</u> 2,322,340	<u>2,305,284</u> 600,480
General Office Building	<u>—9,614,570</u> 9,236,570	<u>9,170</u> 086,000
General Office Building	<u>453,250</u> 438	<u>432,300</u> 428,340
Government (Civic Center)	<u>1,621,360</u> 583,760	<u>7,100</u> 084,400
High Turnover (Sit Down Restaurant)	<u>5,990,070</u> 739,020	<u>25,481</u> 263,700,600
Hotel	<u>—314,857</u> 306,937	<u>787,820</u> 782,540
Movie Theater (No Matinee)	<u>2,391,500</u> 2,336,040	<u>10,484</u> 449,530
Quality Restaurant	<u>1,340,780</u> 1,296,330	<u>688,340</u> 681,990
Regional Shopping Center	<u>—561,846</u> 511,565	<u>1,512,340</u> 1,457,050
Total	<u>29,501,872</u>28,180,261	<u>70,409,790</u>69,592,840

SOURCE: CAL EEMOD (v.2016.3.2)

3.6 HAZARDS AND HAZARDOUS MATERIALS

No changes were made to Chapter 3.6 of the Draft EIR.

3.7 HYDROLOGY AND WATER QUALITY

The following change was made to page 3.7-22 of the Draft EIR:

GROUNDWATER RECHARGE

While the majority of the Plan Area would remain as impervious surface, future development projects in the Plan Area may result in new rainwater infiltration and groundwater recharge with the development of new ~~porous~~previous surfaces. The Specific Plan would incorporate best practices to support sustainable development including restored creek and native habitat, bioswale/run-off collection, and large permeable green surfaces that would reduce new impervious surfaces, rainwater infiltration, and support groundwater recharge. Infiltration rates vary depending on the overlying soil types. In general, sandy soils have higher infiltration rates and can contribute to significant amounts of ground water recharge; clay soils tend to have lower percolation

potential; and impervious surfaces such as pavement significantly reduce infiltration capacity and increase surface water runoff.

3.8 LAND USE AND PLANNING

No changes were made to Chapter 3.8 of the Draft EIR.

3.9 NOISE

No changes were made to Chapter 3.9 of the Draft EIR.

3.10 POPULATION AND HOUSING

No changes were made to Chapter 3.10 of the Draft EIR.

3.11 PUBLIC SERVICES AND RECREATION

No changes were made to Chapter 3.11 of the Draft EIR.

3.12 TRANSPORTATION AND CIRCULATION

The following changes were made to pages 3.12-36 and 3.12-37 of Section 3.12 of the Draft EIR:

MITIGATION MEASURE(S)

Mitigation Measure 3.12-3: *The individual planning area owners/applicants shall implement prior to issuing certificate of occupancy permits the following improvements in accordance with the Sunrise Tomorrow Transportation Financing and Implementation Plan adopted by the City of Citrus Heights:*

- a. *Construct a third left-turn lane on the northbound Sunrise Boulevard approach to Greenback Lane.*
- b. *Increase the storage of the eastbound right-turn lane at the Sunrise Boulevard/Greenback Lane intersection from 115 to 160 feet through expanded lane striping.*
- c. *Increase the storage of the northbound right-turn lane at the Sunrise Boulevard/Greenback Lane intersection from 130 to 190 feet.*
- d. *Operate the northbound and eastbound approaches to the Sunrise Boulevard/Greenback Lane intersection with right-turn overlap phasing (requiring prohibition of u-turns on the northbound and westbound approaches).*
- e. *Construct a second southbound left-turn lane at the Sunrise Boulevard/Birdcage Center/Primary Street A intersection.*
- f. *Construct northbound right-turn deceleration lanes at the following locations:*
 - i. *Sunrise Boulevard/Birdcage Center/Primary Street A: 250-foot lane;*
 - ii. *Sunrise Boulevard/Primary Street B: 250-foot lane;*
 - iii. *Sunrise Boulevard/Macy Plaza Drive/Parkway B: 100-foot lane.*
- g. *Collaborate with SacRT who would take the lead in converting the following turn lanes to dedicated bus-only lanes at such time that ~~a-b~~ Bus priority Rapid Transit service is established along the Sunrise Boulevard corridor or SacRT initiates the need for such improvements. It is further noted that not all improvements need be implemented at the*

same time, and that technological solutions and design details may vary for which individual improvement.:

- Convert the southbound outside left-turn lane at Sunrise Boulevard/Birdcage Center/Primary Street A to a “bus-only” lane to enable efficient bus access to the transit center;
- Convert the northbound right-turn lane at Primary Street B to a bus-only lane directly north of the signal to enable buses to access the bus stop more efficiently from the turn lane; and
- Convert the northbound right-turn lane at Primary Street A to a bus “queue jump” lane.

Impact 3.12-5: Specific Plan implementation could result in on-site circulation and access that does not meet City or industry standard design guidelines (Less than Significant with Mitigation)

Figure 3.12-6, Vehicular Access, displays on-site circulation amenities such as valet/rideshare drop-off/pick-up areas, loading zones for trucks, and drive aisle access openings to surface lots and garages. Many of the plan elements have been designed to industry standards. However, Parkway A and Parkway B would both be ~~public-private~~ streets. ~~Accordingly, they must be designed to current City standards.~~ The two roundabouts have not been evaluated to determine if they comply with Sacramento Metro Fire District standards. Additionally, several of the Plan Area accesses would not have sufficient on-site throat depths to accommodate outbound project trips. If exiting traffic spills back to the first internal intersection at these access points, those intersections could become blocked, thereby restricting the flow of inbound traffic and causing queue spillbacks onto Sunrise Boulevard or Greenback Lane. For these reasons, impacts to on-site circulation and access would be potentially significant.

Mitigation Measure 3.12-4 requires implementation of certain access improvements. Each of these improvements are considered feasible because they would occur within the Plan Area. Additionally, analysis of their capacity versus projected travel demands indicate that the improvements would accommodate exiting traffic and would not cause any inbound traffic to spill onto public streets. Part (b) of Mitigation Measure 3.12-4 would require the roundabouts to be designed to City standards.

With implementation of Mitigation Measure 3.12-4, this impact would be ***less than significant***.

3.13 UTILITIES AND SERVICE SYSTEMS

No changes were made to Chapter 3.13 of the Draft EIR.

4.0 OTHER CEQA-REQUIRED TOPICS

The following changes were made to page 4.0-6 the Draft EIR:

For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values is not considered by the SMAQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact. The planned improvements, and goals and policies under the proposed Specific Plan would generally support a more sustainable development pattern for the Plan Area. Creation of more complete

neighborhoods in addition to improving the public transit, pedestrian, and bicycle networks and infrastructure would contribute to the overall reduction in vehicle trips and vehicle-miles-traveled (VMT), which would reduce mobile-source emissions. However, as shown in Tables 3.2-10-11 through 3.2-12-13 in Section 3.2, even with implementation of all feasible mitigation, the proposed Specific Plan would not achieve the reductions required for reactive organic compounds (ROG), oxides of nitrogen (NO_x), and particulate matter 10 micrometers or less in diameter (known as respirable particulate matter). Thus, the proposed Specific Plan's air pollutant emissions would be **cumulatively considerable** and a **significant and unavoidable cumulative impact**.

The following changes were made to page 4.0-8 the Draft EIR:

As described in Impact 3.45-21, implementation of the proposed Specific Plan will still generate GHG emissions that would not otherwise exist without the proposed Specific Plan. Given the length of construction activities for a project of this size, the construction emissions would be a maximum annual release of approximately ~~2,744~~1,520 metric tons of carbon dioxide equivalent (MT CO₂e). The operational emissions would be a long-term release totaling approximately ~~35,264 MT CO₂e without any mitigation incorporated and~~ 21,05610,600 MT CO₂e with mitigation incorporated into the proposed plan (as provided by CalEEMod). The City of Citrus Heights must weigh the economic and social benefits of development against the environment impacts associated with development. The City of Citrus Height's planning efforts included targeted growth that accommodates the economic and social needs of the community, while recognizing and seeking to mitigate environmental impacts when growth occurs. The use of New Urbanism principles, which emphasize compact, walkable communities, and which were incorporated into the design of the proposed plan, would help minimize GHG emissions generated by the proposed Specific Plan. Further, the proposed plan would be required to implement mitigation measures that are intended to reduce GHG emissions to the maximum extent feasible. The State of California continues to implement measures that are intended to reduce emissions on a State-wide scale (i.e. vehicle fuel efficiency standards in fleets, low carbon fuels, etc.) that are consistent with Assembly Bill (AB) 32 and Senate Bill 32. These types of statewide measures will benefit the proposed Specific Plan (and city as a whole) in the long-term as they come into effect; however, the City does not have the jurisdiction to create far-reaching (i.e. statewide) measures to reduce GHG emissions. On a project-by-project case, the City of Citrus Heights evaluates a project and the potential to impose project-specific mitigation, which has been done through this GHG analysis. However, because it is possible that individual projects within the Specific Plan Area may not achieve GHG reductions needed for their individual impacts to be less than significant, implementation of the Specific Plan would have a **cumulatively considerable contribution** and **significant and unavoidable** impact to GHGs.

5.0 Alternatives to the Proposed Project

No changes were made to Chapter 5.0 of the Draft EIR.

6.0 REPORT PREPARERS

No changes were made to Chapter 6.0 of the Draft EIR.

7.0 REFERENCES

No changes were made to Chapter 7.0 of the Draft EIR.

APPENDIX B.1

The CalEEMod modeling results for the operational phase of the Project was updated, as follows.

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4)**

Sacramento County, Annual

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	700.00	1000sqft	16.07	700,000.00	0
General Office Building	176.00	1000sqft	4.04	176,000.00	0
Government (Civic Center)	33.00	1000sqft	0.76	33,000.00	0
Day-Care Center	12.00	1000sqft	0.28	12,000.00	0
Fast Food Restaurant with Drive Thru	10.00	1000sqft	0.23	10,000.00	0
High Turnover (Sit Down Restaurant)	40.00	1000sqft	0.92	40,000.00	0
Hotel	455.00	Room	15.17	660,660.00	0
Movie Theater (No Matinee)	8.00	Screen	0.51	22,000.00	0
Quality Restaurant	59.00	1000sqft	1.35	59,000.00	0
Apartments Mid Rise	1,075.00	Dwelling Unit	28.29	1,075,000.00	2870
Retirement Community	125.00	Dwelling Unit	25.00	125,000.00	334
Regional Shopping Center	127.00	1000sqft	2.92	127,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Precipitation Freq (Days)	58
Climate Zone	6			Operational Year	2040
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	0	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - No construction modeled during this run (operation only). CO₂, CH₄, and N₂O intensity factors reduced to zero, since SMUD has a goal of "net-zero" emissions prior to project buildout.

Land Use - Land uses reflect Projected Development Scenario.

Construction Phase - No construction modeled for this model run (operation only).

Vehicle Trips - Vehicle trips and trip lengths incorporated to reflect the "Net Increase in Trips" provided by Fehr & Peers for the 'Projected Development Scenario'.

Woodstoves -

Consumer Products - CARB total statewide year 2016 ROG emissions is 208.71 tons/year, 12.89% less than the amount estimated for 2008 (239.6 tons/year). General Category consumer projects emissions factor adjusted to reflect.

Area Coating -

Energy Use -

Mobile Land Use Mitigation - Land Use Design Features/MM: 23.0du/acre; 113 intersections/sq. mile; Increase diversity; 13.25 miles to downtown; improve ped network (project site and connecting off-site).

Mobile Commute Mitigation -

Area Mitigation - Use Low VOC Paint - Residential Interior; Use Low VOC Paint - Non-Residential Interior; No Hearths Installed

Energy Mitigation - Install High Efficiency Lighting; Install Energy Efficient Appliances

Water Mitigation - Install Low Flow Bathroom Faucet; Install Low Flow Kitchen Faucet; Install Low Flow Toilet; Install Low Flow Shower; Turf Reduction; Use Water Efficient Irrigation System.

Grading -

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Fleet Mix -

Sequestration - Assumes approximately 500 new landscape trees.

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	100	50
tblConsumerProducts	ROG_EF	2.14E-05	1.86E-05
tblProjectCharacteristics	CH4IntensityFactor	0.033	0
tblProjectCharacteristics	CO2IntensityFactor	357.98	0

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tblProjectCharacteristics	N2OIntensityFactor	0.004	0
tblSequestration	NumberOfNewTrees	0.00	500.00
tblVehicleTrips	CC_TL	5.00	7.80
tblVehicleTrips	CC_TL	5.00	7.50
tblVehicleTrips	CC_TL	5.00	8.30
tblVehicleTrips	CC_TL	5.00	7.80
tblVehicleTrips	CC_TL	5.00	7.50
tblVehicleTrips	CC_TL	5.00	7.50
tblVehicleTrips	CC_TL	5.00	7.50
tblVehicleTrips	CC_TL	5.00	7.50
tblVehicleTrips	CC_TL	5.00	7.50
tblVehicleTrips	CNW_TL	6.50	7.80
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CNW_TL	6.50	8.30
tblVehicleTrips	CNW_TL	6.50	7.80
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CW_TL	10.00	7.80
tblVehicleTrips	CW_TL	10.00	7.50
tblVehicleTrips	CW_TL	10.00	8.30
tblVehicleTrips	CW_TL	10.00	7.80
tblVehicleTrips	CW_TL	10.00	7.50
tblVehicleTrips	CW_TL	10.00	7.50
tblVehicleTrips	CW_TL	10.00	7.50
tblVehicleTrips	CW_TL	10.00	7.50
tblVehicleTrips	CW_TL	10.00	7.50
tblVehicleTrips	CW_TL	10.00	7.50

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tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	58.00	0.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	34.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	17.00	0.00
tblVehicleTrips	DV_TP	18.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TL	6.50	8.00
tblVehicleTrips	HO_TL	6.50	8.00
tblVehicleTrips	HS_TL	5.00	8.00
tblVehicleTrips	HS_TL	5.00	8.00
tblVehicleTrips	HW_TL	10.00	8.00
tblVehicleTrips	HW_TL	10.00	8.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	14.00	0.00
tblVehicleTrips	PB_TP	50.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	16.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	17.00	0.00
tblVehicleTrips	PB_TP	44.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00

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tblVehicleTrips	PR_TP	28.00	100.00
tblVehicleTrips	PR_TP	29.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	50.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	PR_TP	38.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	4.91	1.77
tblVehicleTrips	ST_TR	6.22	15.46
tblVehicleTrips	ST_TR	616.12	153.06
tblVehicleTrips	ST_TR	2.21	5.07
tblVehicleTrips	ST_TR	122.40	36.46
tblVehicleTrips	ST_TR	8.19	2.03
tblVehicleTrips	ST_TR	546.86	56.87
tblVehicleTrips	ST_TR	90.04	27.25
tblVehicleTrips	ST_TR	46.12	18.10
tblVehicleTrips	ST_TR	2.03	1.20
tblVehicleTrips	SU_TR	4.09	1.77
tblVehicleTrips	SU_TR	5.84	15.46
tblVehicleTrips	SU_TR	472.58	153.06
tblVehicleTrips	SU_TR	0.70	5.07
tblVehicleTrips	SU_TR	142.64	36.46
tblVehicleTrips	SU_TR	5.95	2.03
tblVehicleTrips	SU_TR	420.71	56.87
tblVehicleTrips	SU_TR	71.97	27.25
tblVehicleTrips	SU_TR	21.10	18.10

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tblVehicleTrips	SU_TR	1.95	1.20
tblVehicleTrips	WD_TR	5.44	1.77
tblVehicleTrips	WD_TR	47.62	15.46
tblVehicleTrips	WD_TR	470.95	153.06
tblVehicleTrips	WD_TR	9.74	5.07
tblVehicleTrips	WD_TR	33.98	9.37
tblVehicleTrips	WD_TR	112.18	36.46
tblVehicleTrips	WD_TR	8.36	2.03
tblVehicleTrips	WD_TR	220.00	56.87
tblVehicleTrips	WD_TR	63.64	27.25
tblVehicleTrips	WD_TR	37.75	18.10
tblVehicleTrips	WD_TR	2.40	1.20

2.0 Emissions Summary

3.0

REVISIONS

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2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0555	0.5485	0.3664	6.6000e-004	1.8200e-003	0.0274	0.0292	4.8000e-004	0.0255	0.0259	0.0000	57.6780	57.6780	0.0159	5.0000e-005	58.0914
2021	0.5114	5.3824	3.4914	6.7600e-003	1.2573	0.2464	1.5037	0.5561	0.2272	0.7833	0.0000	594.1253	594.1253	0.1831	4.7000e-004	598.8439
2022	0.9165	5.5910	7.7451	0.0260	1.9576	0.1487	2.1063	0.5066	0.1398	0.6464	0.0000	2,429.7713	2,429.7713	0.1485	0.1780	2,496.5245
2023	0.8490	4.9485	7.5793	0.0268	1.7908	0.1133	1.9042	0.4839	0.1067	0.5906	0.0000	2,512.2988	2,512.2988	0.1344	0.1857	2,570.9933
2024	0.8016	4.7697	7.2774	0.0264	1.8046	0.1023	1.9069	0.4876	0.0963	0.5839	0.0000	2,482.3046	2,482.3046	0.1308	0.1822	2,539.8596
2025	0.7498	4.5375	6.9398	0.0257	1.7977	0.0901	1.8878	0.4857	0.0848	0.5705	0.0000	2,424.4722	2,424.4722	0.1263	0.1767	2,480.2728
2026	0.7189	4.4575	6.8877	0.0251	1.7977	0.0894	1.8871	0.4857	0.0842	0.5699	0.0000	2,377.7146	2,377.7146	0.1231	0.1723	2,432.1305
2027	0.6904	4.3864	6.4724	0.0245	1.7977	0.0887	1.8863	0.4857	0.0835	0.5692	0.0000	2,332.1320	2,332.1320	0.1201	0.1680	2,385.2054
2028	16.1481	0.6536	1.3516	2.9300e-003	0.1714	0.0284	0.1998	0.0458	0.0264	0.0722	0.0000	269.6004	269.6004	0.0412	5.9900e-003	272.4136
Maximum	16.1481	5.5910	7.7451	0.0268	1.9576	0.2464	2.1063	0.5561	0.2272	0.7833	0.0000	2,512.2988	2,512.2988	0.1831	0.1857	2,570.9933

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

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0555	0.5485	0.3654	6.6000e-004	1.8200e-003	0.0274	0.0292	4.8000e-004	0.0255	0.0259	0.0000	57.6779	57.6779	0.0159	5.0000e-005	58.0913
2021	0.5114	5.3824	3.4914	6.7600e-003	1.2573	0.2464	1.5037	0.5561	0.2272	0.7833	0.0000	594.1246	594.1246	0.1831	4.7000e-004	598.8433
2022	0.9185	5.5910	7.7451	0.0280	1.9576	0.1487	2.1063	0.5068	0.1398	0.6464	0.0000	2,428.7709	2,429.7709	0.1485	0.1790	2,498.5241
2023	0.8490	4.9485	7.5793	0.0288	1.7909	0.1133	1.9042	0.4839	0.1067	0.5906	0.0000	2,512.2984	2,512.2984	0.1344	0.1857	2,570.9629
2024	0.8016	4.7697	7.2774	0.0264	1.8046	0.1023	1.9069	0.4876	0.0963	0.5839	0.0000	2,482.3042	2,482.3042	0.1308	0.1822	2,539.8592
2025	0.7498	4.5375	6.9398	0.0257	1.7977	0.0901	1.8878	0.4857	0.0848	0.5705	0.0000	2,424.4718	2,424.4718	0.1263	0.1767	2,480.2724
2026	0.7189	4.4575	6.8877	0.0251	1.7977	0.0894	1.8871	0.4857	0.0842	0.5699	0.0000	2,377.7142	2,377.7142	0.1231	0.1723	2,432.1391
2027	0.6904	4.3864	6.4724	0.0245	1.7977	0.0887	1.8863	0.4857	0.0835	0.5692	0.0000	2,332.1316	2,332.1316	0.1201	0.1680	2,385.2051
2028	16.1481	0.6536	1.3516	2.9300e-003	0.1714	0.0284	0.1998	0.0458	0.0264	0.0722	0.0000	269.6002	269.6002	0.0412	5.9900e-003	272.4134
Maximum	16.1481	5.5910	7.7451	0.0268	1.9576	0.2464	2.1063	0.5561	0.2272	0.7833	0.0000	2,512.2984	2,512.2984	0.1831	0.1857	2,570.9629

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	11-17-2020	2-16-2021	1.1708	1.1708

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2	2-17-2021	5-16-2021	1.2463	1.2463
3	5-17-2021	8-16-2021	1.5707	1.5707
4	8-17-2021	11-16-2021	1.6682	1.6682
5	11-17-2021	2-16-2022	1.5821	1.5821
6	2-17-2022	5-16-2022	1.6166	1.6166
7	5-17-2022	8-16-2022	1.6440	1.6440
8	8-17-2022	11-16-2022	1.6727	1.6727
9	11-17-2022	2-16-2023	1.5959	1.5959
10	2-17-2023	5-16-2023	1.4236	1.4236
11	5-17-2023	8-16-2023	1.4487	1.4487
12	8-17-2023	11-16-2023	1.4729	1.4729
13	11-17-2023	2-16-2024	1.4606	1.4606
14	2-17-2024	5-16-2024	1.3726	1.3726
15	5-17-2024	8-16-2024	1.3806	1.3806
16	8-17-2024	11-16-2024	1.4041	1.4041
17	11-17-2024	2-16-2025	1.3922	1.3922
18	2-17-2025	5-16-2025	1.2924	1.2924
19	5-17-2025	8-16-2025	1.3143	1.3143
20	8-17-2025	11-16-2025	1.3372	1.3372
21	11-17-2025	2-16-2026	1.3444	1.3444
22	2-17-2026	5-16-2026	1.2649	1.2649
23	5-17-2026	8-16-2026	1.2863	1.2863
24	8-17-2026	11-16-2026	1.3087	1.3087
25	11-17-2026	2-16-2027	1.3169	1.3169
26	2-17-2027	5-16-2027	1.2401	1.2401
27	5-17-2027	8-16-2027	1.2611	1.2611
28	8-17-2027	11-16-2027	1.2831	1.2831
29	11-17-2027	2-16-2028	0.9034	0.9034
30	2-17-2028	5-16-2028	0.9069	0.9069

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31	5-17-2028	8-16-2028	6.9157	6.9157
32	8-17-2028	9-30-2028	4.7240	4.7240
		Highest	6.9157	6.9157

