



Union High School District

MINUTES
OF THE
SAN DIEGUITO UNION HIGH SCHOOL DISTRICT
BOARD OF TRUSTEES
REGULAR BOARD MEETING

Board of Trustees
Joyce Dalessandro
Barbara Groth
Beth Hergesheimer
Amy Herman
John Salazar
Superintendent
Rick Schmitt

JUNE 19, 2014

THURSDAY, JUNE 19, 2014
6:30 PM

DISTRICT OFFICE BOARD ROOM 10120
710 ENCINITAS BLVD., ENCINITAS, CA. 92024

PRELIMINARY FUNCTIONS..... (ITEMS 1 – 6)

- 1. CALL TO ORDER; PUBLIC COMMENTS REGARDING CLOSED SESSION ITEMS 6:00 PM
President Dalessandro called the meeting to order at 6:00 PM to receive public comments on Closed Session agenda items. No public comments were presented.
2. CLOSED SESSION 6:01 PM
The Board convened to Closed Session at 6:01 PM to discuss the following:
A. Consideration and/or deliberation of student discipline (1 Issue).
B. To consider personnel issues, pursuant to Government Code Sections 11126 and 54957; limited to consideration of the appointment, employment, evaluation of performance, discipline /release, dismissal of a public employee or to hear complaints or charges brought against such employee by another person or employee unless the employee requests a public session. (2 Issues)
C. To conference with legal counsel to discuss current and/or potential litigation, pursuant to Government Codes sections 54956.9(b)(3)(A), (D), and (E), (1 potential case).

REGULAR MEETING / OPEN SESSION..... 6:30 PM

ATTENDANCE

BOARD OF TRUSTEES AND STUDENT BOARD REPRESENTATIVES

Joyce Dalessandro
Barbara Groth - Absent
Beth Hergesheimer
Amy Herman
John Salazar

DISTRICT ADMINISTRATORS / STAFF

Rick Schmitt, Superintendent
Eric Dill, Associate Superintendent, Business
Mike Grove, Ed.D., Associate Superintendent, Educational Services
Torrie Norton, Associate Superintendent, Human Resources
Delores Perley, Chief Financial Officer
Joann Schultz, Executive Assistant to the Superintendent / Recording Secretary

- 3. RECONVENE REGULAR MEETING / CALL TO ORDER (ITEM 3)
The regular meeting of the Board of Trustees was called to order at 6:31 PM by President Joyce Dalessandro.
4. PLEDGE OF ALLEGIANCE (ITEM 4)
President Dalessandro led the Pledge of Allegiance.

5. REPORT OUT OF CLOSED SESSION (ITEM 5)
The Board met in closed session; there was no reportable action taken.
6. APPROVAL OF MINUTES (2