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	12.2921	0.1424	12.3414	6.6000e-004		0.0687	0.0687		0.0687	0.0687	0.0000	20.2549	20.2549	0.0193	0.0000	20.7385
Energy	0.3753	3.3774	2.6158	0.0205		0.2593	0.2593		0.2593	0.2593	0.0000	3,713.7428	3,713.7428	0.0712	0.0681	3,735.8117
Mobile	4.8170	5.8490	51.2593	0.1119	15.9546	0.0575	16.0121	4.2601	0.0538	4.3139	0.0000	11,332.7344	11,332.7344	0.6946	0.5063	11,500.9848
Waste						0.0000	0.0000		0.0000	0.0000	552.7992	0.0000	552.7992	32.6695	0.0000	1,369.5366
Water						0.0000	0.0000		0.0000	0.0000	107.4918	0.0000	107.4918	0.3700	0.2338	186.4018
Total	17.4843	9.3687	66.2165	0.1330	15.9546	0.3855	16.3401	4.2601	0.3818	4.6419	660.2910	15,066.7321	15,727.0231	33.8246	0.8082	16,813.4732

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	11.6907	0.1424	12.3414	6.6000e-004		0.0687	0.0687		0.0687	0.0687	0.0000	20.2549	20.2549	0.0193	0.0000	20.7385
Energy	0.3753	3.3774	2.6158	0.0205		0.2593	0.2593		0.2593	0.2593	0.0000	3,713.7428	3,713.7428	0.0712	0.0681	3,735.8117
Mobile	3.3397	3.4270	29.0551	0.0516	7.1271	0.0287	7.1558	1.9031	0.0288	1.9298	0.0000	5,230.0236	5,230.0236	0.3638	0.2864	5,325.2033
Waste						0.0000	0.0000		0.0000	0.0000	552.7992	0.0000	552.7992	32.6695	0.0000	1,369.5366
Water						0.0000	0.0000		0.0000	0.0000	85.9935	0.0000	85.9935	0.2960	0.1870	149.1213
Total	15.4057	6.9468	44.0123	0.0728	7.1271	0.3566	7.4838	1.9031	0.3547	2.2578	638.7927	8,964.0212	9,602.8139	33.4498	0.5415	10,600.4114

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	11.89	25.85	33.53	45.29	55.33	7.49	54.20	55.33	7.09	51.36	3.26	40.50	38.94	1.11	33.00	36.95

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.3 Vegetation****Vegetation**

	CO2e
Category	MT
New Trees	354.0000
Total	354.0000

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/17/2020	4/5/2021	5	100	
2	Site Preparation	Site Preparation	4/6/2021	6/28/2021	5	60	
3	Grading	Grading	6/29/2021	1/31/2022	5	155	
4	Building Construction	Building Construction	2/1/2022	1/10/2028	5	1550	
5	Paving	Paving	1/11/2028	6/12/2028	5	110	
6	Architectural Coating	Architectural Coating	6/13/2028	11/13/2028	5	110	

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 0

Residential Indoor: 2,430,000; Residential Outdoor: 810,000; Non-Residential Indoor: 2,759,490; Non-Residential Outdoor: 919,830; Striped Parking Area: 0 (Architectural Coating – sqft)

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

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

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Building Construction	9	1,533.00	430.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	307.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0547	0.5478	0.3589	6.4000e-004		0.0274	0.0274		0.0254	0.0254	0.0000	56.0877	56.0977	0.0158	0.0000	56.4936
Total	0.0547	0.5478	0.3589	6.4000e-004		0.0274	0.0274		0.0254	0.0254	0.0000	56.0977	56.0977	0.0158	0.0000	56.4936

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3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.9000e-004	6.5000e-004	7.4800e-003	2.0000e-005	1.8200e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	4.8000e-004	0.0000	1.5803	1.5803	6.0000e-005	5.0000e-005	1.5978
Total	8.9000e-004	6.5000e-004	7.4800e-003	2.0000e-005	1.8200e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	4.8000e-004	0.0000	1.5803	1.5803	6.0000e-005	5.0000e-005	1.5978

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0547	0.5478	0.3589	6.4000e-004		0.0274	0.0274		0.0254	0.0254	0.0000	56.0976	56.0976	0.0158	0.0000	56.4935
Total	0.0547	0.5478	0.3589	6.4000e-004		0.0274	0.0274		0.0254	0.0254	0.0000	56.0976	56.0976	0.0158	0.0000	56.4935

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3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.9000e-004	6.5000e-004	7.4800e-003	2.0000e-005	1.8200e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.5803	1.5803	6.0000e-005	5.0000e-005	1.5978
Total	8.9000e-004	6.5000e-004	7.4800e-003	2.0000e-005	1.8200e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.5803	1.5803	6.0000e-005	5.0000e-005	1.5978

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1060	1.0533	0.7224	1.3000e-003		0.0520	0.0520		0.0483	0.0483	0.0000	113.9026	113.9026	0.0321	0.0000	114.7041
Total	0.1060	1.0533	0.7224	1.3000e-003		0.0520	0.0520		0.0483	0.0483	0.0000	113.9026	113.9026	0.0321	0.0000	114.7041

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3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6700e-003	1.1500e-003	0.0138	3.0000e-005	3.6900e-003	2.0000e-005	3.7100e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	3.1213	3.1213	1.2000e-004	1.0000e-004	3.1538
Total	1.6700e-003	1.1500e-003	0.0138	3.0000e-005	3.6900e-003	2.0000e-005	3.7100e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	3.1213	3.1213	1.2000e-004	1.0000e-004	3.1538

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1060	1.0533	0.7224	1.3000e-003		0.0520	0.0520		0.0483	0.0483	0.0000	113.9025	113.9025	0.0321	0.0000	114.7040
Total	0.1060	1.0533	0.7224	1.3000e-003		0.0520	0.0520		0.0483	0.0483	0.0000	113.9025	113.9025	0.0321	0.0000	114.7040

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

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6700e-003	1.1500e-003	0.0138	3.0000e-005	3.6900e-003	2.0000e-005	3.7100e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	3.1213	3.1213	1.2000e-004	1.0000e-004	3.1538
Total	1.6700e-003	1.1500e-003	0.0138	3.0000e-005	3.6900e-003	2.0000e-005	3.7100e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	3.1213	3.1213	1.2000e-004	1.0000e-004	3.1538

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5897	0.0000	0.5897	0.3031	0.0000	0.3031	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1167	1.2149	0.6346	1.1400e-003		0.0613	0.0613		0.0564	0.0564	0.0000	100.3072	100.3072	0.0324	0.0000	101.1182
Total	0.1167	1.2149	0.6346	1.1400e-003	0.5897	0.0613	0.6510	0.3031	0.0564	0.3595	0.0000	100.3072	100.3072	0.0324	0.0000	101.1182

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Site Preparation - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7900e-003	1.2300e-003	0.0149	4.0000e-005	3.9700e-003	2.0000e-005	3.9900e-003	1.0500e-003	2.0000e-005	1.0800e-003	0.0000	3.3543	3.3543	1.2000e-004	1.1000e-004	3.3892
Total	1.7900e-003	1.2300e-003	0.0149	4.0000e-005	3.9700e-003	2.0000e-005	3.9900e-003	1.0500e-003	2.0000e-005	1.0800e-003	0.0000	3.3543	3.3543	1.2000e-004	1.1000e-004	3.3892

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5897	0.0000	0.5897	0.3031	0.0000	0.3031	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1167	1.2149	0.6346	1.1400e-003		0.0613	0.0613		0.0564	0.0564	0.0000	100.3070	100.3070	0.0324	0.0000	101.1181
Total	0.1167	1.2149	0.6346	1.1400e-003	0.5897	0.0613	0.6510	0.3031	0.0564	0.3595	0.0000	100.3070	100.3070	0.0324	0.0000	101.1181

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

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7900e-003	1.2300e-003	0.0149	4.0000e-005	3.9700e-003	2.0000e-005	3.9900e-003	1.0500e-003	2.0000e-005	1.0600e-003	0.0000	3.3543	3.3543	1.2000e-004	1.1000e-004	3.3892
Total	1.7900e-003	1.2300e-003	0.0149	4.0000e-005	3.9700e-003	2.0000e-005	3.9900e-003	1.0500e-003	2.0000e-005	1.0600e-003	0.0000	3.3543	3.3543	1.2000e-004	1.1000e-004	3.3892

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.6501	0.0000	0.6501	0.2484	0.0000	0.2484	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2808	3.1088	2.0689	4.1600e-003		0.1330	0.1330		0.1224	0.1224	0.0000	365.1164	365.1164	0.1181	0.0000	368.0685
Total	0.2808	3.1088	2.0689	4.1600e-003	0.6501	0.1330	0.7831	0.2484	0.1224	0.3708	0.0000	365.1164	365.1164	0.1181	0.0000	368.0685

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Grading - 2021****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4500e-003	3.0600e-003	0.0368	9.0000e-005	9.8400e-003	6.0000e-005	9.9000e-003	2.6200e-003	5.0000e-005	2.6700e-003	0.0000	8.3235	8.3235	3.1000e-004	2.6000e-004	8.4102
Total	4.4500e-003	3.0600e-003	0.0368	9.0000e-005	9.8400e-003	6.0000e-005	9.9000e-003	2.6200e-003	5.0000e-005	2.6700e-003	0.0000	8.3235	8.3235	3.1000e-004	2.6000e-004	8.4102

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.6501	0.0000	0.6501	0.2484	0.0000	0.2484	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2808	3.1088	2.0689	4.1600e-003		0.1330	0.1330		0.1224	0.1224	0.0000	365.1159	365.1159	0.1181	0.0000	368.0681
Total	0.2808	3.1088	2.0689	4.1600e-003	0.6501	0.1330	0.7831	0.2484	0.1224	0.3708	0.0000	365.1159	365.1159	0.1181	0.0000	368.0681

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3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4500e-003	3.0600e-003	0.0368	9.0000e-005	9.8400e-003	6.0000e-005	9.9000e-003	2.6200e-003	5.0000e-005	2.6700e-003	0.0000	8.3235	8.3235	3.1000e-004	2.6000e-004	8.4102
Total	4.4500e-003	3.0600e-003	0.0368	9.0000e-005	9.8400e-003	6.0000e-005	9.9000e-003	2.6200e-003	5.0000e-005	2.6700e-003	0.0000	8.3235	8.3235	3.1000e-004	2.6000e-004	8.4102

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3098	0.0000	0.3098	0.0614	0.0000	0.0614	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0381	0.4079	0.3049	6.5000e-004		0.0172	0.0172		0.0158	0.0158	0.0000	57.2613	57.2613	0.0185	0.0000	57.7243
Total	0.0381	0.4079	0.3049	6.5000e-004	0.3098	0.0172	0.3270	0.0614	0.0158	0.0772	0.0000	57.2613	57.2613	0.0185	0.0000	57.7243

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

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	4.2000e-004	5.3000e-003	1.0000e-005	1.5400e-003	1.0000e-005	1.5500e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	1.2700	1.2700	4.0000e-005	4.0000e-005	1.2825
Total	6.5000e-004	4.2000e-004	5.3000e-003	1.0000e-005	1.5400e-003	1.0000e-005	1.5500e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	1.2700	1.2700	4.0000e-005	4.0000e-005	1.2825

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3098	0.0000	0.3098	0.0614	0.0000	0.0614	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0381	0.4079	0.3049	6.5000e-004		0.0172	0.0172		0.0158	0.0158	0.0000	57.2613	57.2613	0.0185	0.0000	57.7243
Total	0.0381	0.4079	0.3049	6.5000e-004	0.3098	0.0172	0.3270	0.0614	0.0158	0.0772	0.0000	57.2613	57.2613	0.0185	0.0000	57.7243

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

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	4.2000e-004	5.3000e-003	1.0000e-005	1.5400e-003	1.0000e-005	1.5500e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	1.2700	1.2700	4.0000e-005	4.0000e-005	1.2825
Total	6.5000e-004	4.2000e-004	5.3000e-003	1.0000e-005	1.5400e-003	1.0000e-005	1.5500e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	1.2700	1.2700	4.0000e-005	4.0000e-005	1.2825

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2039	1.8661	1.9554	3.2200e-003		0.0967	0.0967		0.0910	0.0910	0.0000	276.9117	276.9117	0.0663	0.0000	278.5702
Total	0.2039	1.8661	1.9554	3.2200e-003		0.0967	0.0967		0.0910	0.0910	0.0000	276.9117	276.9117	0.0663	0.0000	278.5702

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2022****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1095	2.9491	0.8585	0.0101	0.3009	0.0273	0.3281	0.0970	0.0261	0.1131	0.0000	986.4247	986.4247	0.0258	0.1446	1,030.1624
Worker	0.5644	0.3675	4.6210	0.0120	1.3454	7.5600e-003	1.3530	0.3578	6.9700e-003	0.3648	0.0000	1,107.9036	1,107.9036	0.0378	0.0333	1,119.7852
Total	0.6739	3.3166	5.4795	0.0221	1.6463	0.0348	1.6811	0.4448	0.0331	0.4779	0.0000	2,094.3283	2,094.3283	0.0636	0.1780	2,148.9476

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2039	1.8661	1.9554	3.2200e-003		0.0967	0.0967		0.0910	0.0910	0.0000	276.9113	276.9113	0.0663	0.0000	278.5698
Total	0.2039	1.8661	1.9554	3.2200e-003		0.0967	0.0967		0.0910	0.0910	0.0000	276.9113	276.9113	0.0663	0.0000	278.5698

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

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1095	2.9491	0.8585	0.0101	0.3009	0.0273	0.3281	0.0870	0.0281	0.1131	0.0000	986.4247	986.4247	0.0258	0.1446	1,030.1624
Worker	0.5844	0.3675	4.6210	0.0120	1.3454	7.5600e-003	1.3530	0.3578	6.9700e-003	0.3648	0.0000	1,107.9036	1,107.9036	0.0378	0.0333	1,118.7852
Total	0.6739	3.3166	5.4795	0.0221	1.6463	0.0348	1.6811	0.4448	0.0331	0.4779	0.0000	2,094.3283	2,094.3283	0.0636	0.1780	2,148.9476

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383
Total	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3462	301.3462	0.0717	0.0000	303.1383

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0729	2.7248	0.8214	0.0107	0.3272	0.0145	0.3418	0.0946	0.0139	0.1085	0.0000	1,036,773.4	1,036,773.4	0.0256	0.1521	1,082,746.5
Worker	0.5717	0.3535	4.6461	0.0127	1.4637	7.8100e-003	1.4715	0.3893	7.2000e-003	0.3965	0.0000	1,174,179.2	1,174,179.2	0.0372	0.0336	1,185,108.5
Total	0.6446	3.0784	5.4676	0.0233	1.7909	0.0223	1.8132	0.4839	0.0211	0.5050	0.0000	2,210,952.6	2,210,952.6	0.0628	0.1857	2,267,855.0

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380
Total	0.2045	1.8700	2.1117	3.5000e-003		0.0910	0.0910		0.0856	0.0856	0.0000	301.3458	301.3458	0.0717	0.0000	303.1380

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

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0729	2.7249	0.8214	0.0107	0.3272	0.0145	0.3418	0.0846	0.0139	0.1085	0.0000	1,036.773 4	1,036.773 4	0.0256	0.1521	1,082.746 5
Worker	0.5717	0.3535	4.6461	0.0127	1.4637	7.8100e- 003	1.4715	0.3893	7.2000e- 003	0.3895	0.0000	1,174.179 2	1,174.179 2	0.0372	0.0336	1,185.108 5
Total	0.6446	3.0784	5.4676	0.0233	1.7909	0.0223	1.8132	0.4839	0.0211	0.5050	0.0000	2,210.952 6	2,210.952 6	0.0628	0.1857	2,267.855 0

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1928	1.7611	2.1179	3.5300e- 003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179
Total	0.1928	1.7611	2.1179	3.5300e- 003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7223	303.7223	0.0718	0.0000	305.5179

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

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0703	2.6914	0.8021	0.0105	0.3297	0.0144	0.3441	0.0953	0.0138	0.1091	0.0000	1,024,906.4	1,024,906.4	0.0250	0.1507	1,070,446.9
Worker	0.5386	0.3172	4.3575	0.0123	1.4749	7.5000e-003	1.4824	0.3923	6.9000e-003	0.3992	0.0000	1,153,675.9	1,153,675.9	0.0340	0.0314	1,163,994.8
Total	0.6088	3.0086	5.1595	0.0229	1.8046	0.0219	1.8266	0.4876	0.0207	0.5083	0.0000	2,178,582.2	2,178,582.2	0.0590	0.1822	2,234,341.7

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175
Total	0.1928	1.7611	2.1179	3.5300e-003		0.0803	0.0803		0.0756	0.0756	0.0000	303.7220	303.7220	0.0718	0.0000	305.5175

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

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0703	2.8914	0.8021	0.0106	0.3297	0.0144	0.3441	0.0963	0.0138	0.1091	0.0000	1,024.9064	1,024.9064	0.0250	0.1507	1,070.4469
Worker	0.5386	0.3172	4.3575	0.0123	1.4749	7.5000e-003	1.4824	0.3923	6.9000e-003	0.3992	0.0000	1,153.6759	1,153.6759	0.0340	0.0314	1,163.8948
Total	0.6088	3.0086	5.1595	0.0229	1.8046	0.0219	1.8266	0.4876	0.0207	0.5083	0.0000	2,178.5822	2,178.5822	0.0590	0.1822	2,234.3417

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2025****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0675	2.6267	0.7803	0.0103	0.3284	0.0141	0.3425	0.0949	0.0135	0.1084	0.0000	1,000,338.9	1,000,338.9	0.0244	0.1474	1,044,866.9
Worker	0.5039	0.2835	4.0805	0.0119	1.4693	7.1400e-003	1.4764	0.3908	6.5700e-003	0.3974	0.0000	1,121,478.4	1,121,478.4	0.0307	0.0293	1,130,972.4
Total	0.5714	2.9102	4.8408	0.0221	1.7977	0.0212	1.8189	0.4857	0.0200	0.5058	0.0000	2,121,817.3	2,121,817.3	0.0552	0.1767	2,175,839.3

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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

3.5 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0675	2.6267	0.7803	0.0103	0.3284	0.0141	0.3425	0.0849	0.0135	0.1084	0.0000	1,000.3389	1,000.3389	0.0244	0.1474	1,044.8669
Worker	0.5039	0.2835	4.0605	0.0119	1.4693	7.1400e-003	1.4764	0.3908	6.5700e-003	0.3974	0.0000	1,121.4784	1,121.4784	0.0307	0.0293	1,130.9724
Total	0.5714	2.9102	4.8408	0.0221	1.7977	0.0212	1.8189	0.4857	0.0200	0.5058	0.0000	2,121.8173	2,121.8173	0.0552	0.1767	2,175.8393

3.5 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

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

3.5 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0651	2.5733	0.7648	0.0101	0.3284	0.0137	0.3421	0.0949	0.0131	0.1080	0.0000	980.2106	980.2106	0.0239	0.1447	1,023.9259
Worker	0.4754	0.2569	3.8239	0.0115	1.4693	6.8100e-003	1.4761	0.3908	6.2700e-003	0.3971	0.0000	1,094.8491	1,094.8491	0.0280	0.0278	1,103.7711
Total	0.5405	2.8302	4.5887	0.0216	1.7977	0.0205	1.8182	0.4857	0.0194	0.5051	0.0000	2,075.0597	2,075.0597	0.0519	0.1723	2,127.6970

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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

3.5 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0651	2.5733	0.7648	0.0101	0.3284	0.0137	0.3421	0.0849	0.0131	0.1080	0.0000	980.2106	980.2106	0.0239	0.1447	1,023.9259
Worker	0.4754	0.2569	3.8239	0.0115	1.4693	6.8100e-003	1.4761	0.3908	6.2700e-003	0.3971	0.0000	1,084.8491	1,084.8491	0.0280	0.0276	1,103.7711
Total	0.5405	2.8302	4.5887	0.0216	1.7977	0.0205	1.8182	0.4857	0.0194	0.5051	0.0000	2,075.0597	2,075.0597	0.0519	0.1723	2,127.6970

3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2027****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0630	2.5244	0.7515	9.8400e-003	0.3284	0.0134	0.3418	0.0949	0.0128	0.1077	0.0000	959.1959	959.1959	0.0233	0.1419	1,002.0502
Worker	0.4490	0.2347	3.8218	0.0112	1.4693	6.4400e-003	1.4757	0.3908	5.9300e-003	0.3967	0.0000	1,070.2812	1,070.2812	0.0257	0.0262	1,078.7217
Total	0.5119	2.7591	4.3733	0.0210	1.7977	0.0198	1.8175	0.4857	0.0188	0.5044	0.0000	2,029.4771	2,029.4771	0.0490	0.1680	2,080.7719

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331

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3.5 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0630	2.5244	0.7515	9.8400e-003	0.3284	0.0134	0.3418	0.0949	0.0128	0.1077	0.0000	959.1959	959.1959	0.0233	0.1419	1,002.0502
Worker	0.4490	0.2347	3.6218	0.0112	1.4693	6.4400e-003	1.4757	0.3908	5.9300e-003	0.3967	0.0000	1,070.2812	1,070.2812	0.0257	0.0262	1,078.7217
Total	0.5119	2.7591	4.3733	0.0210	1.7977	0.0198	1.8175	0.4857	0.0188	0.5044	0.0000	2,029.4771	2,029.4771	0.0490	0.1680	2,080.7719

3.5 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.1000e-003	0.0374	0.0483	8.0000e-005		1.5800e-003	1.5800e-003		1.4900e-003	1.4900e-003	0.0000	6.9576	6.9576	1.6400e-003	0.0000	6.9985
Total	4.1000e-003	0.0374	0.0483	8.0000e-005		1.5800e-003	1.5800e-003		1.4900e-003	1.4900e-003	0.0000	6.9576	6.9576	1.6400e-003	0.0000	6.9985

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Building Construction - 2028****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4000e-003	0.0571	0.0170	2.2000e-004	7.5500e-003	3.0000e-004	7.8500e-003	2.1800e-003	2.9000e-004	2.4700e-003	0.0000	21.5977	21.5977	5.2000e-004	3.2000e-003	22.5641
Worker	9.7600e-003	4.9700e-003	0.0794	2.5000e-004	0.0338	1.4000e-004	0.0339	8.9800e-003	1.3000e-004	9.1100e-003	0.0000	24.0982	24.0982	5.4000e-004	5.7000e-004	24.2930
Total	0.0112	0.0621	0.0964	4.7000e-004	0.0413	4.4000e-004	0.0418	0.0112	4.2000e-004	0.0116	0.0000	45.6959	45.6959	1.0600e-003	3.7700e-003	46.8471

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.1000e-003	0.0374	0.0483	8.0000e-005		1.5800e-003	1.5800e-003		1.4900e-003	1.4900e-003	0.0000	6.9576	6.9576	1.6400e-003	0.0000	6.9985
Total	4.1000e-003	0.0374	0.0483	8.0000e-005		1.5800e-003	1.5800e-003		1.4900e-003	1.4900e-003	0.0000	6.9576	6.9576	1.6400e-003	0.0000	6.9985

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

3.5 Building Construction - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4000e-003	0.0571	0.0170	2.2000e-004	7.5500e-003	3.0000e-004	7.8500e-003	2.1800e-003	2.9000e-004	2.4700e-003	0.0000	21.5977	21.5977	5.2000e-004	3.2000e-003	22.5641
Worker	9.7600e-003	4.9700e-003	0.0794	2.5000e-004	0.0358	1.4000e-004	0.0358	8.9800e-003	1.3000e-004	9.1100e-003	0.0000	24.0982	24.0982	5.4000e-004	5.7000e-004	24.2830
Total	0.0112	0.0621	0.0964	4.7000e-004	0.0413	4.4000e-004	0.0418	0.0112	4.2000e-004	0.0116	0.0000	45.6959	45.6959	1.0600e-003	3.7700e-003	46.8471

3.6 Paving - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1059	110.1059	0.0356	0.0000	110.9962
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1059	110.1059	0.0356	0.0000	110.9962

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Paving - 2028****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7500e-003	8.9000e-004	0.0142	4.0000e-005	6.0800e-003	2.0000e-005	6.0800e-003	1.6100e-003	2.0000e-005	1.6300e-003	0.0000	4.3229	4.3229	1.0000e-004	1.0000e-004	4.3560
Total	1.7500e-003	8.9000e-004	0.0142	4.0000e-005	6.0800e-003	2.0000e-005	6.0800e-003	1.6100e-003	2.0000e-005	1.6300e-003	0.0000	4.3229	4.3229	1.0000e-004	1.0000e-004	4.3560

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1058	110.1058	0.0356	0.0000	110.9960
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1058	110.1058	0.0356	0.0000	110.9960

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

3.6 Paving - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7500e-003	8.9000e-004	0.0142	4.0000e-005	6.0600e-003	2.0000e-005	6.0600e-003	1.6100e-003	2.0000e-005	1.6300e-003	0.0000	4.3229	4.3229	1.0000e-004	1.0000e-004	4.3560
Total	1.7500e-003	8.9000e-004	0.0142	4.0000e-005	6.0600e-003	2.0000e-005	6.0600e-003	1.6100e-003	2.0000e-005	1.6300e-003	0.0000	4.3229	4.3229	1.0000e-004	1.0000e-004	4.3560

3.7 Architectural Coating - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	16.0355					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.4000e-003	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0621
Total	16.0449	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0621

3.0

REVISIONS

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

3.7 Architectural Coating - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0359	0.0183	0.2914	9.1000e-004	0.1240	5.1000e-004	0.1245	0.0330	4.7000e-004	0.0335	0.0000	88.4752	88.4752	2.0000e-003	2.1100e-003	89.1537
Total	0.0359	0.0183	0.2914	9.1000e-004	0.1240	5.1000e-004	0.1245	0.0330	4.7000e-004	0.0335	0.0000	88.4752	88.4752	2.0000e-003	2.1100e-003	89.1537

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	16.0355					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.4000e-003	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0620
Total	16.0449	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0620

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

3.7 Architectural Coating - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0359	0.0183	0.2914	9.1000e-004	0.1240	5.1000e-004	0.1245	0.0330	4.7000e-004	0.0335	0.0000	88.4752	88.4752	2.0000e-003	2.1100e-003	89.1537
Total	0.0359	0.0183	0.2914	9.1000e-004	0.1240	5.1000e-004	0.1245	0.0330	4.7000e-004	0.0335	0.0000	88.4752	88.4752	2.0000e-003	2.1100e-003	89.1537

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Improve Pedestrian Network

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.3397	3.4270	29.0551	0.0516	7.1271	0.0287	7.1558	1.9031	0.0268	1.9298	0.0000	5,230.023	5,230.023	0.3938	0.2864	5,325.203
Unmitigated	4.8170	5.8490	51.2593	0.1119	15.9546	0.0575	16.0121	4.2801	0.0598	4.3139	0.0000	11,332.73	11,332.73	0.6948	0.5063	11,500.98

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,902.75	1,902.75	1,902.75	5,540,808	2,475,158
Day-Care Center	185.52	185.52	185.52	526,728	235,297
Fast Food Restaurant with Drive Thru	1,530.60	1,530.60	1,530.60	4,178,538	1,866,612
General Office Building	3,549.00	3,549.00	3,549.00	10,722,238	4,789,776
General Office Building	892.32	892.32	892.32	2,695,877	1,204,287
Government (Civic Center)	309.21	0.00	0.00	627,078	280,125
High Turnover (Sit Down Restaurant)	1,458.40	1,458.40	1,458.40	3,981,432	1,778,562
Hotel	923.65	923.65	923.65	2,521,565	1,126,419
Movie Theater (No Matinee)	454.96	454.96	454.96	1,242,041	554,837
Quality Restaurant	1,607.75	1,607.75	1,607.75	4,389,158	1,960,699
Regional Shopping Center	2,298.70	2,298.70	2,298.70	6,275,451	2,803,333
Retirement Community	150.00	150.00	150.00	436,800	195,125
Total	15,262.86	14,953.65	14,953.65	43,137,714	19,270,230

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	8.00	8.00	8.00	46.50	12.50	41.00	100	0	0

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

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Day-Care Center	7.80	7.80	7.80	12.70	82.30	5.00	100	0	0
Fast Food Restaurant with Drive Thru	7.50	7.50	7.50	2.20	78.80	19.00	100	0	0
General Office Building	8.30	8.30	8.30	33.00	48.00	19.00	100	0	0
General Office Building	8.30	8.30	8.30	33.00	48.00	19.00	100	0	0
Government (Civic Center)	7.80	7.80	7.80	75.00	20.00	5.00	100	0	0
High Turnover (Sit Down)	7.50	7.50	7.50	8.50	72.50	19.00	100	0	0
Hotel	7.50	7.50	7.50	19.40	61.60	19.00	100	0	0
Movie Theater (No Matinee)	7.50	7.50	7.50	1.80	79.20	19.00	100	0	0
Quality Restaurant	7.50	7.50	7.50	12.00	69.00	19.00	100	0	0
Regional Shopping Center	7.50	7.50	7.50	16.30	64.70	19.00	100	0	0
Retirement Community	8.00	8.00	8.00	46.50	12.50	41.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Day-Care Center	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Fast Food Restaurant with Drive Thru	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
General Office Building	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Government (Civic Center)	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
High Turnover (Sit Down Restaurant)	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Hotel	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Movie Theater (No Matinee)	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Quality Restaurant	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Regional Shopping Center	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Retirement Community	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180

5.0 Energy Detail

Historical Energy Use: N

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.1 Mitigation Measures Energy**

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.3753	3.3774	2.6158	0.0205		0.2593	0.2593		0.2593	0.2593	0.0000	3,713.7428	3,713.7428	0.0712	0.0681	3,735.8117
NaturalGas Unmitigated	0.3753	3.3774	2.6158	0.0205		0.2593	0.2593		0.2593	0.2593	0.0000	3,713.7428	3,713.7428	0.0712	0.0681	3,735.8117

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.01224e+007	0.0546	0.4664	0.1985	2.9800e-003		0.0377	0.0377		0.0377	0.0377	0.0000	540.1723	540.1723	0.0104	9.9000e-003	543.3823
Day-Care Center	181440	9.8000e-004	8.8900e-003	7.4700e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	9.6823	9.6823	1.8000e-004	1.8000e-004	9.7389
Fast Food Restaurant with Drive Thru	1.7711e+006	9.5500e-003	0.0898	0.0729	5.2000e-004		6.6000e-003	6.6000e-003		6.6000e-003	6.6000e-003	0.0000	94.5126	94.5126	1.8100e-003	1.7300e-003	95.0743
General Office Building	2.28448e+006	0.0123	0.1120	0.0941	6.7000e-004		8.5100e-003	8.5100e-003		8.5100e-003	8.5100e-003	0.0000	121.9086	121.9086	2.3400e-003	2.2300e-003	122.6330
General Office Building	8.088e+006	0.0490	0.4454	0.3741	2.6700e-003		0.0339	0.0339		0.0339	0.0339	0.0000	484.8636	484.8636	9.2900e-003	8.8900e-003	487.7448
Government (Civic Center)	428340	2.3100e-003	0.0210	0.0176	1.3000e-004		1.6000e-003	1.6000e-003		1.6000e-003	1.6000e-003	0.0000	22.8579	22.8579	4.4000e-004	4.2000e-004	22.9937
High Turnover (Sit Down Restaurant)	7.0844e+006	0.0382	0.3473	0.2917	2.0800e-003		0.0264	0.0264		0.0264	0.0264	0.0000	378.0506	378.0506	7.2500e-003	6.9300e-003	380.2971
Hotel	2.52636e+007	0.1362	1.2384	1.0403	7.4300e-003		0.0941	0.0941		0.0941	0.0941	0.0000	1,348.1640	1,348.1640	0.0258	0.0247	1,356.1754
Movie Theater (No Matinee)	782540	4.2200e-003	0.0384	0.0322	2.3000e-004		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003	0.0000	41.7593	41.7593	8.0000e-004	7.7000e-004	42.0075
Quality Restaurant	1.04495e+007	0.0564	0.5122	0.4303	3.0700e-003		0.0389	0.0389		0.0389	0.0389	0.0000	557.6248	557.6248	0.0107	0.0102	560.9383
Regional Shopping Center	681990	3.6800e-003	0.0334	0.0281	2.0000e-004		2.5400e-003	2.5400e-003		2.5400e-003	2.5400e-003	0.0000	36.3936	36.3936	7.0000e-004	6.7000e-004	36.6099
Retirement Community	1.45705e+006	7.8600e-003	0.0671	0.0286	4.3000e-004		5.4300e-003	5.4300e-003		5.4300e-003	5.4300e-003	0.0000	77.7535	77.7535	1.4900e-003	1.4300e-003	78.2156
Total		0.3753	3.3774	2.6158	0.0205		0.2593	0.2593		0.2593	0.2593	0.0000	3,713.7428	3,713.7428	0.0712	0.0681	3,735.8117

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.01224e+007	0.0546	0.4664	0.1985	2.9800e-003		0.0377	0.0377		0.0377	0.0377	0.0000	540.1723	540.1723	0.0104	9.9000e-003	543.3823
Day-Care Center	181440	9.8000e-004	8.8900e-003	7.4700e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	9.6823	9.6823	1.9000e-004	1.8000e-004	9.7399
Fast Food Restaurant with Drive Thru	1.77711e+006	9.9500e-003	0.0888	0.0729	5.2000e-004		6.6000e-003	6.6000e-003		6.6000e-003	6.6000e-003	0.0000	94.5126	94.5126	1.9100e-003	1.7300e-003	95.0743
General Office Building	2.28448e+006	0.0123	0.1120	0.0941	6.7000e-004		8.5100e-003	8.5100e-003		8.5100e-003	8.5100e-003	0.0000	121.9086	121.9086	2.3400e-003	2.2300e-003	122.6330
General Office Building	8.0889e+006	0.0490	0.4454	0.3741	2.6700e-003		0.0339	0.0339		0.0339	0.0339	0.0000	484.8636	484.8636	9.2900e-003	8.8900e-003	487.7448
Government (Civic Center)	428340	2.3100e-003	0.0210	0.0178	1.3000e-004		1.6000e-003	1.6000e-003		1.6000e-003	1.6000e-003	0.0000	22.8579	22.8579	4.4000e-004	4.2000e-004	22.9937
High Turnover (Sit Down Restaurant)	7.08444e+006	0.0382	0.3473	0.2917	2.0800e-003		0.0264	0.0264		0.0264	0.0264	0.0000	378.0506	378.0506	7.2500e-003	6.9300e-003	380.2971
Hotel	2.52636e+007	0.1362	1.2384	1.0403	7.4300e-003		0.0941	0.0941		0.0941	0.0941	0.0000	1,348.1640	1,348.1640	0.0258	0.0247	1,356.1754
Movie Theater (No Matinee)	782540	4.2200e-003	0.0394	0.0322	2.3000e-004		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003	0.0000	41.7593	41.7593	8.0000e-004	7.7000e-004	42.0075
Quality Restaurant	1.04495e+007	0.0564	0.5122	0.4303	3.0700e-003		0.0389	0.0389		0.0389	0.0389	0.0000	557.6246	557.6246	0.0107	0.0102	560.9383
Regional Shopping Center	681990	3.6800e-003	0.0334	0.0281	2.0000e-004		2.5400e-003	2.5400e-003		2.5400e-003	2.5400e-003	0.0000	36.3936	36.3936	7.0000e-004	6.7000e-004	36.6099
Retirement Community	1.45705e+006	7.8600e-003	0.0671	0.0286	4.3000e-004		5.4300e-003	5.4300e-003		5.4300e-003	5.4300e-003	0.0000	77.7535	77.7535	1.4900e-003	1.4300e-003	78.2156
Total		0.3753	3.3774	2.6158	0.0205		0.2593	0.2593		0.2593	0.2593	0.0000	3,713.7428	3,713.7428	0.0712	0.0681	3,735.8117

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	M T/yr			
Apartments Mid Rise	4.18575e+006	0.0000	0.0000	0.0000	0.0000
Day-Care Center	85200	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	407700	0.0000	0.0000	0.0000	0.0000
General Office Building	2.4464e+006	0.0000	0.0000	0.0000	0.0000
General Office Building	8.73e+006	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	458700	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	1.6308e+006	0.0000	0.0000	0.0000	0.0000
Hotel	6.22342e+006	0.0000	0.0000	0.0000	0.0000
Movie Theater (No Matinee)	328040	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.40543e+006	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.42494e+006	0.0000	0.0000	0.0000	0.0000
Retirement Community	535341	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	3.92019e+006	0.0000	0.0000	0.0000	0.0000
Day-Care Center	78132	0.0000	0.0000	0.0000	0.0000
Fast Food Restaurant with Drive Thru	385839	0.0000	0.0000	0.0000	0.0000
General Office Building	2.32234e+006	0.0000	0.0000	0.0000	0.0000
General Office Building	8.23857e+006	0.0000	0.0000	0.0000	0.0000
Government (Civic Center)	435438	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	1.58378e+006	0.0000	0.0000	0.0000	0.0000
Hotel	5.73902e+006	0.0000	0.0000	0.0000	0.0000
Movie Theater (No Matinee)	308637	0.0000	0.0000	0.0000	0.0000
Quality Restaurant	2.33804e+006	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.29633e+006	0.0000	0.0000	0.0000	0.0000
Retirement Community	511565	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

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

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Non-Residential Interior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	11.6907	0.1424	12.3414	6.6000e-004		0.0687	0.0687		0.0687	0.0687	0.0000	20.2549	20.2549	0.0193	0.0000	20.7385
Unmitigated	12.2921	0.1424	12.3414	6.6000e-004		0.0687	0.0687		0.0687	0.0687	0.0000	20.2549	20.2549	0.0193	0.0000	20.7385

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.6036					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	10.3181					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3704	0.1424	12.3414	6.6000e-004		0.0687	0.0687		0.0687	0.0687	0.0000	20.2549	20.2549	0.0193	0.0000	20.7385
Total	12.2921	0.1424	12.3414	6.6000e-004		0.0687	0.0687		0.0687	0.0687	0.0000	20.2549	20.2549	0.0193	0.0000	20.7385

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.0022					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	10.3181					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3704	0.1424	12.3414	6.6000e-004		0.0687	0.0687		0.0687	0.0687	0.0000	20.2549	20.2549	0.0193	0.0000	20.7385
Total	11.6907	0.1424	12.3414	6.6000e-004		0.0687	0.0687		0.0687	0.0687	0.0000	20.2549	20.2549	0.0193	0.0000	20.7385

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Turf Reduction

Use Water Efficient Irrigation System

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	85.9935	0.2960	0.1870	149.1213
Unmitigated	107.4918	0.3700	0.2338	196.4016

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

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	70.0406 / 44.156	24.7805	0.0853	0.0539	42.9718
Day-Care Center	0.514675 / 1.32345	0.1821	6.3000e-004	4.0000e-004	0.3158
Fast Food Restaurant with Drive Thru	3.03534 / 0.193745	1.0739	3.7000e-003	2.3400e-003	1.8923
General Office Building	155.695 / 95.4259	65.0851	0.1896	0.1198	95.5230
Government (Civic Center)	6.65677 / 4.01805	2.3194	7.9800e-003	5.0400e-003	4.0221
High Turnover (Sit Down Restaurant)	12.1413 / 0.77498	4.2856	0.0148	9.3400e-003	7.4491
Hotel	11.5419 / 1.28243	4.0835	0.0141	8.8900e-003	7.0813
Movie Theater (No Matinee)	8.83523 / 0.563951	3.1259	0.0108	6.8000e-003	5.4207
Quality Restaurant	17.9085 / 1.1431	6.3361	0.0218	0.0138	10.9874
Regional Shopping Center	9.40721 / 5.76571	3.3283	0.0115	7.2400e-003	5.7716
Retirement Community	8.14425 / 5.13442	2.8815	9.9200e-003	6.2700e-003	4.9967
Total		107.4918	0.3700	0.2338	186.4016

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	56.0325 / 41.4625	19.8244	0.0682	0.0431	34.3775
Day-Care Center	0.41174 / 1.24272	0.1467	5.0000e-004	3.2000e-004	0.2526
Fast Food Restaurant with Drive Thru	2.42827 / 0.181926	0.8591	2.9600e-003	1.8700e-003	1.4898
General Office Building	124.556 / 89.6048	44.0680	0.1517	0.0958	76.4184
Government (Civic Center)	5.34462 / 3.77295	1.8566	6.3900e-003	4.0400e-003	3.2177
High Turnover (Sit Down Restaurant)	9.71308 / 0.727706	3.4365	0.0118	7.4700e-003	5.9592
Hotel	9.2336 / 1.2042	3.2668	0.0112	7.1000e-003	5.6650
Movie Theater (No Matinee)	7.06819 / 0.52965	2.5007	8.6100e-003	5.4400e-003	4.3365
Quality Restaurant	14.3388 / 1.07337	5.0688	0.0175	0.0110	8.7899
Regional Shopping Center	7.52577 / 5.414	2.6626	9.1600e-003	5.7900e-003	4.6173
Retirement Community	6.5154 / 4.92122	2.3052	7.9300e-003	5.0100e-003	3.9974
Total		85.9035	0.2960	0.1870	149.1213

8.0 Waste Detail**8.1 Mitigation Measures Waste**

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Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	552.7992	32.6695	0.0000	1,369,536
				6
Unmitigated	552.7992	32.6695	0.0000	1,369,536
				6

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	484.5	100.3790	5.9322	0.0000	248.6848
Day-Care Center	15.6	3.1687	0.1871	0.0000	7.8453
Fast Food Restaurant with Drive Thru	115.19	23.3825	1.3818	0.0000	57.9292
General Office Building	814.68	165.3727	9.7733	0.0000	408.7038
Government (Civic Center)	188.1	38.1826	2.2565	0.0000	94.5858
High Turnover (Sit Down Restaurant)	476	96.6237	5.7103	0.0000	239.3811
Hotel	249.11	50.5871	2.9884	0.0000	125.2778
Movie Theater (No Matinee)	125.4	25.4551	1.5044	0.0000	63.0639
Quality Restaurant	53.94	10.9290	0.8459	0.0000	27.0762
Regional Shopping Center	133.35	27.0688	1.5997	0.0000	67.0619
Retirement Community	57.5	11.6720	0.6898	0.0000	28.9168
Total		552.7992	32.6695	0.0000	1,369.536 6

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

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	494.5	100.3790	5.9322	0.0000	248.6848
Day-Care Center	15.6	3.1667	0.1871	0.0000	7.8453
Fast Food Restaurant with Drive Thru	115.19	23.3825	1.3819	0.0000	57.8292
General Office Building	814.68	165.3727	9.7733	0.0000	409.7038
Government (Civic Center)	188.1	38.1826	2.2566	0.0000	94.5968
High Turnover (Sit Down Restaurant)	476	96.6237	5.7103	0.0000	239.3811
Hotel	249.11	50.5671	2.9884	0.0000	125.2778
Movie Theater (No Matinee)	125.4	25.4551	1.5044	0.0000	63.0639
Quality Restaurant	53.84	10.9290	0.6458	0.0000	27.0782
Regional Shopping Center	133.35	27.0688	1.5997	0.0000	67.0619
Retirement Community	57.5	11.6720	0.6898	0.0000	28.9168
Total		552.7992	32.6695	0.0000	1,369.536 6

9.0 Operational Offroad

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**10.0 Stationary Equipment****Fire Pumps and Emergency Generators**

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

Boilers

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

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	354.0000	0.0000	0.0000	354.0000

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

11.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	500	354.0000	0.0000	0.0000	354.0000
Total		354.0000	0.0000	0.0000	354.0000

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Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4) - Sacramento County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4)**

Sacramento County, Summer

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	700.00	1000sqft	16.07	700,000.00	0
General Office Building	176.00	1000sqft	4.04	176,000.00	0
Government (Civic Center)	33.00	1000sqft	0.76	33,000.00	0
Day-Care Center	12.00	1000sqft	0.28	12,000.00	0
Fast Food Restaurant with Drive Thru	10.00	1000sqft	0.23	10,000.00	0
High Turnover (Sit Down Restaurant)	40.00	1000sqft	0.92	40,000.00	0
Hotel	455.00	Room	15.17	660,660.00	0
Movie Theater (No Matinee)	8.00	Screen	0.51	22,000.00	0
Quality Restaurant	59.00	1000sqft	1.35	59,000.00	0
Apartments Mid Rise	1,075.00	Dwelling Unit	28.29	1,075,000.00	2870
Retirement Community	125.00	Dwelling Unit	25.00	125,000.00	334
Regional Shopping Center	127.00	1000sqft	2.92	127,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Precipitation Freq (Days)	58
Climate Zone	6			Operational Year	2040
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	0	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

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Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4) - Sacramento County, Summer

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

Project Characteristics - No construction modeled during this run (operation only). CO2, CH4, and N2O intensity factors reduced to zero, since SMUD has a goal of "net-zero" emissions prior to project buildout.

Land Use - Land uses reflect Projected Development Scenario.

Construction Phase - No construction modeled for this model run (operation only).

Vehicle Trips - Vehicle trips and trip lengths incorporated to reflect the "Net Increase in Trips" provided by Fehr & Peers for the 'Projected Development Scenario'.

Woodstoves -

Consumer Products - CARB total statewide year 2016 ROG emissions is 208.71 tons/year, 12.89% less than the amount estimated for 2008 (239.6 tons/year). General Category consumer projects emissions factor adjusted to reflect.

Area Coating -

Energy Use -

Mobile Land Use Mitigation - Land Use Design Features/MM: 23.0du/acre; 113 intersections/sq. mile; Increase diversity; 13.25 miles to downtown; improve ped network (project site and connecting off-site).

Mobile Commute Mitigation -

Area Mitigation - Use Low VOC Paint - Residential Interior; Use Low VOC Paint - Non-Residential Interior; No Hearths Installed

Energy Mitigation - Install High Efficiency Lighting; Install Energy Efficient Appliances

Water Mitigation - Install Low Flow Bathroom Faucet; Install Low Flow Kitchen Faucet; Install Low Flow Toilet; Install Low Flow Shower; Turf Reduction; Use Water Efficient Irrigation System.

Grading -

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Fleet Mix -

Sequestration - Assumes approximately 500 new landscape trees.

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	100	50
tblConsumerProducts	ROG_EF	2.14E-05	1.86E-05
tblProjectCharacteristics	CH4IntensityFactor	0.033	0
tblProjectCharacteristics	CO2IntensityFactor	357.98	0

Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4) - Sacramento County, Summer

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

tblProjectCharacteristics	N2OIntensityFactor	0.004	0
tblSequestration	NumberOfNewTrees	0.00	500.00
tblVehicleTrips	CC_TL	5.00	7.80
tblVehicleTrips	CC_TL	5.00	7.50
tblVehicleTrips	CC_TL	5.00	8.30
tblVehicleTrips	CC_TL	5.00	7.80
tblVehicleTrips	CC_TL	5.00	7.50
tblVehicleTrips	CC_TL	5.00	7.50
tblVehicleTrips	CC_TL	5.00	7.50
tblVehicleTrips	CC_TL	5.00	7.50
tblVehicleTrips	CC_TL	5.00	7.50
tblVehicleTrips	CNW_TL	6.50	7.80
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CNW_TL	6.50	8.30
tblVehicleTrips	CNW_TL	6.50	7.80
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CW_TL	10.00	7.80
tblVehicleTrips	CW_TL	10.00	7.50
tblVehicleTrips	CW_TL	10.00	8.30
tblVehicleTrips	CW_TL	10.00	7.80
tblVehicleTrips	CW_TL	10.00	7.50
tblVehicleTrips	CW_TL	10.00	7.50
tblVehicleTrips	CW_TL	10.00	7.50
tblVehicleTrips	CW_TL	10.00	7.50
tblVehicleTrips	CW_TL	10.00	7.50
tblVehicleTrips	CW_TL	10.00	7.50

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

tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	58.00	0.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	34.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	17.00	0.00
tblVehicleTrips	DV_TP	18.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TL	6.50	8.00
tblVehicleTrips	HO_TL	6.50	8.00
tblVehicleTrips	HS_TL	5.00	8.00
tblVehicleTrips	HS_TL	5.00	8.00
tblVehicleTrips	HW_TL	10.00	8.00
tblVehicleTrips	HW_TL	10.00	8.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	14.00	0.00
tblVehicleTrips	PB_TP	50.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	16.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	17.00	0.00
tblVehicleTrips	PB_TP	44.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00

Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4) - Sacramento County, Summer

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

tblVehicleTrips	PR_TP	28.00	100.00
tblVehicleTrips	PR_TP	29.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	50.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	PR_TP	38.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	4.91	1.77
tblVehicleTrips	ST_TR	6.22	15.46
tblVehicleTrips	ST_TR	616.12	153.06
tblVehicleTrips	ST_TR	2.21	5.07
tblVehicleTrips	ST_TR	122.40	36.46
tblVehicleTrips	ST_TR	8.19	2.03
tblVehicleTrips	ST_TR	546.86	56.87
tblVehicleTrips	ST_TR	90.04	27.25
tblVehicleTrips	ST_TR	46.12	18.10
tblVehicleTrips	ST_TR	2.03	1.20
tblVehicleTrips	SU_TR	4.09	1.77
tblVehicleTrips	SU_TR	5.84	15.46
tblVehicleTrips	SU_TR	472.58	153.06
tblVehicleTrips	SU_TR	0.70	5.07
tblVehicleTrips	SU_TR	142.64	36.46
tblVehicleTrips	SU_TR	5.95	2.03
tblVehicleTrips	SU_TR	420.71	56.87
tblVehicleTrips	SU_TR	71.97	27.25
tblVehicleTrips	SU_TR	21.10	18.10

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

tblVehicleTrips	SU_TR	1.95	1.20
tblVehicleTrips	WD_TR	5.44	1.77
tblVehicleTrips	WD_TR	47.62	15.46
tblVehicleTrips	WD_TR	470.95	153.06
tblVehicleTrips	WD_TR	9.74	5.07
tblVehicleTrips	WD_TR	33.98	9.37
tblVehicleTrips	WD_TR	112.18	36.46
tblVehicleTrips	WD_TR	8.36	2.03
tblVehicleTrips	WD_TR	220.00	56.87
tblVehicleTrips	WD_TR	63.64	27.25
tblVehicleTrips	WD_TR	37.75	18.10
tblVehicleTrips	WD_TR	2.40	1.20

2.0 Emissions Summary

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Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4) - Sacramento County, Summer

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	3.3756	33.2366	22.2882	0.0400	0.1141	1.6584	1.7735	0.0303	1.5425	1.5728	0.0000	3,863.510 0	3,863.510 0	1.0620	3.3600e- 003	3,891.060 0
2021	4.2694	46.4414	31.5253	0.0635	19.7939	2.0453	21.8392	10.1368	1.8816	12.0204	0.0000	6,157.202 6	6,157.202 6	1.9476	4.1000e- 003	6,207.115 3
2022	8.1912	41.8431	68.7653	0.2219	14.2525	1.6357	15.3523	3.8391	1.5048	5.1990	0.0000	22,856.37 98	22,856.37 98	1.9486	1.6221	23,369.31 45
2023	7.3138	36.7775	64.2211	0.2155	14.2522	0.8710	15.1232	3.8390	0.9201	4.6591	0.0000	22,254.07 48	22,254.07 48	1.1244	1.5562	22,745.93 60
2024	6.8470	35.1702	60.9534	0.2104	14.2519	0.7801	15.0320	3.8389	0.7344	4.5733	0.0000	21,812.07 40	21,812.07 40	1.0859	1.5159	22,290.96 91
2025	6.4278	33.5727	58.1513	0.2052	14.2516	0.6997	14.9412	3.8388	0.6494	4.4881	0.0000	21,378.44 30	21,378.44 30	1.0525	1.4764	21,844.73 42
2026	6.1501	32.9986	55.8750	0.2005	14.2513	0.6845	14.9358	3.8387	0.6445	4.4832	0.0000	20,959.92 60	20,959.92 60	1.0260	1.4404	21,414.82 10
2027	5.8947	32.4873	53.9412	0.1959	14.2511	0.6792	14.9303	3.8386	0.6396	4.4781	0.0000	20,553.61 24	20,553.61 24	1.0018	1.4052	20,997.42 01
2028	292.4897	32.0627	52.3362	0.1917	14.2509	0.6741	14.9249	3.8385	0.6347	4.4733	0.0000	20,182.58 45	20,182.58 45	0.9816	1.3732	20,616.33 43
Maximum	292.4897	46.4414	68.7553	0.2219	19.7939	2.0453	21.8392	10.1388	1.8816	12.0204	0.0000	22,856.37 98	22,856.37 98	1.9486	1.6221	23,369.31 45

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

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	3.3756	33.2366	22.2882	0.0400	0.1141	1.6584	1.7735	0.0303	1.5425	1.5728	0.0000	3,863.510 0	3,863.510 0	1.0620	3.3600e- 003	3,891.060 0
2021	4.2684	46.4414	31.5253	0.0635	19.7939	2.0453	21.8392	10.1388	1.8816	12.0204	0.0000	6,157.202 6	6,157.202 6	1.9476	4.1000e- 003	6,207.115 3
2022	8.1912	41.8431	68.7553	0.2219	14.2526	1.6357	15.3523	3.9391	1.5049	5.1990	0.0000	22,856.37 98	22,856.37 98	1.9486	1.6221	23,369.31 45
2023	7.3138	36.7775	64.2211	0.2155	14.2522	0.8710	15.1232	3.8390	0.8201	4.6591	0.0000	22,254.07 48	22,254.07 48	1.1244	1.5562	22,745.93 80
2024	6.8470	35.1702	60.9534	0.2104	14.2519	0.7801	15.0320	3.8389	0.7344	4.5733	0.0000	21,812.07 40	21,812.07 40	1.0859	1.5159	22,290.96 91
2025	6.4278	33.5727	58.1513	0.2052	14.2516	0.6897	14.9412	3.8388	0.6494	4.4881	0.0000	21,378.44 30	21,378.44 30	1.0525	1.4764	21,844.73 42
2026	6.1501	32.9986	55.8750	0.2005	14.2513	0.6845	14.9358	3.8387	0.6445	4.4832	0.0000	20,959.92 60	20,959.92 60	1.0260	1.4404	21,414.92 10
2027	5.8947	32.4873	53.9412	0.1959	14.2511	0.6792	14.9303	3.8386	0.6396	4.4781	0.0000	20,553.61 24	20,553.61 24	1.0018	1.4052	20,967.42 01
2028	292.4897	32.0627	52.3362	0.1917	14.2509	0.6741	14.9249	3.8385	0.6347	4.4733	0.0000	20,182.58 45	20,182.58 45	0.9816	1.3732	20,616.33 43
Maximum	292.4897	46.4414	68.7553	0.2219	19.7939	2.0453	21.8392	10.1388	1.8816	12.0204	0.0000	22,856.37 98	22,856.37 98	1.9486	1.6221	23,369.31 45

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4) - Sacramento County, Summer

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	68.2874	1.1392	98.7310	5.2400e-003		0.5496	0.5496		0.5496	0.5496	0.0000	178.6173	178.6173	0.1706	0.0000	182.8821
Energy	2.0562	18.5061	14.3334	0.1122		1.4206	1.4206		1.4206	1.4206		22,431.2367	22,431.2367	0.4299	0.4112	22,564.5343
Mobile	32.4895	29.6510	304.4310	0.6650	91.3024	0.3183	91.6207	24.3117	0.2678	24.6094		74,331.6906	74,331.6906	4.1082	2.9643	75,317.7561
Total	102.8320	49.2963	417.4954	0.7824	91.3024	2.2885	93.5909	24.3117	2.2679	26.5796	0.0000	96,941.5447	96,941.5447	4.7087	3.3755	98,065.1729

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	64.9924	1.1392	98.7310	5.2400e-003		0.5496	0.5496		0.5496	0.5496	0.0000	178.6173	178.6173	0.1706	0.0000	182.8821
Energy	2.0562	18.5061	14.3334	0.1122		1.4206	1.4206		1.4206	1.4206		22,431.2367	22,431.2367	0.4299	0.4112	22,564.5343
Mobile	24.4031	17.5348	164.7595	0.3061	40.7861	0.1585	40.9446	10.8604	0.1480	11.0084		34,214.2662	34,214.2662	2.2659	1.6755	34,770.2239
Total	91.4517	37.1800	277.8238	0.4235	40.7861	2.1287	42.9148	10.8604	2.1182	12.9786	0.0000	56,824.1202	56,824.1202	2.8664	2.0868	57,517.6403

Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4) - Sacramento County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	11.07	24.58	33.45	45.87	55.33	6.98	54.15	55.33	6.60	51.17	0.00	41.38	41.38	39.13	38.18	41.35

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/17/2020	4/5/2021	5	100	
2	Site Preparation	Site Preparation	4/6/2021	6/28/2021	5	60	
3	Grading	Grading	6/29/2021	1/31/2022	5	155	
4	Building Construction	Building Construction	2/1/2022	1/10/2028	5	1550	
5	Paving	Paving	1/11/2028	6/12/2028	5	110	
6	Architectural Coating	Architectural Coating	6/13/2028	11/13/2028	5	110	

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 0

Residential Indoor: 2,430,000; Residential Outdoor: 810,000; Non-Residential Indoor: 2,759,490; Non-Residential Outdoor: 919,830; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4) - Sacramento County, Summer

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

Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,533.00	430.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	307.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4) - Sacramento County, Summer

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

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
Total	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0635	0.0356	0.5350	1.1500e-003	0.1141	6.9000e-004	0.1148	0.0303	6.3000e-004	0.0309		115.8051	115.8051	4.0500e-003	3.3600e-003	116.9064
Total	0.0635	0.0356	0.5350	1.1500e-003	0.1141	6.9000e-004	0.1148	0.0303	6.3000e-004	0.0309		115.8051	115.8051	4.0500e-003	3.3600e-003	116.9064

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

3.2 Demolition - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
Total	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0635	0.0356	0.5350	1.1500e-003	0.1141	6.9000e-004	0.1148	0.0303	6.3000e-004	0.0309		115.8051	115.8051	4.0500e-003	3.3600e-003	116.9064
Total	0.0635	0.0356	0.5350	1.1500e-003	0.1141	6.9000e-004	0.1148	0.0303	6.3000e-004	0.0309		115.8051	115.8051	4.0500e-003	3.3600e-003	116.9064

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

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0587	0.0312	0.4851	1.1100e-003	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		112.6194	112.6194	3.6200e-003	3.0800e-003	113.6264
Total	0.0587	0.0312	0.4851	1.1100e-003	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		112.6194	112.6194	3.6200e-003	3.0800e-003	113.6264

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

3.2 Demolition - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0587	0.0312	0.4851	1.1100e-003	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		112.6194	112.6194	3.6200e-003	3.0800e-003	113.6264
Total	0.0587	0.0312	0.4851	1.1100e-003	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		112.6194	112.6194	3.6200e-003	3.0800e-003	113.6264

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

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	19.6570	2.0445	21.7015	10.1025	1.8809	11.9834		3,685.6569	3,685.6569	1.1920		3,715.4573

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0704	0.0374	0.5821	1.3300e-003	0.1369	7.8000e-004	0.1377	0.0363	7.2000e-004	0.0370		135.1433	135.1433	4.3500e-003	3.6900e-003	136.3517
Total	0.0704	0.0374	0.5821	1.3300e-003	0.1369	7.8000e-004	0.1377	0.0363	7.2000e-004	0.0370		135.1433	135.1433	4.3500e-003	3.6900e-003	136.3517

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

3.3 Site Preparation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685,656.9	3,685,656.9	1.1920		3,715,457.3
Total	3.8882	40.4971	21.1543	0.0380	19.6570	2.0445	21.7015	10.1025	1.8809	11.9834	0.0000	3,685,656.9	3,685,656.9	1.1920		3,715,457.3

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0704	0.0374	0.5821	1.3300e-003	0.1369	7.8000e-004	0.1377	0.0363	7.2000e-004	0.0370		135.1433	135.1433	4.3500e-003	3.6900e-003	136.3517
Total	0.0704	0.0374	0.5821	1.3300e-003	0.1369	7.8000e-004	0.1377	0.0363	7.2000e-004	0.0370		135.1433	135.1433	4.3500e-003	3.6900e-003	136.3517

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

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	4.1912	46.3998	30.8785	0.0620	9.2036	1.9853	11.1889	3.6538	1.8265	5.4803		6,007.043 4	6,007.043 4	1.9428		6,055.613 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0782	0.0416	0.6468	1.4800e-003	0.1521	8.7000e-004	0.1530	0.0404	8.0000e-004	0.0412		150.1592	150.1592	4.8300e-003	4.1000e-003	151.5019
Total	0.0782	0.0416	0.6468	1.4800e-003	0.1521	8.7000e-004	0.1530	0.0404	8.0000e-004	0.0412		150.1592	150.1592	4.8300e-003	4.1000e-003	151.5019

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

3.4 Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	9.2036	1.9853	11.1889	3.6538	1.8265	5.4803	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0782	0.0416	0.6468	1.4800e-003	0.1521	8.7000e-004	0.1530	0.0404	8.0000e-004	0.0412		150.1592	150.1592	4.8300e-003	4.1000e-003	151.5019
Total	0.0782	0.0416	0.6468	1.4800e-003	0.1521	8.7000e-004	0.1530	0.0404	8.0000e-004	0.0412		150.1592	150.1592	4.8300e-003	4.1000e-003	151.5019

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

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	9.2036	1.6349	10.8385	3.6538	1.5041	5.1579		6,011.4105	6,011.4105	1.9442		6,060.0158

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0725	0.0366	0.5915	1.4400e-003	0.1521	8.3000e-004	0.1530	0.0404	7.6000e-004	0.0411		146.1503	146.1503	4.3400e-003	3.7800e-003	147.3843
Total	0.0725	0.0366	0.5915	1.4400e-003	0.1521	8.3000e-004	0.1530	0.0404	7.6000e-004	0.0411		146.1503	146.1503	4.3400e-003	3.7800e-003	147.3843

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

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	9.2036	1.6349	10.8385	3.6538	1.5041	5.1579	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0725	0.0366	0.5915	1.4400e-003	0.1521	8.3000e-004	0.1530	0.0404	7.6000e-004	0.0411		146.1503	146.1503	4.3400e-003	3.7800e-003	147.3843
Total	0.0725	0.0366	0.5915	1.4400e-003	0.1521	8.3000e-004	0.1530	0.0404	7.6000e-004	0.0411		146.1503	146.1503	4.3400e-003	3.7800e-003	147.3843

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

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.9304	23.4225	7.0520	0.0849	2.5910	0.2275	2.8185	0.7458	0.2176	0.9634		9,089.6231	9,089.6231	0.2379	1.3326	9,502.6780
Worker	5.5546	2.8050	45.3399	0.1101	11.6615	0.0633	11.7248	3.0933	0.0583	3.1516		11,202.4232	11,202.4232	0.3325	0.2895	11,297.0044
Total	6.4849	26.2275	52.3919	0.1950	14.2525	0.2908	14.5433	3.8391	0.2759	4.1150		20,302.0462	20,302.0462	0.5704	1.6221	20,799.6823

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3.5 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.9304	23.4225	7.0520	0.0849	2.5910	0.2275	2.8185	0.7458	0.2176	0.9634		9,089.6231	9,089.6231	0.2379	1.3328	9,502.6780
Worker	5.5546	2.8050	45.3399	0.1101	11.6615	0.0633	11.7248	3.0933	0.0583	3.1516		11,202.4232	11,202.4232	0.3325	0.2895	11,297.0044
Total	6.4849	26.2275	52.3919	0.1950	14.2525	0.2908	14.5433	3.8391	0.2759	4.1150		20,302.0462	20,302.0462	0.5704	1.6221	20,799.6823

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

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0289		0.6997	0.6997		0.6584	0.6584	2,555.2099	2,555.2099	0.6079			2,570.4061
Total	1.5728	14.3849	16.2440	0.0289		0.6997	0.6997		0.6584	0.6584	2,555.2099	2,555.2099	0.6079			2,570.4061

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5753	19.9107	6.1984	0.0819	2.5906	0.1112	2.7018	0.7457	0.1063	0.8520	8,788.5212	8,788.5212	0.2172	1.2893		9,177.8564
Worker	5.1657	2.4820	41.7787	0.1086	11.6615	0.0601	11.7216	3.0933	0.0554	3.1487	10,910.3437	10,910.3437	0.2994	0.2679		10,997.6736
Total	5.7410	22.3926	47.9771	0.1885	14.2522	0.1713	14.4234	3.8390	0.1617	4.0007	19,698.8649	19,698.8649	0.5166	1.5562		20,175.5300

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

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555,209.9	2,555,209.9	0.6079		2,570,406.1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555,209.9	2,555,209.9	0.6079		2,570,406.1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5753	19.9107	6.1984	0.0819	2.5906	0.1112	2.7018	0.7457	0.1063	0.8520		8,788,521.2	8,788,521.2	0.2172	1.2883	9,177,856.4
Worker	5.1657	2.4820	41.7787	0.1066	11.6615	0.0601	11.7216	3.0933	0.0554	3.1487		10,910.3437	10,910.3437	0.2994	0.2679	10,997.6736
Total	5.7410	22.3926	47.9771	0.1885	14.2522	0.1713	14.4234	3.8390	0.1617	4.0007		19,698.8649	19,698.8649	0.5166	1.5562	20,175.5300

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

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5504	19.5153	6.0039	0.0803	2.5903	0.1096	2.6999	0.7456	0.1048	0.8503		8,621.1448	8,621.1448	0.2111	1.2667	9,003.8933
Worker	4.8251	2.2111	38.7827	0.1031	11.6615	0.0573	11.7188	3.0933	0.0527	3.1460		10,635.2303	10,635.2303	0.2704	0.2493	10,716.2682
Total	5.3755	21.7264	44.7866	0.1834	14.2519	0.1668	14.4187	3.8389	0.1575	3.9964		19,256.3751	19,256.3751	0.4815	1.5159	19,720.1615

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3.5 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5504	19.5153	6.0039	0.0803	2.5903	0.1096	2.6999	0.7456	0.1048	0.8503		8,621.1448	8,621.1448	0.2111	1.2667	9,003.9933
Worker	4.8251	2.2111	38.7827	0.1031	11.6615	0.0573	11.7188	3.0933	0.0527	3.1460		10,635.2363	10,635.2363	0.2704	0.2493	10,716.2882
Total	5.3755	21.7264	44.7866	0.1834	14.2519	0.1668	14.4187	3.8389	0.1575	3.9964		19,256.3751	19,256.3751	0.4815	1.5159	19,720.1615

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

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5306	19.1181	5.9631	0.0787	2.5901	0.1074	2.6974	0.7455	0.1027	0.8482		8,446.329 6	8,446.329 6	0.2067	1.2434	8,622.015 1
Worker	4.5298	1.9849	36.2035	0.0996	11.6615	0.0547	11.7163	3.0933	0.0504	3.1437		10,375.63 91	10,375.63 91	0.2449	0.2331	10,451.22 11
Total	5.0604	21.1030	42.0666	0.1783	14.2516	0.1621	14.4137	3.8388	0.1531	3.9919		18,821.96 86	18,821.96 86	0.4516	1.4764	19,273.23 62

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

3.5 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5306	19.1181	5.8631	0.0767	2.5901	0.1074	2.6974	0.7455	0.1027	0.8482		8,446.329 6	8,446.329 6	0.2067	1.2434	8,822.015 1
Worker	4.5298	1.9849	36.2035	0.0996	11.6615	0.0547	11.7163	3.0933	0.0504	3.1437		10,375.63 91	10,375.63 91	0.2449	0.2331	10,451.22 11
Total	5.0604	21.1030	42.0666	0.1783	14.2516	0.1621	14.4137	3.8388	0.1531	3.9919		18,821.96 86	18,821.96 86	0.4516	1.4764	19,273.23 82

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

3.5 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.4744	2,556.4744	0.6010		2,571.4981

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5121	18.7291	5.7475	0.0771	2.5898	0.1047	2.6945	0.7454	0.1002	0.8456		8,276.0038	8,276.0038	0.2022	1.2208	8,644.8409
Worker	4.2706	1.7999	34.0429	0.0964	11.6615	0.0522	11.7137	3.0933	0.0480	3.1414		10,127.4478	10,127.4478	0.2229	0.2197	10,199.4821
Total	4.7827	20.5289	39.7903	0.1735	14.2513	0.1569	14.4082	3.8387	0.1482	3.9869		18,403.4516	18,403.4516	0.4250	1.4404	18,843.3230

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3.5 Building Construction - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5121	18.7291	5.7475	0.0771	2.5898	0.1047	2.6945	0.7454	0.1002	0.8455		8,276.0038	8,276.0038	0.2022	1.2208	8,644.9409
Worker	4.2706	1.7999	34.0429	0.0964	11.6615	0.0522	11.7137	3.0933	0.0480	3.1414		10,127.4478	10,127.4478	0.2229	0.2197	10,198.4821
Total	4.7827	20.5289	39.7903	0.1735	14.2513	0.1569	14.4082	3.8387	0.1482	3.9869		18,403.4516	18,403.4516	0.4250	1.4404	18,843.3230

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3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4957	18.3725	5.6491	0.0754	2.5896	0.1023	2.6919	0.7453	0.0979	0.8432		8,098.239 5	8,098.239 5	0.1970	1.1968	8,459.817 8
Worker	4.0316	1.6451	32.2075	0.0936	11.6615	0.0493	11.7109	3.0933	0.0454	3.1387		9,898.898 6	9,898.898 6	0.2038	0.2084	9,966.104 3
Total	4.5273	20.0176	37.8566	0.1689	14.2511	0.1517	14.4027	3.8386	0.1433	3.9819		17,997.13 81	17,997.13 81	0.4008	1.4052	18,425.92 21

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3.5 Building Construction - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556,474.4	2,556,474.4	0.6010		2,571,498.1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556,474.4	2,556,474.4	0.6010		2,571,498.1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4957	18.3725	5.6491	0.0754	2.5896	0.1023	2.6919	0.7453	0.0979	0.8432		8,098,239.5	8,098,239.5	0.1970	1.1968	8,459,917.8
Worker	4.0316	1.6451	32.2075	0.0935	11.6615	0.0493	11.7109	3.0933	0.0454	3.1387		9,898,898.6	9,898,898.6	0.2038	0.2084	9,966,104.3
Total	4.5273	20.0176	37.8566	0.1689	14.2511	0.1517	14.4027	3.8386	0.1433	3.9819		17,997,138.1	17,997,138.1	0.4008	1.4052	18,425,922.1

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

3.5 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4812	18.0755	5.5705	0.0738	2.5893	0.1002	2.6895	0.7452	0.0959	0.8410		7,931.656 7	7,931.656 7	0.1931	1.1741	8,286.368 5
Worker	3.8141	1.5175	30.6810	0.0909	11.6615	0.0463	11.7078	3.0933	0.0426	3.1360		9,694.453 4	9,694.453 4	0.1875	0.1991	9,798.467 8
Total	4.2953	19.5930	36.2515	0.1647	14.2509	0.1465	14.3974	3.8385	0.1385	3.9770		17,626.11 01	17,626.11 01	0.3806	1.3732	18,044.83 63

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3.5 Building Construction - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556.4744	2,556.4744	0.6010		2,571.4981

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4912	18.0755	5.5705	0.0736	2.5893	0.1002	2.6895	0.7452	0.0959	0.8410		7,931.6567	7,931.6567	0.1931	1.1741	8,286.3685
Worker	3.8141	1.5175	30.6810	0.0909	11.6615	0.0463	11.7078	3.0933	0.0426	3.1360		9,694.4534	9,694.4534	0.1875	0.1991	9,758.4678
Total	4.2953	19.5930	36.2515	0.1647	14.2509	0.1465	14.3974	3.8385	0.1385	3.9770		17,626.1101	17,626.1101	0.3806	1.3732	18,044.8363

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3.6 Paving - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206,745 2	2,206,745 2	0.7137		2,224,587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206,745 2	2,206,745 2	0.7137		2,224,587 8

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0373	0.0149	0.3002	8.9000e-004	0.1141	4.5000e-004	0.1146	0.0303	4.2000e-004	0.0307		94.8577	94.8577	1.8300e-003	1.9500e-003	95.4840
Total	0.0373	0.0149	0.3002	8.9000e-004	0.1141	4.5000e-004	0.1146	0.0303	4.2000e-004	0.0307		94.8577	94.8577	1.8300e-003	1.9500e-003	95.4840

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3.6 Paving - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0373	0.0149	0.3002	8.9000e-004	0.1141	4.5000e-004	0.1146	0.0303	4.2000e-004	0.0307		94.8577	94.8577	1.8300e-003	1.9500e-003	95.4840
Total	0.0373	0.0149	0.3002	8.9000e-004	0.1141	4.5000e-004	0.1146	0.0303	4.2000e-004	0.0307		94.8577	94.8577	1.8300e-003	1.9500e-003	95.4840

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

3.7 Architectural Coating - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	291.5550					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	291.7258	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.7638	0.3039	6.1442	0.0182	2.3354	9.2800e-003	2.3446	0.6195	8.5400e-003	0.6280		1,941,420 2	1,941,420 2	0.0376	0.0399	1,954,239 8
Total	0.7638	0.3039	6.1442	0.0182	2.3354	9.2800e-003	2.3446	0.6195	8.5400e-003	0.6280		1,941,420 2	1,941,420 2	0.0376	0.0399	1,954,239 8

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3.7 Architectural Coating - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	291.5550					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	291.7258	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.7638	0.3039	6.1442	0.0182	2.3354	9.2800e-003	2.3446	0.6195	8.5400e-003	0.6280		1,941,420.2	1,941,420.2	0.0376	0.0399	1,954,239.8
Total	0.7638	0.3039	6.1442	0.0182	2.3354	9.2800e-003	2.3446	0.6195	8.5400e-003	0.6280		1,941,420.2	1,941,420.2	0.0376	0.0399	1,954,239.8

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density
Increase Diversity
Improve Walkability Design
Improve Destination Accessibility
Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	24.4031	17.5348	184.7595	0.3061	40.7861	0.1595	40.9446	10.8604	0.1480	11.0084		34,214.26	34,214.26	2.2659	1.8755	34,770.22
												62	62			39
Unmitigated	32.4885	29.6510	304.4310	0.8650	91.3024	0.3183	91.6207	24.3117	0.2976	24.6094		74,331.69	74,331.69	4.1082	2.9643	75,317.75
												06	06			61

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartment Mid Rise	1,902.75	1,902.75	1,902.75	5,540,808	2,475,158
Day-Care Center	185.52	185.52	185.52	526,728	235,297
Fast Food Restaurant with Drive Thru	1,530.60	1,530.60	1,530.60	4,178,538	1,866,612
General Office Building	3,549.00	3,549.00	3,549.00	10,722,239	4,789,776
General Office Building	892.32	892.32	892.32	2,695,877	1,204,267
Government (Civic Center)	309.21	0.00	0.00	827,078	280,125
High Turnover (Sit Down Restaurant)	1,458.40	1,458.40	1,458.40	3,981,432	1,778,562

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Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	923.65	923.65	923.65	2,521,565	1,126,419
Movie Theater (No Matinee)	454.96	454.96	454.96	1,242,041	554,837
Quality Restaurant	1,607.75	1,607.75	1,607.75	4,389,158	1,960,699
Regional Shopping Center	2,298.70	2,298.70	2,298.70	6,275,451	2,803,333
Retirement Community	150.00	150.00	150.00	436,800	195,125
Total	15,262.86	14,953.65	14,953.65	43,137,714	19,270,230

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	8.00	8.00	8.00	46.50	12.50	41.00	100	0	0
Day-Care Center	7.80	7.80	7.80	12.70	82.30	5.00	100	0	0
Fast Food Restaurant with Drive Thru	7.50	7.50	7.50	2.20	78.80	19.00	100	0	0
General Office Building	8.30	8.30	8.30	33.00	48.00	19.00	100	0	0
General Office Building	8.30	8.30	8.30	33.00	48.00	19.00	100	0	0
Government (Civic Center)	7.80	7.80	7.80	75.00	20.00	5.00	100	0	0
High Turnover (Sit Down Restaurant)	7.50	7.50	7.50	8.50	72.50	19.00	100	0	0
Hotel	7.50	7.50	7.50	19.40	61.60	19.00	100	0	0
Movie Theater (No Matinee)	7.50	7.50	7.50	1.80	79.20	19.00	100	0	0
Quality Restaurant	7.50	7.50	7.50	12.00	69.00	19.00	100	0	0
Regional Shopping Center	7.50	7.50	7.50	16.30	64.70	19.00	100	0	0
Retirement Community	8.00	8.00	8.00	46.50	12.50	41.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Day-Care Center	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Fast Food Restaurant with Drive Thru	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
General Office Building	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Government (Civic Center)	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
High Turnover (Sit Down Restaurant)	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180

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Hotel	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Movie Theater (No Matinee)	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Quality Restaurant	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Regional Shopping Center	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Retirement Community	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Natural Gas Mitigated	2.0562	18.5061	14.3334	0.1122		1.4206	1.4206		1.4206	1.4206	22,431.23	22,431.23	22,431.23	0.4299	0.4112	22,564.53
											67	67	67			43
Natural Gas Unmitigated	2.0562	18.5061	14.3334	0.1122		1.4206	1.4206		1.4206	1.4206	22,431.23	22,431.23	22,431.23	0.4299	0.4112	22,564.53
											67	67	67			43

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	27732.7	0.2991	2.5558	1.0876	0.0163		0.2066	0.2066		0.2066	0.2066		3,262.6744	3,262.6744	0.0625	0.0598	3,282.0628
Day-Care Center	497.096	5.3600e-003	0.0487	0.0409	2.9000e-004		3.7000e-003	3.7000e-003		3.7000e-003	3.7000e-003		58.4819	58.4819	1.1200e-003	1.0700e-003	58.8294
Fast Food Restaurant with Drive Thru	4852.33	0.0523	0.4757	0.3998	2.8500e-003		0.0362	0.0362		0.0362	0.0362		570.8622	570.8622	0.0109	0.0106	574.2546
General Office Building	24893.2	0.2685	2.4405	2.0500	0.0146		0.1855	0.1855		0.1855	0.1855		2,928.6060	2,928.6060	0.0561	0.0537	2,946.0092
General Office Building	6258.85	0.0675	0.6136	0.5154	3.8800e-003		0.0466	0.0466		0.0466	0.0466		736.3352	736.3352	0.0141	0.0136	740.7108
Government (Civic Center)	1173.53	0.0127	0.1151	0.0988	8.9000e-004		8.7400e-003	8.7400e-003		8.7400e-003	8.7400e-003		138.0629	138.0629	2.8500e-003	2.5300e-003	138.8833
High Turnover (Sit Down Restaurant)	19409.3	0.2093	1.9029	1.5984	0.0114		0.1446	0.1446		0.1446	0.1446		2,283.4488	2,283.4488	0.0438	0.0419	2,297.0182
Hotel	69215.4	0.7464	6.7858	5.7001	0.0407		0.5157	0.5157		0.5157	0.5157		8,142.9938	8,142.9938	0.1561	0.1493	8,191.3836
Movie Theater (No Matinee)	2143.95	0.0231	0.2102	0.1766	1.2800e-003		0.0160	0.0160		0.0160	0.0160		252.2289	252.2289	4.8300e-003	4.6200e-003	253.7277
Quality Restaurant	28628.7	0.3087	2.8067	2.3577	0.0168		0.2133	0.2133		0.2133	0.2133		3,368.0870	3,368.0870	0.0646	0.0618	3,398.1018
Regional Shopping Center	1868.47	0.0202	0.1832	0.1539	1.1000e-003		0.0139	0.0139		0.0139	0.0139		219.8195	219.8195	4.2100e-003	4.0300e-003	221.1258
Retirement Community	3991.91	0.0431	0.3679	0.1566	2.3500e-003		0.0297	0.0297		0.0297	0.0297		469.6362	469.6362	9.0000e-003	8.6100e-003	472.4270
Total		2.0562	18.5061	14.3333	0.1121		1.4206	1.4206		1.4206	1.4206		22,431.2367	22,431.2367	0.4299	0.4112	22,564.5343

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	27.7327	0.2991	2.5558	1.0876	0.0163		0.2066	0.2066		0.2066	0.2066		3,262.6744	3,262.6744	0.0625	0.0598	3,282.0628
Day-Care Center	0.497096	5.3600e-003	0.0487	0.0409	2.9000e-004		3.7000e-003	3.7000e-003		3.7000e-003	3.7000e-003		58.4819	58.4819	1.1200e-003	1.0700e-003	58.8294
Fast Food Restaurant with Drive Thru	4.95233	0.0923	0.4757	0.3998	2.9500e-003		0.0362	0.0362		0.0362	0.0362		570.9822	570.9822	0.0109	0.0106	574.2546
General Office Building	24.8932	0.2895	2.4405	2.0500	0.0146		0.1855	0.1855		0.1855	0.1855		2,928.6060	2,928.6060	0.0561	0.0537	2,946.0092
General Office Building	6.25886	0.0675	0.6136	0.5154	3.6800e-003		0.0466	0.0466		0.0466	0.0466		736.3352	736.3352	0.0141	0.0135	740.7109
Government (Civic Center)	1.17353	0.0127	0.1151	0.0866	6.9000e-004		8.7400e-003	8.7400e-003		8.7400e-003	8.7400e-003		139.0629	139.0629	2.8500e-003	2.5300e-003	139.8933
High Turnover (Sit Down Restaurant)	19.4093	0.2093	1.9029	1.5984	0.0114		0.1446	0.1446		0.1446	0.1446		2,283.4488	2,283.4488	0.0438	0.0419	2,297.0182
Hotel	69.2154	0.7464	6.7858	5.7001	0.0407		0.5157	0.5157		0.5157	0.5157		8,142.9938	8,142.9938	0.1561	0.1483	8,191.3836
Movie Theater (No Matinee)	2.14395	0.0231	0.2102	0.1766	1.2600e-003		0.0160	0.0160		0.0160	0.0160		252.2289	252.2289	4.8300e-003	4.6200e-003	253.7277
Quality Restaurant	28.6287	0.3087	2.9067	2.3577	0.0168		0.2133	0.2133		0.2133	0.2133		3,368.0870	3,368.0870	0.0646	0.0618	3,389.1019
Regional Shopping Center	1.96847	0.0202	0.1832	0.1539	1.1000e-003		0.0139	0.0139		0.0139	0.0139		219.8195	219.8195	4.2100e-003	4.0300e-003	221.1258
Retirement Community	3.99191	0.0431	0.3679	0.1566	2.3500e-003		0.0297	0.0297		0.0297	0.0297		469.6362	469.6362	9.0000e-003	8.6100e-003	472.4270
Total		2.0562	18.5061	14.3333	0.1121		1.4206	1.4206		1.4206	1.4206		22,431.2367	22,431.2367	0.4299	0.4112	22,564.5343

6.0 Area Detail

3.0

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

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Non-Residential Interior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	64.9924	1.1392	98.7310	5.2400e-003		0.5496	0.5496		0.5496	0.5496	0.0000	178.6173	178.6173	0.1706	0.0000	182.8821
Unmitigated	68.2874	1.1392	98.7310	5.2400e-003		0.5496	0.5496		0.5496	0.5496	0.0000	178.6173	178.6173	0.1706	0.0000	182.8821

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	8.7866					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	58.5377					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.9631	1.1392	98.7310	5.2400e-003		0.5496	0.5496		0.5496	0.5496		178.6173	178.6173	0.1706		182.8821
Total	68.2874	1.1392	98.7310	5.2400e-003		0.5496	0.5496		0.5496	0.5496	0.0000	178.6173	178.6173	0.1706	0.0000	182.8821

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	5.4916					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	56.5377					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.9631	1.1392	98.7310	5.2400e-003		0.5496	0.5496		0.5496	0.5496		178.6173	178.6173	0.1706		182.8821
Total	64.9924	1.1392	98.7310	5.2400e-003		0.5496	0.5496		0.5496	0.5496	0.0000	178.6173	178.6173	0.1706	0.0000	182.8821

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet
 Install Low Flow Kitchen Faucet
 Install Low Flow Toilet
 Install Low Flow Shower
 Turf Reduction
 Use Water Efficient Irrigation System

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4) - Sacramento County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4)**

Sacramento County, Winter

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	700.00	1000sqft	16.07	700,000.00	0
General Office Building	176.00	1000sqft	4.04	176,000.00	0
Government (Civic Center)	33.00	1000sqft	0.76	33,000.00	0
Day-Care Center	12.00	1000sqft	0.28	12,000.00	0
Fast Food Restaurant with Drive Thru	10.00	1000sqft	0.23	10,000.00	0
High Turnover (Sit Down Restaurant)	40.00	1000sqft	0.92	40,000.00	0
Hotel	455.00	Room	15.17	660,660.00	0
Movie Theater (No Matinee)	8.00	Screen	0.51	22,000.00	0
Quality Restaurant	59.00	1000sqft	1.35	59,000.00	0
Apartments Mid Rise	1,075.00	Dwelling Unit	28.29	1,075,000.00	2870
Retirement Community	125.00	Dwelling Unit	25.00	125,000.00	334
Regional Shopping Center	127.00	1000sqft	2.92	127,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.5	Precipitation Freq (Days)	58
Climate Zone	6			Operational Year	2040
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	0	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

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Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4) - Sacramento County, Winter

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

Project Characteristics - No construction modeled during this run (operation only). CO2, CH4, and N2O intensity factors reduced to zero, since SMUD has a goal of "net-zero" emissions prior to project buildout.

Land Use - Land uses reflect Projected Development Scenario.

Construction Phase - No construction modeled for this model run (operation only).

Vehicle Trips - Vehicle trips and trip lengths incorporated to reflect the "Net Increase in Trips" provided by Fehr & Peers for the 'Projected Development Scenario'.

Woodstoves -

Consumer Products - CARB total statewide year 2016 ROG emissions is 208.71 tons/year, 12.89% less than the amount estimated for 2008 (239.6 tons/year). General Category consumer projects emissions factor adjusted to reflect.

Area Coating -

Energy Use -

Mobile Land Use Mitigation - Land Use Design Features/MM: 23.0du/acre; 113 intersections/sq. mile; Increase diversity; 13.25 miles to downtown; improve ped network (project site and connecting off-site).

Mobile Commute Mitigation -

Area Mitigation - Use Low VOC Paint - Residential Interior; Use Low VOC Paint - Non-Residential Interior; No Hearths Installed

Energy Mitigation - Install High Efficiency Lighting; Install Energy Efficient Appliances

Water Mitigation - Install Low Flow Bathroom Faucet; Install Low Flow Kitchen Faucet; Install Low Flow Toilet; Install Low Flow Shower; Turf Reduction; Use Water Efficient Irrigation System.

Grading -

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Fleet Mix -

Sequestration - Assumes approximately 500 new landscape trees.

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	50
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	100	50
tblConsumerProducts	ROG_EF	2.14E-05	1.86E-05
tblProjectCharacteristics	CH4IntensityFactor	0.033	0
tblProjectCharacteristics	CO2IntensityFactor	357.98	0

Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4) - Sacramento County, Winter

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

tblProjectCharacteristics	N2OIntensityFactor	0.004	0
tblSequestration	NumberOfNewTrees	0.00	500.00
tblVehicleTrips	CC_TL	5.00	7.80
tblVehicleTrips	CC_TL	5.00	7.50
tblVehicleTrips	CC_TL	5.00	8.30
tblVehicleTrips	CC_TL	5.00	7.80
tblVehicleTrips	CC_TL	5.00	7.50
tblVehicleTrips	CC_TL	5.00	7.50
tblVehicleTrips	CC_TL	5.00	7.50
tblVehicleTrips	CC_TL	5.00	7.50
tblVehicleTrips	CC_TL	5.00	7.50
tblVehicleTrips	CNW_TL	6.50	7.80
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CNW_TL	6.50	8.30
tblVehicleTrips	CNW_TL	6.50	7.80
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CNW_TL	6.50	7.50
tblVehicleTrips	CW_TL	10.00	7.80
tblVehicleTrips	CW_TL	10.00	7.50
tblVehicleTrips	CW_TL	10.00	8.30
tblVehicleTrips	CW_TL	10.00	7.80
tblVehicleTrips	CW_TL	10.00	7.50
tblVehicleTrips	CW_TL	10.00	7.50
tblVehicleTrips	CW_TL	10.00	7.50
tblVehicleTrips	CW_TL	10.00	7.50
tblVehicleTrips	CW_TL	10.00	7.50
tblVehicleTrips	CW_TL	10.00	7.50

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

tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	58.00	0.00
tblVehicleTrips	DV_TP	21.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	34.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	17.00	0.00
tblVehicleTrips	DV_TP	18.00	0.00
tblVehicleTrips	DV_TP	35.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TL	6.50	8.00
tblVehicleTrips	HO_TL	6.50	8.00
tblVehicleTrips	HS_TL	5.00	8.00
tblVehicleTrips	HS_TL	5.00	8.00
tblVehicleTrips	HW_TL	10.00	8.00
tblVehicleTrips	HW_TL	10.00	8.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	14.00	0.00
tblVehicleTrips	PB_TP	50.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	16.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	17.00	0.00
tblVehicleTrips	PB_TP	44.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00

Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4) - Sacramento County, Winter

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

tblVehicleTrips	PR_TP	28.00	100.00
tblVehicleTrips	PR_TP	29.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	50.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	66.00	100.00
tblVehicleTrips	PR_TP	38.00	100.00
tblVehicleTrips	PR_TP	54.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	4.91	1.77
tblVehicleTrips	ST_TR	6.22	15.46
tblVehicleTrips	ST_TR	616.12	153.06
tblVehicleTrips	ST_TR	2.21	5.07
tblVehicleTrips	ST_TR	122.40	36.46
tblVehicleTrips	ST_TR	8.19	2.03
tblVehicleTrips	ST_TR	546.86	56.87
tblVehicleTrips	ST_TR	90.04	27.25
tblVehicleTrips	ST_TR	46.12	18.10
tblVehicleTrips	ST_TR	2.03	1.20
tblVehicleTrips	SU_TR	4.09	1.77
tblVehicleTrips	SU_TR	5.84	15.46
tblVehicleTrips	SU_TR	472.58	153.06
tblVehicleTrips	SU_TR	0.70	5.07
tblVehicleTrips	SU_TR	142.64	36.46
tblVehicleTrips	SU_TR	5.95	2.03
tblVehicleTrips	SU_TR	420.71	56.87
tblVehicleTrips	SU_TR	71.97	27.25
tblVehicleTrips	SU_TR	21.10	18.10

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

tblVehicleTrips	SU_TR	1.95	1.20
tblVehicleTrips	WD_TR	5.44	1.77
tblVehicleTrips	WD_TR	47.62	15.46
tblVehicleTrips	WD_TR	470.95	153.06
tblVehicleTrips	WD_TR	9.74	5.07
tblVehicleTrips	WD_TR	33.98	9.37
tblVehicleTrips	WD_TR	112.18	36.46
tblVehicleTrips	WD_TR	8.36	2.03
tblVehicleTrips	WD_TR	220.00	56.87
tblVehicleTrips	WD_TR	63.64	27.25
tblVehicleTrips	WD_TR	37.75	18.10
tblVehicleTrips	WD_TR	2.40	1.20

2.0 Emissions Summary

3.0

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

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	3.3880	33.2448	22.2108	0.0398	0.1141	1.6584	1.7735	0.0303	1.5425	1.5728	0.0000	3,850.5915	3,850.5915	1.0625	3.8600e-003	3,878.3041
2021	4.2801	46.4509	31.4354	0.0633	19.7939	2.0453	21.8392	10.1388	1.8816	12.0204	0.0000	6,140.5099	6,140.5099	1.9483	4.7100e-003	6,190.6206
2022	7.5289	44.2162	63.0026	0.2097	14.2525	1.6357	15.3538	3.8391	1.5048	5.1990	0.0000	21,614.0277	21,614.0277	1.9482	1.6670	22,141.5472
2023	6.7039	38.8296	59.1114	0.2038	14.2522	0.8723	15.1244	3.8390	0.8213	4.6603	0.0000	21,055.1178	21,055.1178	1.1689	1.5987	21,560.7405
2024	6.2849	37.1358	56.3852	0.1991	14.2519	0.7813	15.0331	3.8389	0.7355	4.5744	0.0000	20,647.5890	20,647.5890	1.1276	1.5554	21,139.2749
2025	5.9039	35.4622	54.0188	0.1944	14.2516	0.6907	14.9423	3.8388	0.6503	4.4891	0.0000	20,246.0452	20,246.0452	1.0916	1.5133	20,724.2928
2026	5.6618	34.8217	52.0814	0.1900	14.2513	0.6854	14.9367	3.8387	0.6454	4.4841	0.0000	19,857.5666	19,857.5666	1.0625	1.4752	20,323.7212
2027	5.4370	34.2531	50.4194	0.1857	14.2511	0.6801	14.9311	3.8386	0.6404	4.4789	0.0000	19,478.3667	19,478.3667	1.0360	1.4382	19,932.8470
2028	292.4073	33.7816	49.0314	0.1818	14.2508	0.6748	14.9257	3.8385	0.6355	4.4740	0.0000	19,131.1905	19,131.1905	1.0136	1.4047	19,575.1222
Maximum	292.4073	46.4509	63.0026	0.2097	19.7939	2.0453	21.8392	10.1388	1.8816	12.0204	0.0000	21,614.0277	21,614.0277	1.9482	1.6670	22,141.5472

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2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	3.3680	33.2448	22.2108	0.0398	0.1141	1.6584	1.7735	0.0303	1.5425	1.5728	0.0000	3,850.5915	3,850.5915	1.0625	3.8600e-003	3,878.3041
2021	4.2601	46.4509	31.4354	0.0633	19.7839	2.0453	21.8392	10.1388	1.8816	12.0204	0.0000	6,140.5099	6,140.5099	1.9483	4.7100e-003	6,190.6206
2022	7.5289	44.2162	63.0026	0.2097	14.2526	1.6357	15.3539	3.9391	1.5049	5.1990	0.0000	21,614.0277	21,614.0277	1.9492	1.6670	22,141.5472
2023	6.7039	38.8296	59.1114	0.2038	14.2522	0.8723	15.1244	3.8390	0.8213	4.6603	0.0000	21,055.1178	21,055.1178	1.1689	1.5987	21,560.7405
2024	6.2849	37.1358	56.3852	0.1991	14.2519	0.7813	15.0331	3.8389	0.7355	4.5744	0.0000	20,647.5890	20,647.5890	1.1276	1.5554	21,139.2749
2025	5.9039	35.4622	54.0188	0.1944	14.2516	0.6907	14.9423	3.8388	0.6503	4.4891	0.0000	20,246.0452	20,246.0452	1.0916	1.5133	20,724.2928
2026	5.6818	34.8217	52.0814	0.1900	14.2513	0.6854	14.9367	3.8387	0.6454	4.4841	0.0000	19,857.5666	19,857.5666	1.0625	1.4752	20,323.7212
2027	5.4370	34.2631	50.4194	0.1857	14.2511	0.6801	14.9311	3.8386	0.6404	4.4789	0.0000	19,478.3667	19,478.3667	1.0360	1.4382	19,932.8470
2028	292.4073	33.7816	49.0314	0.1818	14.2509	0.6748	14.9257	3.8385	0.6355	4.4740	0.0000	19,131.1905	19,131.1905	1.0136	1.4047	19,575.1222
Maximum	292.4073	46.4509	63.0026	0.2097	19.7939	2.0453	21.8392	10.1388	1.8816	12.0204	0.0000	21,614.0277	21,614.0277	1.9492	1.6670	22,141.5472

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4) - Sacramento County, Winter

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	68.2874	1.1392	98.7310	5.2400e-003		0.5496	0.5496		0.5496	0.5496	0.0000	178.6173	178.6173	0.1706	0.0000	182.8821
Energy	2.0562	18.5061	14.3334	0.1122		1.4206	1.4206		1.4206	1.4206		22,431.2367	22,431.2367	0.4299	0.4112	22,564.5343
Mobile	25.5191	34.4529	301.4748	0.6070	91.3024	0.3185	91.6209	24.3117	0.2978	24.6096		67,772.7865	67,772.7865	4.4486	3.2239	68,944.7311
Total	95.8627	54.0982	414.5391	0.7244	91.3024	2.2887	93.5911	24.3117	2.2681	26.5798	0.0000	90,382.6465	90,382.6465	5.0491	3.6352	91,592.1475

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	64.9924	1.1392	98.7310	5.2400e-003		0.5496	0.5496		0.5496	0.5496	0.0000	178.6173	178.6173	0.1706	0.0000	182.8821
Energy	2.0562	18.5061	14.3334	0.1122		1.4206	1.4206		1.4206	1.4206		22,431.2367	22,431.2367	0.4299	0.4112	22,564.5343
Mobile	17.0542	20.2519	176.6432	0.2805	40.7861	0.1587	40.9448	10.8604	0.1482	11.0086		31,314.9442	31,314.9442	2.5844	1.8364	31,926.7986
Total	84.1027	39.8971	289.7075	0.3979	40.7861	2.1289	42.9150	10.8604	2.1185	12.9789	0.0000	53,924.7982	53,924.7982	3.1849	2.2476	54,674.2150

Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4) - Sacramento County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	12.27	26.25	30.11	45.07	55.33	6.98	54.15	55.33	6.60	51.17	0.00	40.34	40.34	36.92	38.17	40.31

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	11/17/2020	4/5/2021	5	100	
2	Site Preparation	Site Preparation	4/6/2021	6/28/2021	5	60	
3	Grading	Grading	6/29/2021	1/31/2022	5	155	
4	Building Construction	Building Construction	2/1/2022	1/10/2028	5	1550	
5	Paving	Paving	1/11/2028	6/12/2028	5	110	
6	Architectural Coating	Architectural Coating	6/13/2028	11/13/2028	5	110	

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 0

Residential Indoor: 2,430,000; Residential Outdoor: 810,000; Non-Residential Indoor: 2,759,490; Non-Residential Outdoor: 919,830; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37

Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4) - Sacramento County, Winter

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

Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,533.00	430.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	307.00	0.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
Total	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0559	0.0438	0.4576	1.0200e-003	0.1141	6.9000e-004	0.1148	0.0303	6.3000e-004	0.0309		102.8866	102.8866	4.5700e-003	3.8600e-003	104.1505
Total	0.0559	0.0438	0.4576	1.0200e-003	0.1141	6.9000e-004	0.1148	0.0303	6.3000e-004	0.0309		102.8866	102.8866	4.5700e-003	3.8600e-003	104.1505

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

3.2 Demolition - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
Total	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0559	0.0438	0.4576	1.0200e-003	0.1141	6.9000e-004	0.1148	0.0303	6.3000e-004	0.0309		102.8866	102.8866	4.5700e-003	3.8600e-003	104.1505
Total	0.0559	0.0438	0.4576	1.0200e-003	0.1141	6.9000e-004	0.1148	0.0303	6.3000e-004	0.0309		102.8866	102.8866	4.5700e-003	3.8600e-003	104.1505

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Citrus Heights Sunrise Tomorrow SP (Operation - Phase 4) - Sacramento County, Winter

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

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0517	0.0383	0.4177	9.9000e-004	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		100.0998	100.0998	4.1200e-003	3.5300e-003	101.2554
Total	0.0517	0.0383	0.4177	9.9000e-004	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		100.0998	100.0998	4.1200e-003	3.5300e-003	101.2554

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

3.2 Demolition - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0517	0.0383	0.4177	9.9000e-004	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		100.0998	100.0998	4.1200e-003	3.5300e-003	101.2554
Total	0.0517	0.0383	0.4177	9.9000e-004	0.1141	6.5000e-004	0.1148	0.0303	6.0000e-004	0.0309		100.0998	100.0998	4.1200e-003	3.5300e-003	101.2554

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

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	19.6570	2.0445	21.7015	10.1025	1.8809	11.9834		3,685.6569	3,685.6569	1.1920		3,715.4573

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0620	0.0460	0.5013	1.1900e-003	0.1369	7.8000e-004	0.1377	0.0363	7.2000e-004	0.0370		120.1198	120.1198	4.9500e-003	4.2400e-003	121.5065
Total	0.0620	0.0460	0.5013	1.1900e-003	0.1369	7.8000e-004	0.1377	0.0363	7.2000e-004	0.0370		120.1198	120.1198	4.9500e-003	4.2400e-003	121.5065

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

3.3 Site Preparation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685,656.9	3,685,656.9	1.1920		3,715,457.3
Total	3.8882	40.4971	21.1543	0.0380	19.6570	2.0445	21.7015	10.1025	1.8809	11.9834	0.0000	3,685,656.9	3,685,656.9	1.1920		3,715,457.3

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0620	0.0460	0.5013	1.1900e-003	0.1369	7.8000e-004	0.1377	0.0363	7.2000e-004	0.0370		120.1198	120.1198	4.9500e-003	4.2400e-003	121.5065
Total	0.0620	0.0460	0.5013	1.1900e-003	0.1369	7.8000e-004	0.1377	0.0363	7.2000e-004	0.0370		120.1198	120.1198	4.9500e-003	4.2400e-003	121.5065

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

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.043 4	6,007.043 4	1.9428		6,055.613 4
Total	4.1912	46.3998	30.8785	0.0620	9.2036	1.9853	11.1889	3.6538	1.8265	5.4803		6,007.043 4	6,007.043 4	1.9428		6,055.613 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0689	0.0511	0.5570	1.3200e-003	0.1521	8.7000e-004	0.1530	0.0404	8.0000e-004	0.0412		133.4664	133.4664	5.5000e-003	4.7100e-003	135.0072
Total	0.0689	0.0511	0.5570	1.3200e-003	0.1521	8.7000e-004	0.1530	0.0404	8.0000e-004	0.0412		133.4664	133.4664	5.5000e-003	4.7100e-003	135.0072

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

3.4 Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	9.2036	1.9853	11.1889	3.6538	1.8265	5.4803	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0689	0.0511	0.5570	1.3200e-003	0.1521	8.7000e-004	0.1530	0.0404	8.0000e-004	0.0412		133.4664	133.4664	5.5000e-003	4.7100e-003	135.0072
Total	0.0689	0.0511	0.5570	1.3200e-003	0.1521	8.7000e-004	0.1530	0.0404	8.0000e-004	0.0412		133.4664	133.4664	5.5000e-003	4.7100e-003	135.0072

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

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	9.2036	1.6349	10.8385	3.6538	1.5041	5.1579		6,011.4105	6,011.4105	1.9442		6,060.0158

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0640	0.0449	0.5124	1.2800e-003	0.1521	8.3000e-004	0.1530	0.0404	7.6000e-004	0.0411		129.9561	129.9561	4.9700e-003	4.3300e-003	131.3719
Total	0.0640	0.0449	0.5124	1.2800e-003	0.1521	8.3000e-004	0.1530	0.0404	7.6000e-004	0.0411		129.9561	129.9561	4.9700e-003	4.3300e-003	131.3719

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

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	9.2036	1.6349	10.8385	3.6538	1.5041	5.1579	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0640	0.0449	0.5124	1.2800e-003	0.1521	8.3000e-004	0.1530	0.0404	7.6000e-004	0.0411		129.9561	129.9561	4.9700e-003	4.3300e-003	131.3719
Total	0.0640	0.0449	0.5124	1.2800e-003	0.1521	8.3000e-004	0.1530	0.0404	7.6000e-004	0.0411		129.9561	129.9561	4.9700e-003	4.3300e-003	131.3719

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

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.9147	25.1568	7.3638	0.0849	2.5910	0.2291	2.8200	0.7458	0.2191	0.9649		9,098.5612	9,098.5612	0.2370	1.3348	9,502.2562
Worker	4.9080	3.4438	39.2754	0.0979	11.6615	0.0633	11.7248	3.0933	0.0583	3.1516		9,961.1329	9,961.1329	0.3807	0.3322	10,069.8588
Total	5.8227	28.6006	46.6392	0.1828	14.2525	0.2924	14.5448	3.8391	0.2774	4.1165		19,059.6941	19,059.6941	0.6177	1.6670	19,571.9150

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

3.5 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.9147	25.1568	7.3638	0.0849	2.5910	0.2291	2.8200	0.7458	0.2191	0.9649		9,098.5612	9,098.5612	0.2370	1.3348	9,502.2562
Worker	4.9080	3.4438	39.2754	0.0979	11.6615	0.0633	11.7248	3.0933	0.0583	3.1516		9,961.1329	9,961.1329	0.3807	0.3322	10,069.6598
Total	5.8227	28.6006	46.6392	0.1828	14.2525	0.2924	14.5448	3.8391	0.2774	4.1165		19,059.6941	19,059.6941	0.6177	1.6670	19,571.9150

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

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0289		0.6997	0.6997		0.6584	0.6584	2,555.2099	2,555.2099	0.6079			2,570.4061
Total	1.5728	14.3849	16.2440	0.0289		0.6997	0.6997		0.6584	0.6584	2,555.2099	2,555.2099	0.6079			2,570.4061

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5562	21.3995	6.4806	0.0820	2.5906	0.1124	2.7031	0.7457	0.1076	0.8532	8,794.8200	8,794.8200	0.2162	1.2914		9,185.0505
Worker	4.5750	3.0453	36.3868	0.0948	11.6615	0.0601	11.7216	3.0933	0.0554	3.1487	9,705.0880	9,705.0880	0.3449	0.3073		9,805.2839
Total	5.1312	24.4447	42.8674	0.1768	14.2522	0.1726	14.4247	3.8390	0.1629	4.0019	18,499.9079	18,499.9079	0.5610	1.5987		18,990.3344

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

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555,209.9	2,555,209.9	0.6079		2,570,406.1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555,209.9	2,555,209.9	0.6079		2,570,406.1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5562	21.3995	6.4806	0.0820	2.5906	0.1124	2.7031	0.7457	0.1076	0.8532		8,794,820.0	8,794,820.0	0.2162	1.2914	9,185,050.5
Worker	4.5750	3.0453	36.3868	0.0948	11.6615	0.0601	11.7216	3.0933	0.0554	3.1487		9,705,088.0	9,705,088.0	0.3449	0.3073	9,805,283.9
Total	5.1312	24.4447	42.8674	0.1768	14.2522	0.1726	14.4247	3.8390	0.1629	4.0019		18,499.9079	18,499.9079	0.5610	1.5987	18,990.3344

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

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769		2,555.6989	2,555.6989	0.6044		2,570.8077

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5312	20.9808	6.2807	0.0804	2.5903	0.1107	2.7010	0.7456	0.1059	0.8514		8,628.4183	8,628.4183	0.2101	1.2897	9,012.0289
Worker	4.2820	2.7112	33.9377	0.0917	11.6615	0.0573	11.7188	3.0933	0.0527	3.1460		9,463.4718	9,463.4718	0.3132	0.2857	9,556.4384
Total	4.8133	23.6920	40.2184	0.1722	14.2519	0.1680	14.4198	3.8389	0.1586	3.9975		18,091.8901	18,091.8901	0.5233	1.5554	18,568.4673

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

3.5 Building Construction - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077
Total	1.4716	13.4438	16.1668	0.0270		0.6133	0.6133		0.5769	0.5769	0.0000	2,555.6989	2,555.6989	0.6044		2,570.8077

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5312	20.9808	6.2807	0.0804	2.5903	0.1107	2.7010	0.7456	0.1059	0.8514		8,628.4183	8,628.4183	0.2101	1.2697	9,012.0289
Worker	4.2820	2.7112	33.9377	0.0917	11.6615	0.0573	11.7188	3.0933	0.0527	3.1460		9,463.4718	9,463.4718	0.3132	0.2857	9,556.4384
Total	4.8133	23.6920	40.2184	0.1722	14.2519	0.1680	14.4198	3.8389	0.1586	3.9975		18,091.8901	18,091.8901	0.5233	1.5554	18,568.4673

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

3.5 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5112	20.5598	6.1327	0.0788	2.5901	0.1084	2.6985	0.7455	0.1037	0.8492		8,454.408 4	8,454.408 4	0.2057	1.2463	8,530.933 9
Worker	4.0253	2.4327	31.8014	0.0886	11.6615	0.0547	11.7163	3.0933	0.0504	3.1437		9,235.162 5	9,235.162 5	0.2849	0.2670	9,321.860 9
Total	4.5365	22.9925	37.9342	0.1674	14.2516	0.1631	14.4147	3.8388	0.1541	3.9929		17,689.57 09	17,689.57 09	0.4907	1.5133	18,152.79 48

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

3.5 Building Construction - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556,474.4	2,556,474.4	0.6010		2,571,498.1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556,474.4	2,556,474.4	0.6010		2,571,498.1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5112	20.5598	6.1327	0.0796	2.5901	0.1084	2.6985	0.7455	0.1037	0.8492		8,454,408.4	8,454,408.4	0.2057	1.2463	8,830,933.9
Worker	4.0253	2.4327	31.8014	0.0886	11.6615	0.0547	11.7163	3.0933	0.0504	3.1437		9,235,162.5	9,235,162.5	0.2849	0.2670	9,321,960.9
Total	4.5365	22.9925	37.9342	0.1674	14.2516	0.1631	14.4147	3.8388	0.1541	3.9929		17,689.5709	17,689.5709	0.4907	1.5133	18,152,794.8

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

3.5 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4924	20.1472	6.0091	0.0772	2.5898	0.1057	2.6955	0.7454	0.1011	0.8464		8,284.805 9	8,284.805 9	0.2012	1.2236	8,654.466 4
Worker	3.8020	2.2049	29.9876	0.0858	11.6615	0.0522	11.7137	3.0933	0.0480	3.1414		9,016.286 3	9,016.286 3	0.2604	0.2516	9,097.756 8
Total	4.2944	22.3521	35.9967	0.1630	14.2513	0.1578	14.4092	3.8387	0.1491	3.9878		17,301.09 23	17,301.09 23	0.4616	1.4752	17,752.22 31

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

3.5 Building Construction - 2026

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556,474.4	2,556,474.4	0.6010		2,571,498.1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556,474.4	2,556,474.4	0.6010		2,571,498.1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4924	20.1472	6.0091	0.0772	2.5898	0.1057	2.6955	0.7454	0.1011	0.8464		8,284,805.9	8,284,805.9	0.2012	1.2236	8,654,466.4
Worker	3.8020	2.2049	29.9876	0.0858	11.6615	0.0522	11.7137	3.0933	0.0480	3.1414		9,016,286.3	9,016,286.3	0.2604	0.2516	9,067,756.8
Total	4.2944	22.3521	35.9967	0.1630	14.2513	0.1578	14.4092	3.8387	0.1491	3.9878		17,301,09.23	17,301,09.23	0.4616	1.4752	17,752,22.31

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

3.5 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4755	19.7691	5.9031	0.0755	2.5896	0.1032	2.6927	0.7453	0.0987	0.8440		8,107.648 7	8,107.648 7	0.1960	1.1996	8,470.037 3
Worker	3.5942	2.0143	28.4316	0.0833	11.6615	0.0493	11.7109	3.0933	0.0454	3.1387		8,814.243 7	8,814.243 7	0.2390	0.2386	8,891.311 6
Total	4.0696	21.7834	34.3347	0.1588	14.2511	0.1525	14.4036	3.8386	0.1441	3.9827		16,921.89 23	16,921.89 23	0.4350	1.4382	17,361.34 89

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

3.5 Building Construction - 2027

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556,474.4	2,556,474.4	0.6010		2,571,498.1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556,474.4	2,556,474.4	0.6010		2,571,498.1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4755	19.7691	5.9031	0.0755	2.5896	0.1032	2.6927	0.7453	0.0987	0.8440		8,107,648.7	8,107,648.7	0.1960	1.1996	8,470,037.3
Worker	3.5942	2.0143	28.4316	0.0833	11.6615	0.0493	11.7109	3.0933	0.0454	3.1387		8,814,243.7	8,814,243.7	0.2390	0.2386	8,891,311.6
Total	4.0696	21.7834	34.3347	0.1588	14.2511	0.1525	14.4036	3.8386	0.1441	3.9827		16,921.8923	16,921.8923	0.4350	1.4382	17,361.3489

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

3.5 Building Construction - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963		2,556.474 4	2,556.474 4	0.6010		2,571.498 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4606	19.4548	5.9171	0.0739	2.5893	0.1010	2.6903	0.7452	0.0966	0.8418		7,941.565 4	7,941.565 4	0.1921	1.1769	8,297.077 5
Worker	3.4028	1.8572	27.1297	0.0810	11.6615	0.0463	11.7078	3.0933	0.0426	3.1360		8,633.150 8	8,633.150 8	0.2206	0.2278	8,706.546 6
Total	3.8634	21.3119	32.9468	0.1549	14.2509	0.1473	14.3981	3.8385	0.1392	3.9777		16,574.71 62	16,574.71 62	0.4127	1.4047	17,003.62 42

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3.5 Building Construction - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556,474.4	2,556,474.4	0.6010		2,571,498.1
Total	1.3674	12.4697	16.0847	0.0270		0.5276	0.5276		0.4963	0.4963	0.0000	2,556,474.4	2,556,474.4	0.6010		2,571,498.1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.4606	19.4548	5.8171	0.0739	2.5893	0.1010	2.6903	0.7452	0.0966	0.8418		7,941,565.4	7,941,565.4	0.1921	1.1769	8,297,077.5
Worker	3.4028	1.8572	27.1297	0.0810	11.6615	0.0463	11.7078	3.0933	0.0426	3.1360		8,633,150.8	8,633,150.8	0.2206	0.2278	8,706,549.6
Total	3.8634	21.3119	32.9468	0.1549	14.2509	0.1473	14.3981	3.8385	0.1392	3.9777		16,574,716.2	16,574,716.2	0.4127	1.4047	17,003,624.2

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

3.6 Paving - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206,745 2	2,206,745 2	0.7137		2,224,587 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850		2,206,745 2	2,206,745 2	0.7137		2,224,587 8

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0333	0.0182	0.2655	7.9000e-004	0.1141	4.5000e-004	0.1146	0.0303	4.2000e-004	0.0307		84.4731	84.4731	2.1600e-003	2.2300e-003	85.1913
Total	0.0333	0.0182	0.2655	7.9000e-004	0.1141	4.5000e-004	0.1146	0.0303	4.2000e-004	0.0307		84.4731	84.4731	2.1600e-003	2.2300e-003	85.1913

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3.6 Paving - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9152	8.5816	14.5780	0.0228		0.4185	0.4185		0.3850	0.3850	0.0000	2,206.7452	2,206.7452	0.7137		2,224.5878

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0333	0.0182	0.2655	7.9000e-004	0.1141	4.5000e-004	0.1146	0.0303	4.2000e-004	0.0307		84.4731	84.4731	2.1600e-003	2.2300e-003	85.1913
Total	0.0333	0.0182	0.2655	7.9000e-004	0.1141	4.5000e-004	0.1146	0.0303	4.2000e-004	0.0307		84.4731	84.4731	2.1600e-003	2.2300e-003	85.1913

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

3.7 Architectural Coating - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	291.5550					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	291.7258	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.6814	0.3719	5.4330	0.0162	2.3354	9.2800e-003	2.3446	0.6195	8.5400e-003	0.6280		1,728.8828	1,728.8828	0.0442	0.0456	1,743.5811
Total	0.6814	0.3719	5.4330	0.0162	2.3354	9.2800e-003	2.3446	0.6195	8.5400e-003	0.6280		1,728.8828	1,728.8828	0.0442	0.0456	1,743.5811

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

3.7 Architectural Coating - 2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	291.5550					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	291.7258	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.6814	0.3719	5.4330	0.0162	2.3354	9.2800e-003	2.3446	0.6195	8.5400e-003	0.6280		1,728.8828	1,728.8828	0.0442	0.0456	1,743.5811
Total	0.6814	0.3719	5.4330	0.0162	2.3354	9.2800e-003	2.3446	0.6195	8.5400e-003	0.6280		1,728.8828	1,728.8828	0.0442	0.0456	1,743.5811

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density
 Increase Diversity
 Improve Walkability Design
 Improve Destination Accessibility
 Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	17.0542	20.2518	176.6432	0.2805	40.7861	0.1587	40.9448	10.8604	0.1482	11.0086		31,314.94	31,314.94	2.5944	1.8364	31,926.79
Unmitigated	25.5191	34.4529	301.4748	0.6070	91.3024	0.3185	91.6209	24.3117	0.2978	24.6096		67,772.78	67,772.78	4.4486	3.2239	68,844.73

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartment Mid Rise	1,902.75	1,902.75	1,902.75	5,540,808	2,475,158
Day-Care Center	185.52	185.52	185.52	526,728	235,297
Fast Food Restaurant with Drive Thru	1,530.60	1,530.60	1,530.60	4,178,538	1,866,612
General Office Building	3,549.00	3,549.00	3,549.00	10,722,239	4,789,776
General Office Building	892.32	892.32	892.32	2,695,877	1,204,267
Government (Civic Center)	309.21	0.00	0.00	827,078	280,125
High Turnover (Sit Down Restaurant)	1,458.40	1,458.40	1,458.40	3,981,432	1,778,562

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

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	923.65	923.65	923.65	2,521,565	1,126,419
Movie Theater (No Matinee)	454.96	454.96	454.96	1,242,041	554,837
Quality Restaurant	1,607.75	1,607.75	1,607.75	4,389,158	1,960,699
Regional Shopping Center	2,298.70	2,298.70	2,298.70	6,275,451	2,803,333
Retirement Community	150.00	150.00	150.00	436,800	195,125
Total	15,262.86	14,953.65	14,953.65	43,137,714	19,270,230

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	8.00	8.00	8.00	46.50	12.50	41.00	100	0	0
Day-Care Center	7.80	7.80	7.80	12.70	82.30	5.00	100	0	0
Fast Food Restaurant with Drive Thru	7.50	7.50	7.50	2.20	78.80	19.00	100	0	0
General Office Building	8.30	8.30	8.30	33.00	48.00	19.00	100	0	0
General Office Building	8.30	8.30	8.30	33.00	48.00	19.00	100	0	0
Government (Civic Center)	7.80	7.80	7.80	75.00	20.00	5.00	100	0	0
High Turnover (Sit Down Restaurant)	7.50	7.50	7.50	8.50	72.50	19.00	100	0	0
Hotel	7.50	7.50	7.50	19.40	61.60	19.00	100	0	0
Movie Theater (No Matinee)	7.50	7.50	7.50	1.80	79.20	19.00	100	0	0
Quality Restaurant	7.50	7.50	7.50	12.00	69.00	19.00	100	0	0
Regional Shopping Center	7.50	7.50	7.50	16.30	64.70	19.00	100	0	0
Retirement Community	8.00	8.00	8.00	46.50	12.50	41.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Day-Care Center	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Fast Food Restaurant with Drive Thru	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
General Office Building	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Government (Civic Center)	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
High Turnover (Sit Down Restaurant)	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180

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Hotel	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Movie Theater (No Matinee)	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Quality Restaurant	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Regional Shopping Center	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180
Retirement Community	0.572323	0.055898	0.181183	0.117504	0.017913	0.005011	0.012759	0.009244	0.000656	0.000766	0.023903	0.000662	0.002180

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Natural Gas Mitigated	2.0562	18.5061	14.3334	0.1122		1.4206	1.4206		1.4206	1.4206	22,431.23	22,431.23	67	0.4299	0.4112	22,564.53
Natural Gas Unmitigated	2.0562	18.5061	14.3334	0.1122		1.4206	1.4206		1.4206	1.4206	22,431.23	22,431.23	67	0.4299	0.4112	22,564.53

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	27732.7	0.2991	2.5558	1.0876	0.0163		0.2066	0.2066		0.2066	0.2066		3,262.6744	3,262.6744	0.0625	0.0598	3,282.0628
Day-Care Center	497.096	5.3600e-003	0.0487	0.0409	2.9000e-004		3.7000e-003	3.7000e-003		3.7000e-003	3.7000e-003		58.4819	58.4819	1.1200e-003	1.0700e-003	58.8294
Fast Food Restaurant with Drive Thru	4852.33	0.0523	0.4757	0.3998	2.8500e-003		0.0362	0.0362		0.0362	0.0362		570.8622	570.8622	0.0109	0.0106	574.2546
General Office Building	24893.2	0.2685	2.4405	2.0500	0.0146		0.1855	0.1855		0.1855	0.1855		2,928.6060	2,928.6060	0.0561	0.0537	2,946.0092
General Office Building	6258.85	0.0675	0.6136	0.5154	3.8800e-003		0.0466	0.0466		0.0466	0.0466		736.3352	736.3352	0.0141	0.0136	740.7108
Government (Civic Center)	1173.53	0.0127	0.1151	0.0988	8.9000e-004		8.7400e-003	8.7400e-003		8.7400e-003	8.7400e-003		138.0629	138.0629	2.8500e-003	2.5300e-003	138.8833
High Turnover (Sit Down Restaurant)	19409.3	0.2093	1.9029	1.5984	0.0114		0.1446	0.1446		0.1446	0.1446		2,283.4488	2,283.4488	0.0438	0.0419	2,297.0182
Hotel	69215.4	0.7464	6.7858	5.7001	0.0407		0.5157	0.5157		0.5157	0.5157		8,142.9938	8,142.9938	0.1561	0.1493	8,191.3836
Movie Theater (No Matinee)	2143.95	0.0231	0.2102	0.1766	1.2800e-003		0.0160	0.0160		0.0160	0.0160		252.2289	252.2289	4.8300e-003	4.6200e-003	253.7277
Quality Restaurant	28628.7	0.3087	2.8067	2.3577	0.0168		0.2133	0.2133		0.2133	0.2133		3,368.0870	3,368.0870	0.0646	0.0618	3,398.1018
Regional Shopping Center	1868.47	0.0202	0.1832	0.1539	1.1000e-003		0.0139	0.0139		0.0139	0.0139		219.8195	219.8195	4.2100e-003	4.0300e-003	221.1258
Retirement Community	3991.91	0.0431	0.3679	0.1566	2.3500e-003		0.0297	0.0297		0.0297	0.0297		469.6362	469.6362	9.0000e-003	8.6100e-003	472.4270
Total		2.0562	18.5061	14.3333	0.1121		1.4206	1.4206		1.4206	1.4206		22,431.2367	22,431.2367	0.4299	0.4112	22,564.5343

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

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	27.7327	0.2991	2.5558	1.0876	0.0163		0.2066	0.2066		0.2066	0.2066		3,262.6744	3,262.6744	0.0625	0.0598	3,282.0628
Day-Care Center	0.497096	5.3600e-003	0.0487	0.0409	2.9000e-004		3.7000e-003	3.7000e-003		3.7000e-003	3.7000e-003		58.4819	58.4819	1.1200e-003	1.0700e-003	58.8294
Fast Food Restaurant with Drive Thru	4.95233	0.0923	0.4757	0.3998	2.9500e-003		0.0362	0.0362		0.0362	0.0362		570.9822	570.9822	0.0109	0.0106	574.2546
General Office Building	24.8932	0.2895	2.4405	2.0500	0.0146		0.1855	0.1855		0.1855	0.1855		2,928.6060	2,928.6060	0.0561	0.0537	2,946.0092
General Office Building	6.25886	0.0675	0.6136	0.5154	3.6800e-003		0.0466	0.0466		0.0466	0.0466		736.3352	736.3352	0.0141	0.0135	740.7109
Government (Civic Center)	1.17353	0.0127	0.1151	0.0866	6.9000e-004		8.7400e-003	8.7400e-003		8.7400e-003	8.7400e-003		139.0629	139.0629	2.8500e-003	2.5300e-003	139.8933
High Turnover (Sit Down Restaurant)	19.4093	0.2093	1.9029	1.5984	0.0114		0.1446	0.1446		0.1446	0.1446		2,283.4488	2,283.4488	0.0438	0.0419	2,297.0182
Hotel	69.2154	0.7464	6.7858	5.7001	0.0407		0.5157	0.5157		0.5157	0.5157		8,142.9938	8,142.9938	0.1561	0.1483	8,191.3836
Movie Theater (No Matinee)	2.14395	0.0231	0.2102	0.1766	1.2600e-003		0.0160	0.0160		0.0160	0.0160		252.2289	252.2289	4.8300e-003	4.6200e-003	253.7277
Quality Restaurant	28.6287	0.3087	2.9067	2.3577	0.0168		0.2133	0.2133		0.2133	0.2133		3,368.0870	3,368.0870	0.0646	0.0618	3,389.1019
Regional Shopping Center	1.96847	0.0202	0.1832	0.1539	1.1000e-003		0.0139	0.0139		0.0139	0.0139		219.8195	219.8195	4.2100e-003	4.0300e-003	221.1258
Retirement Community	3.99191	0.0431	0.3679	0.1566	2.3500e-003		0.0297	0.0297		0.0297	0.0297		469.6362	469.6362	9.0000e-003	8.6100e-003	472.4270
Total		2.0562	18.5061	14.3333	0.1121		1.4206	1.4206		1.4206	1.4206		22,431.2367	22,431.2367	0.4299	0.4112	22,564.5343

6.0 Area Detail

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6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Non-Residential Interior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	64.9924	1.1392	98.7310	5.2400e-003		0.5496	0.5496		0.5496	0.5496	0.0000	178.6173	178.6173	0.1706	0.0000	182.8821
Unmitigated	68.2874	1.1392	98.7310	5.2400e-003		0.5496	0.5496		0.5496	0.5496	0.0000	178.6173	178.6173	0.1706	0.0000	182.8821

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6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	8.7866					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	56.5377					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.9631	1.1392	98.7310	5.2400e-003		0.5496	0.5496		0.5496	0.5496		178.6173	178.6173	0.1706		182.8821
Total	68.2874	1.1392	98.7310	5.2400e-003		0.5496	0.5496		0.5496	0.5496	0.0000	178.6173	178.6173	0.1706	0.0000	182.8821

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	5.4916					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	56.5377					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.9631	1.1392	98.7310	5.2400e-003		0.5496	0.5496		0.5496	0.5496		178.6173	178.6173	0.1706		182.8821
Total	64.9924	1.1392	98.7310	5.2400e-003		0.5496	0.5496		0.5496	0.5496	0.0000	178.6173	178.6173	0.1706	0.0000	182.8821

7.0 Water Detail**7.1 Mitigation Measures Water**

Install Low Flow Bathroom Faucet
 Install Low Flow Kitchen Faucet
 Install Low Flow Toilet
 Install Low Flow Shower
 Turf Reduction
 Use Water Efficient Irrigation System

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8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

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This document is the Final Mitigation Monitoring and Reporting Program (FMMRP) for the Sunrise Tomorrow Specific Plan (Project). This FMMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to “adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” A FMMRP is required for the proposed Specific Plan because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

The numbering of the individual mitigation measures follows the numbering sequence as found in the Draft EIR.

4.1 MITIGATION MONITORING AND REPORTING PROGRAM

The FMMRP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in this Final EIR.

The City of Citrus Heights will be the primary agency responsible for implementing the mitigation measures and will continue to monitor mitigation measures that are required to be implemented during the operation of the Specific Plan.

The FMMRP is presented in tabular form on the following pages. The components of the FMMRP are described briefly below:

- **Mitigation Measures:** The mitigation measures are taken from the Draft EIR in the same order that they appear in that document.
- **Mitigation Timing:** Identifies at which stage of the project mitigation must be completed.
- **Monitoring Responsibility:** Identifies the agency that is responsible for mitigation monitoring.
- **Compliance Verification:** This is a space that is available for the monitor to date and initial when the monitoring or mitigation implementation took place.

TABLE 4.0-1: MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
AIR QUALITY				
Impact 3.2-1: Specific Plan implementation would conflict with or obstruct implementation of the applicable air quality plan or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard	Mitigation Measure 3.2-1: The Project Applicant shall implement the SMAQMD Basic Construction Emission Control Practices, during Project construction activities. To reduce potentially significant impacts, the City shall require project applicants, as a condition of project approval, to incorporate the most current basic control measures recommended by SMAQMD to reduce fugitive PM ₁₀ dust emissions.	City of Citrus Heights Community Development Department	During site preparation, grading, and/or construction activities	
	Mitigation Measure 3.2-2: The Project Applicant shall comply with SMAQMD PM Screening Criteria and Implementation of SMAQMD Enhanced Fugitive PM Dust Control Practices, during Project construction activities, for projects that have the potential to exceed the SMAQMD PM ₁₀ threshold of 80 pounds/day during construction.	City of Citrus Heights Community Development Department	For projects that have the potential to exceed the SMAQMD PM ₁₀ threshold of 80 pounds/day during construction	
	Mitigation Measure 3.2-3: Prior to the City's adoption of final plans, the City shall impose Conditions of Approval that memorialize those Project's design features that, when combined, would reduce Project operational ROG emissions to at least 15% below the emissions generated by the unmitigated version of the Project (i.e. prior to taking into account project design features). These design features may include those as described within the analysis contained within this DEIR, or a modified version thereof, sufficient such that the Project's operational ROG emissions are calculated (to the approval of the SMAQMD) to be at least 15% below the emissions calculated to be generated by the unmitigated version of the Project. If additional mitigation is required to achieve the 15% target, such mitigation shall be incorporated into the Project's Conditions of Approval, as applicable.	City of Citrus Heights Community Development Department	Prior to the City's adoption of final plans	
Impact 3.2-3: Specific Plan implementation has the potential to cause substantial adverse effects on human beings, either directly or indirectly	Implement Mitigation Measures 3.2-1 through 3.2-3.	See Measures 3.2-1 through 3.2-3	See Measures 3.2-1 through 3.2-3	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
CULTURAL AND TRIBAL RESOURCES				
Impact 3.3-2: Specific Plan implementation may cause a substantial adverse change in the significance of archaeological resource pursuant to CEQA Guidelines §15064.5	<p>Mitigation Measure 3.3-1: Prior to any ground disturbance activity, the City shall ensure that a Contractor Awareness Training Program is developed and delivered to train equipment operators about cultural resources. The program shall be designed to inform construction personnel about federal and state regulations pertaining to cultural resources; the subsurface indicators of resources that shall require work stoppage; procedures for notifying the City of any occurrences; and project-specific requirements; and enforcement of penalties and repercussions for non-compliance with the program.</p> <p>The training shall be prepared by a qualified professional archaeologist and reviewed by City for approval, and may be provided in an audio-visual format, such as a DVD. The contractor shall provide culturally-affiliated tribes that consulted on the project the option of attending the initial training in person and/or providing additional materials germane to the unanticipated discovery of cultural resources for incorporation into the training.</p> <p>The training shall be provided once to the Construction Contractor's superintendent, who shall then be responsible for ensuring that all future equipment operators and personnel view the video and review training materials prior to their first excavation on the property. All trained personnel shall be required to sign a form that acknowledges receipt of the training. A copy of the form shall be provided to the City of Citrus Heights as proof of compliance.</p>	City of Citrus Heights Community Development Department	Prior to any ground disturbance activity	
	<p>Mitigation Measure 3.3-2: If subsurface deposits believed to be cultural in origin are discovered during construction, all work shall halt within a 50-foot radius of the discovery, and the developer shall immediately notify the City of Citrus Heights Planning Manager. The contractor shall retain a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology and subject to approval by the City, to evaluate the significance of the find and develop appropriate management recommendations in consultation with the Buena Vista Rancheria and the United Auburn Indian Community of the Auburn Rancheria. All management recommendations shall be provided to the City in writing for the City's review and approval. If recommended by the qualified professional and approved by the City, this may include modification of the no-work radius. The following notifications shall apply</p>	City of Citrus Heights Community Development Department	If subsurface deposits believed to be cultural in origin are discovered during construction	

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	<p>depending on the nature of the find, subject to the review and approval of the City:</p> <ol style="list-style-type: none"> 1. Work may resume immediately, and no agency notifications are required if: 1) the professional archaeologist determines, in consultation with the Buena Vista Rancheria and the United Auburn Indian Community of the Auburn Rancheria, that the find does not represent a cultural resource. 2. If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, the City shall be notified immediately, to consult on a finding of eligibility and implementation of appropriate treatment measures, if the find is determined to be a historical resource or archaeological resource under CEQA, as defined in Section 15064.5(a) and 15064.5(c) of the CEQA Guidelines. Work shall not resume within the no-work radius until the City, through consultation as appropriate, determines that the site either: 1) is not a historical resource or archaeological resource under CEQA, as defined in Section 15064.5(a) and 15074.5(c) of the CEQA Guidelines; or 2) that the treatment measures have been completed to its satisfaction. 			
Impact 3.3-3: Specific Plan implementation may disturb human remains, including those interred outside of formal cemeteries	<p>Mitigation Measure 3.3-3: If human remains, or remains that are potentially human, are discovered during construction, the construction supervisor or on-site archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641) and shall notify the Sacramento County Coroner (per §7050.5 of the Health and Safety Code) and the City. The provisions of §7050.5 of the California Health and Safety Code, § 5097.98 of the California Public Resources Code, and Assembly Bill 2641 shall be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission, which then will designate a Native American Most Likely Descendant (MLD) for the project (§ 5097.98 of the Public Resources Code). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the Landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate information center;</p>	<p>City of Citrus Heights Community Development Department</p> <p>Sacramento County Coroner</p>	If human remains, or remains that are potentially human, are discovered during construction	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<i>using an open space or conservation zoning designation or easement; or recording a reinternment document with the County in which the property is located (AB 2641). Work shall not resume within the no-work radius until the City, through consultation as appropriate, determines that the treatment measures have been completed to its satisfaction.</i>			
Impact 3.3-4: Specific Plan implementation may cause a substantial adverse change in the significance of a tribal cultural resource	<p>Mitigation Measure 3.3-4: A minimum of seven days prior to beginning earthwork or other soil disturbance activities, the City shall contact the Buena Vista Rancheria and the United Auburn Indian Community of the Auburn Rancheria. A tribal representative shall be invited to, at its discretion, voluntarily inspect the project location, including any soil piles, trenches, or other disturbed areas, within the first five days of ground-breaking activity. Construction activity may be ongoing during this time.</p> <p>Should the tribe choose not to perform a field visit within the first five days, construction activities may continue as scheduled, as long as notification was made.</p>	<p>City of Citrus Heights Community Development Department</p> <p>Buena Vista Rancheria</p> <p>United Auburn Indian Community</p>	A minimum of seven days prior to beginning earthwork or other soil disturbance activities	
GEOLOGY AND SOILS				
Impact 3.4-2: Construction and implementation of projects under the Specific Plan has the potential to result in substantial soil erosion or the loss of topsoil	<p>Mitigation Measure 3.4-1: Prior to any soil disturbing activity, the Project proponents for developments within the Specific Plan Area shall submit a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) to the RWQCB in accordance with the NPDES General Construction Permit requirements. The SWPPP shall be designed to control pollutant discharges utilizing Best Management Practices (BMPs) and technology to reduce erosion and sediments. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater runoff from the Specific Plan Area. Measures shall include temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) that will be employed to control erosion from disturbed areas. Final selection of BMPs will be subject to approval by the City of Citrus Heights and the RWQCB. The SWPPP will be kept on site during construction activity and will be made available upon request to representatives of the RWQCB.</p>	<p>City of Citrus Heights Community Development Department</p> <p>Regional Water Quality Control Board</p>	Prior to any soil disturbing activity	
Impact 3.4-5: Buildout of the Specific Plan has the potential to directly or indirectly destroy a unique geological feature or	<p>Mitigation Measure 3.4-2: If any paleontological resources are found during grading and construction activities of the Specific Plan, all work shall be halted immediately within a 200-foot radius of the discovery until a</p>	City of Citrus Heights Community Development	If any paleontological resources are found during	

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paleontological resource	<p><i>qualified paleontologist has evaluated the find.</i></p> <p><i>Work shall not continue at the discovery site until the paleontologist evaluates the find and makes a determination regarding the significance of the resource and identifies recommendations for conservation of the resource, including preserving in place or relocating on the Specific Plan Area, if feasible, or collecting the resource to the extent feasible and documenting the find with the University of California Museum of Paleontology.</i></p>	Department	grading and construction activities	
GREENHOUSE GASES, CLIMATE CHANGE, AND ENERGY				
Impact 3.5-1: Specific Plan implementation would not generate GHGs, either directly or indirectly, that would have a significant effect on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases	<p>Mitigation Measure 3.5-1: Prior to the approval of individual phases (i.e. tentative maps, site plan review, etc.), each project applicant shall determine whether their individual project(s) would develop any natural gas infrastructure. If any project applicant would develop natural gas infrastructure for any individual project (such as natural gas connections for cooking uses at a restaurant land use), the buildings must be pre-wired to ensure the buildings are ready for a future retrofit to all-electric. In addition, if an individual project chooses to include natural gas infrastructure, the project applicant shall demonstrate that the individual project implements all feasible on-site and off-site mitigation to offset the equivalent amount of GHG emissions that would be generated from the natural gas infrastructure (i.e. usage of natural gas by the individual project). Mitigation may overlap with the mitigation utilized for Mitigation Measure 3.2-2 (see Section 3.2: Air Quality, for further detail). Mitigation may include but is not limited to:</p> <ul style="list-style-type: none"> • Use natural refrigerants: Projects can participate in SMUD's pilot program to use lower GWP or natural alternates for refrigeration and air conditioning. Natural refrigerants include ammonia, CO₂, or hydrocarbons. To quantify the benefits of this measure, the applicant shall work with SMUD or CARB tools to calculate high-GWP emissions from traditional refrigerants (as these emissions are not typically included in CEQA emissions inventories and would not be added to the unmitigated emissions totals) and then calculate the reduction due to the lower-GWP refrigerants. • Increase vegetation sequestration: Projects can increase carbon sequestration in natural and working lands through planting and management techniques. To quantify the benefits of these commitments, the applicant may use calculational methodology such as CARB's approved offsets protocols, California Climate 	<p>City of Citrus Heights Community Development Department</p> <p>Sacramento Municipal Utility District</p> <p>California Air Resources Board</p>	Prior to the approval of individual phases (i.e. tentative maps, site plan review, etc.)	

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	<p><i>Initiatives (CCI) tools and calculators, and/or CalEEMod.</i></p> <ul style="list-style-type: none"> • <i>Install electric vehicle charging stations: Projects can install EV charging stations in addition to the electrical infrastructure required by BMP 2. To quantify the benefits of this measure, the applicant shall use Project-specific or applicable published literature to calculate the projected amount of charging that will be provided by the chargers, then subtract the indirect emissions from electricity used by the chargers from the gasoline- or diesel-combustion tailpipe emissions that would otherwise be produced by internal combustion-powered vehicles. The applicant shall take care not to double-count GHG reductions with reductions already assumed by the State in its base EV projections.</i> • <i>Solar water heaters and other water heating reductions: Projects can install solar water heaters to replace the need for natural gas or electricity for water heating. Since the unmitigated default to show compliance with BMP 1 is to assume no natural gas, the GHG benefit should be the reduction in electricity that would otherwise be used to heat water.</i> • <i>Increase water and waste reductions beyond regulatory compliance: As described in Section 5.2, projects can demonstrate GHG reductions beyond defaults based on project-specific studies and initiatives and can quantify these reductions using CalEEMod methodology.</i> • <i>Reduce gas- or diesel-powered landscaping equipment use: Project proponents design for reduced landscaping equipment (xeriscaping) or contract with a parks district, city, or homeowners' association to require the use of electric landscaping equipment. To demonstrate GHG reductions would require enforceable mechanisms. For example, the California Electrical Code requires outdoor receptacle outlet(s) to be installed at an accessible level for all new residences; this can enable the use of electric landscaping equipment but does not ensure its use.</i> <p><i>Each mitigation strategy shall be developed with, and approved by, the City of Citrus Heights. Each mitigation strategy is subject to the review and approval of the City of Citrus Heights on a project-by-project basis. The City of Citrus Heights is required to verify each mitigation strategy and its associated reductions to ensure that the associated annual greenhouse gas impacts are reduced to offset the amount of GHG emissions generated from the natural gas infrastructure.</i></p>			

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	Mitigation Measure 3.5-2: Prior to the operation of each individual project, each individual project shall implement the SMAQMD "BMP 2", which requires that all EV Capable spaces are to be EV Ready. "EV Capable" spaces are defined by CALGreen Building Code as 'installation of "raceway" (the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage) and adequate panel capacity to accommodate future installation of a dedicated branch circuit and charging station(s).' "EV Ready" spaces are defined as 'EV Capable plus installation of dedicated branch circuit(s) (electrical pre-wiring), circuit breakers, and other electrical components, including a receptacle (240-volt outlet) or blank cover needed to support future installation of one or more charging stations.	City of Citrus Heights Community Development Department	Prior to the operation of each individual project	
HAZARDS AND HAZARDOUS MATERIALS				
Impact 3.6-1: Specific Plan implementation has the potential to create a significant hazard through the routine transport, use, or disposal of hazardous materials or through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	<p>Mitigation Measure 3.6-1: Prior to any renovations or demolition of the existing structures within the Plan Area, surveys shall be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk, as recommended by the Phase I ESA (dated November 9, 2020) prepared by WKA for the Sunrise Tomorrow Property. If concentrations of hazardous materials are determined to exceed applicable ESL thresholds, appropriate on-site remediation shall be conducted in coordination with the Sacramento County EMD. Removal, demolition and disposal of any of the above-mentioned chemicals shall be conducted in compliance with California and other local environmental regulations and policies, including but not limited to the Sacramento Metropolitan Air Quality Management District's Rule 902.</p> <p>Mitigation Measure 3.6-2: Prior to the demolition of sensitive hazardous areas identified on Figures 3.6-1a and 3.6-1b for Parcels B (Goodyear Tire Center facility) and C (Firestone Store #35C), area specific evaluations shall be conducted to determine if soil sampling is required, as recommended by the Phase I ESA (dated November 9, 2020) prepared by WKA for the Sunrise Tomorrow Property. Investigations shall include evaluating the locations of hydraulic lifts that have had in-ground hydraulic fluid tanks, oil/water separators, and former locations of underground waste oil tanks. If soil sampling is determined necessary, a soil sampling report shall be prepared by a qualified consultant that includes recommendations to any concentrations of hazardous materials in exceedance of appropriate ESL thresholds, as necessary, which shall be implemented by the future project proponent.</p>	<p>City of Citrus Heights Community Development Department</p> <p>City of Citrus Heights Community Development Department</p>	<p>Prior to any renovations or demolition of the existing structures within the Plan Area</p> <p>Prior to the demolition of sensitive hazardous areas identified on Figures 3.6-1a and 3.6-1b for Parcels B (Goodyear Tire Center facility) and C (Firestone</p>	

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	<p>Mitigation Measure 3.6-3: Prior to the demolition and redevelopment of the sensitive hazardous area identified on Figures 3.6-1a and 3.6-1b for Parcel G (Sears Auto Center #6799 facility), the owner of Parcel G and/or future project proponent shall complete the investigation of the potential petroleum hydrocarbon impacts to groundwater under the oversight of the Sacramento County EMD, as recommended by the Phase I ESA (dated November 9, 2020) prepared by WKA for the Sunrise Tomorrow Property. If it is determined that petroleum hydrocarbon is present and impacting groundwater, on-site remediation shall be conducted to the satisfaction of the Sacramento County EMD.</p> <p>Mitigation Measure 3.6-4: Prior to the demolition and redevelopment of the SMUD equipment area "6047" and neighboring areas on Parcel E, the existing containers with unknown contents shall be identified and property disposed of, as recommended by the Phase I ESA (dated November 9, 2020) prepared by WKA for the Sunrise Tomorrow Property.</p> <p>Mitigation Measure 3.6-5: Prior to commencement of grading, the applicant shall submit Construction Site Management Plan for review and approval by the City. The Construction Site Management Plan shall include the following requirements:</p> <ul style="list-style-type: none"> Hazardous materials must be stored in locations that are removed from storm drain inlets, drainage ways, and canals, and that are surrounded by earthen berms to prevent materials from entering stormwater runoff or natural drainage features. The materials must also be covered with impervious tarps or stored inside buildings to ensure that materials are not released to the air during windy conditions or exposed to rain. All construction crew members must be trained regarding best practices for use, storage, and disposal of hazardous materials. All construction crew members must be instructed to immediately notify a construction foreperson of any spills of hazardous materials, and the foreperson must take steps to contain the spilled materials. Any releases of hazardous materials must be immediately reported 	<p>City of Citrus Heights Planning Department</p> <p>City of Citrus Heights Community Development Department</p> <p>City of Citrus Heights Community Development Department</p>	<p>Store #35C)</p> <p>Prior to the demolition and redevelopment of the sensitive hazardous area identified on Figures 3.6-1a and 3.6-1b for Parcel G (Sears Auto Center #6799 facility)</p> <p>Prior to the demolition and redevelopment of the SMUD equipment area "6047" and neighboring areas on Parcel E</p> <p>Prior to commencement of grading</p>	

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	to the Sacramento County Environmental Compliance Division of Sacramento County's Environmental Management Department and remediated in accordance with Sacramento County's requirements. This may include excavating and disposing of contaminated soil. Typically, construction projects require on-site storage of relatively small amounts of hazardous materials, which would also limit the potential impacts from a release of these materials.			
HYDROLOGY AND WATER QUALITY				
Impact 3.7-3: Specific Plan implementation may decrease groundwater supplies or interfere substantially with groundwater recharge such that the Specific Plan may impede sustainable groundwater management of the basin	<p>Mitigation Measure 3.7-1: Before approval of the site plans for all project phases, a detailed Best Management Practice (BMP) and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant that meets the standards of the City's NPDES Permit (No. CAS082597) and shall document that stormwater runoff from the Plan Area is treated per the standards in the Stormwater Quality Design Manual for Sacramento and South Placer Regions. Drafts of the plan shall be submitted to the City of Citrus Heights for review and approval concurrently with development of site plans for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the Specific Plan. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> • A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. • Pre-development and post-development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Citrus Heights and including details regarding the size, geometry, and functional timing of storage and release pursuant to the "Stormwater Quality Design Manual for Sacramento and South Placer Regions." • Source control programs to control water quality pollutants on the Plan Area, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas. • Low Impact Development (LID) and Hydromodification control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: <ul style="list-style-type: none"> ○ Bioretention planters; ○ surface swales; 	City of Citrus Heights Community Development Department	Before approval of the site plans for all project phases	

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	<ul style="list-style-type: none"> ○ replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement, green roofs); ○ impervious surfaces disconnection; and ○ trees planted to intercept stormwater. 			
NOISE				
Impact 3.9-1: Specific Plan implementation would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Plan Area in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies – Operational and Traffic Noise	Mitigation Measure 3.9-1a: If any proposed uses located along Sunrise Boulevard or Greenback Lane would contain noise-sensitive receptors (including but not limited to hotel uses, mixed-use residential, senior housing or other residential), noise studies shall be prepared to demonstrate compliance with the City's exterior noise standards at proposed outdoor areas. The noise studies shall, as applicable, include recommendations for the appropriate methods for reducing noise levels at the sites to within the City's exterior noise standards. The effectiveness of the mitigation, if required, shall be documented by the noise studies. The noise studies shall be submitted prior to the approval of tentative maps or site plans for the mixed-use residential, senior housing, and hotel uses located along Sunrise Boulevard or Greenback Lane, and shall be subject to review and approval by the City of Citrus Heights.	City of Citrus Heights Community Development Department	If any proposed uses located along Sunrise Boulevard or Greenback Lane would contain noise-sensitive receptors (including but not limited to hotel uses, mixed-use residential, senior housing or other residential)	
	Mitigation Measure 3.9-1b: The proposed hotel use located at the corner of Sunrise Boulevard and Greenback Lane shall have a noise study prepared to demonstrate compliance with the City's interior noise standard. The noise study shall, as applicable, include recommendations for the appropriate methods for reducing noise levels at the site to within the City's interior noise standards. The effectiveness of the mitigation, if required, shall be documented by the noise study. The noise study shall be submitted prior to the approval of the site plan for the hotel use located along Sunrise Boulevard or Greenback Lane, and shall be subject to review and approval by the City of Citrus Heights.	City of Citrus Heights Community Development Department	Prior to the approval of the site plan for the hotel use located along Sunrise Boulevard or Greenback Lane	
	Mitigation Measure 3.9-2: Events held in the proposed Sunrise Commons Park which require the use of amplified sound exceeding 60 dBA L_{eq} at 50 feet shall require a permit obtained from the City pursuant to Section 34-88(2) of	City of Citrus Heights Community	For events held in the proposed Sunrise	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>the City's Noise Ordinance. Noise levels from such events shall not exceed 90 dBA at 50 feet from the sound system and shall be monitored to verify compliance.</i></p> <p>Mitigation Measure 3.9-3: <i>To address noise levels from special events and music, the following conditions shall apply to the project:</i></p> <ul style="list-style-type: none"> • <i>Amplified sound shall not continue past 10:00 p.m.</i> • <i>Buyers and renters shall be notified of potential noise due to special events, including the occasional use of amplified sound.</i> • <i>Windows of residential units with a direct view of the Sunrise Commons Park, shall be acoustically upgraded with windows having a minimum sound transmission class (STC) rating of 35.</i> • <i>Mixed-use residential units located over commercial-use areas, which may include the use of indoor or outdoor amplified sound, shall be acoustically upgraded with minimum STC 35 exterior windows and a floor-ceiling assembly having a minimum laboratory STC rating of 60 (55 if field-tested), as determined by a qualified acoustic engineer.</i> 	<p>Development Department</p> <p>City of Citrus Heights Community Development Department</p>	<p>Commons Park which require the use of amplified sound exceeding 60 dBA Leq at 50 feet</p> <p>Prior to the approval of individual phases (i.e. tentative maps, site plan review, etc.)</p>	
Impact 3.9-2: Specific Plan implementation would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Plan Area in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies – Construction Noise	<p>Mitigation Measure 3.9-4: <i>Prior to issuance of a grading, building, or demolition permit, the project applicant(s) shall prepare a construction noise management plan that identifies measures to be taken to minimize construction noise on surrounding sensitive land uses. The plan shall include specific noise management measures to be included within the project plans and specifications, subject to review and approval by the City Community Development Department. Noise management measures may include, but are not limited to, using temporary noise walls or curtains around specific areas, staging lay down areas away from sensitive uses, locating truck routes away from receptors, reducing hours of operation, limiting certain loud noise activities to certain hours, etc. The project applicant(s) shall demonstrate, to the satisfaction of the City, that the project complies with the following:</i></p> <ul style="list-style-type: none"> • <i>Construction activities shall only take place between the hours limited 6:00 a.m. to 8:00 p.m. on weekdays, and 7:00 a.m. to 8:00 p.m. on Saturday and Sunday.</i> • <i>Construction equipment shall be properly maintained and equipped</i> 	City of Citrus Heights Community Development Department	Prior to issuance of a grading, building, or demolition permit	

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	<p>with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.</p> <ul style="list-style-type: none"> When not in use, motorized construction equipment shall not be left idling for more than 5 minutes. Stationary equipment (power generators, compressors, etc.) shall be located at the furthest practical distance from nearby noise-sensitive land uses or sufficiently shielded to reduce noise-related impacts. 			
Impact 3.9-3: Specific Plan implementation would not generate excessive groundborne vibration or groundborne noise levels	Mitigation Measure 3.9-5: If pile driving is required within 75 feet of a residential structure, pre-construction crack documentation and construction vibration monitoring shall be conducted to ensure that construction vibrations do not cause damage to any adjacent structures. The results of the documentation and monitoring shall be submitted to the City Community Development Department prior to the start of construction activities which would occur within 75 feet of a residential structure.	City of Citrus Heights Community Development Department	If pile driving is required within 75 feet of a residential structure	
TRANSPORTATION AND CIRCULATION				
Impact 3.12-2: Specific Plan implementation could disrupt existing pedestrian facilities or conflict with adopted City pedestrian plans, guidelines, policies, or standards	<p>Mitigation Measure 3.12-1: The project applicant(s) shall construct specific frontage improvements and make pro rata financial contributions to fund off-site infrastructure improvements in accordance with the Sunrise Tomorrow Transportation Financing and Implementation Plan adopted by the City of Citrus Heights. Key elements of this plan include the following:</p> <ul style="list-style-type: none"> Requires individual planning area owners/applicants to construct specific, identified improvements along their frontages of Sunrise Boulevard and/or Greenback Lane with completion required prior to issuing certificate of occupancy permits. Requires that pro rata funding contributions be made by planning area owners/applicants to certain off-site improvements that are required to accommodate the growth in traffic at the site prior to issuing a building permit. Construction of these off-site improvements will be led by the City of Citrus Heights. <p>Specific Improvements include the following:</p> <ol style="list-style-type: none"> Install a Leading Pedestrian Interval (LPI) on the east and south leg crosswalks at the Sunrise Boulevard/Greenback Lane intersection 	City of Citrus Heights Community Development Department	Prior to issuing certificate of occupancy permits or prior to issuing a building permit (see bullet points)	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>and separate northbound and eastbound right-turn signal phases (to allow the LPI to run concurrently with through traffic).</p> <p>b. New/modified traffic signals on Sunrise Boulevard at Birdcage Center/Primary Street A, Primary Street B, Macy Plaza Drive/Parkway B, and on Greenback Lane at Arcadia Drive/Parkway A shall include the following pedestrian amenities in the signal designs:</p> <ul style="list-style-type: none"> i. Each intersection shall have two crosswalks across the arterial. ii. All crosswalks shall have pedestrian signal heads with flashing DON'T WALK interval countdowns. iii. All crosswalks shall have push-button pedestrian-activation. iv. All quadrants of each intersection shall be designed to current ADA standards (i.e., ramps, curbs, signal equipment, etc.). 			
Impact 3.12-3: Specific Plan implementation could disrupt existing bicycle facilities or conflict with adopted City bicycle network plans, guidelines, policies, or standards	<p>Mitigation Measure 3.12-2: The individual planning area owners/applicants shall implement prior to issuing certificate of occupancy permits the following improvements in accordance with the Sunrise Tomorrow Transportation Financing and Implementation Plan adopted by the City of Citrus Heights.</p> <ul style="list-style-type: none"> a. Develop suitable signal designs (e.g., on-street bike lane, bike box, shared bike/travel lane, etc.) at each signalized project access intersection to detect and accommodate bicyclists. b. At the modified traffic signals on Sunrise Boulevard at Macy Plaza Drive/Parkway B, and on Greenback Lane at Arcadia Drive/Parkway A, design the Green Loop multi-use trail to cross each project street in a manner similar to a standard crosswalk. 	City of Citrus Heights Community Development Department	Prior to issuing certificate of occupancy permits	
Impact 3.12-4: Specific Plan implementation could disrupt existing transit facilities or services or conflict with adopted City transit plans, guidelines, policies, or standards	<p>Mitigation Measure 3.12-3: The individual planning area owners/applicants shall implement prior to issuing certificate of occupancy permits the following improvements in accordance with the Sunrise Tomorrow Transportation Financing and Implementation Plan adopted by the City of Citrus Heights:</p> <ul style="list-style-type: none"> a. Construct a third left-turn lane on the northbound Sunrise Boulevard approach to Greenback Lane. b. Increase the storage of the eastbound right-turn lane at the Sunrise Boulevard/Greenback Lane intersection from 115 to 160 feet 	City of Citrus Heights Community Development Department	Prior to issuing certificate of occupancy permits	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>through expanded lane striping.</p> <p>c. Increase the storage of the northbound right-turn lane at the Sunrise Boulevard/Greenback Lane intersection from 130 to 190 feet.</p> <p>d. Operate the northbound and eastbound approaches to the Sunrise Boulevard/Greenback Lane intersection with right-turn overlap phasing (requiring prohibition of u-turns on the northbound and westbound approaches).</p> <p>e. Construct a second southbound left-turn lane at the Sunrise Boulevard/Birdcage Center/Primary Street A intersection.</p> <p>f. Construct northbound right-turn deceleration lanes at the following locations:</p> <ol style="list-style-type: none"> Sunrise Boulevard/Birdcage Center/Primary Street A: 250-foot lane; Sunrise Boulevard/Primary Street B: 250-foot lane; Sunrise Boulevard/Macy Plaza Drive/Parkway B: 100-foot lane. <p>g. Collaborate with SacRT who would take the lead in converting the following turn lanes to dedicated bus-only lanes at such time that bus priority service is established along the Sunrise Boulevard corridor or SacRT initiates the need for such improvements. It is further noted that not all improvements need be implemented at the same time, and that technological solutions and design details may vary for which individual improvement.</p> <ol style="list-style-type: none"> Convert the southbound outside left-turn lane at Sunrise Boulevard/Birdcage Center/Primary Street A to a "bus-only" lane to enable efficient bus access to the transit center; Convert the northbound right-turn lane at Primary Street B to a bus-only lane directly north of the signal to enable buses to access the bus stop more efficiently from the turn lane; and Convert the northbound right-turn lane at Primary Street A to a bus "queue jump" lane. 			
Impact 3.12-5: Specific Plan implementation could result in on-site circulation and access that does not meet City or industry standard design	Mitigation Measure 3.12-4: The individual planning area owners/applicants shall implement prior to issuing certificate of occupancy permits the following improvements in accordance with the Sunrise Tomorrow Transportation Financing and Implementation Plan adopted by the City of Citrus Heights:	City of Citrus Heights Community Development Department	Prior to issuing certificate of occupancy permits	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
guidelines	<p>a. Provide the following minimum throat depths and related improvements to accommodate outbound traffic at the Plan Area accesses:</p> <ul style="list-style-type: none"> i. Unsignalized Sunrise Driveway on Sunrise Boulevard: provide 150 feet of storage; ii. Sunrise Boulevard/Birdcage Center/Primary Street A: provide exclusive left, through, and right-turn lanes and operate right-turn with an overlap arrow. Provide 300 feet of storage in each lane; iii. Sunrise Boulevard/Primary Street B: provide 300 feet in the westbound left and through/right lanes; iv. Unsignalized Primary Street C Driveway on Sunrise Boulevard: provide 250 feet of storage; v. Sunrise Boulevard/ Macy Plaza Drive/Parkway B: provide 250 feet in the westbound left and through/right lanes; vi. Unsignalized Westerly (secondary) Driveway on Greenback Lane: provide 50 feet of storage; vii. Unsignalized Main Entry E Driveway on Greenback Lane: provide 100 feet of storage; viii. Greenback Lane/Arcadia Drive/Parkway A: provide 275 feet in the dual left and through/right lanes. ix. Design and construct the two roundabouts on Parkway A and B to City of Citrus Heights and Sacramento Metro Fire District standards. 			
Impact 3.12-6: Specific Plan implementation could substantially increase hazards due to geometric design features	<p>Mitigation Measure 3.12-5: The individual planning area owners/applicants shall implement prior to issuing certificate of occupancy permits the following improvements in accordance with the Sunrise Tomorrow Transportation Financing and Implementation Plan adopted by the City of Citrus Heights:</p> <ul style="list-style-type: none"> • Lengthen westbound left-turn lane on Greenback Lane at Arcadia Drive/Parkway A from 290 feet to 325 feet. 	City of Citrus Heights Community Development Department	Prior to issuing certificate of occupancy permits	
Impact 3.12-8: Specific Plan implementation could cause temporary but prolonged impacts due to lane closures, need for temporary signals, emergency vehicle access, traffic hazards to bikes/pedestrians,	<p>Mitigation Measure 3.12-6: Prior to issuance of a grading, building, or demolition permit, the planning area owners/applicants shall develop and implement a Construction Traffic Management Plan to the satisfaction of the City of Citrus Heights's General Services Department.</p> <p>The plan shall include items such as the number and size of trucks per day, expected arrival/departure times, truck circulation patterns, location of</p>	City of Citrus Heights Community Development Department	Prior to issuance of a grading, building, or demolition permit	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
damage to roadbed, or truck traffic on roadways not designated as truck routes	<p>truck staging areas, location of employee parking, the proposed use of traffic control, and proposed partial street closures on public streets. The City of Citrus Heights' General Services Department shall approve the plan prior to the start of project demolition and construction. The overall goal of the Construction Traffic Management Plan would be to minimize traffic impacts to public streets and maintain a high level of safety for all roadway users. The Construction Traffic Management Plan shall achieve the following performance standards throughout project construction:</p> <ul style="list-style-type: none"> • Construction activities do not require the temporary closure of a travel lane of Sunrise Boulevard or Greenback Lane during peak commute hours. • Delivery trucks do not idle/stage on Sunrise Boulevard, Greenback Lane, Arcadia Drive, or any local streets. • Demolition and construction trucks are routed along arterial roadways consistent with the City's Approved Truck Routes Map (found at: https://www.citrusheights.net/DocumentCenter/View/2845/Truck-Route-Map?bidId=). • All construction employees park on site. • Roadways, sidewalks, crosswalks, and bicycle facilities are maintained clear of debris (e.g., rocks) that could impede travel and impact public safety. 			

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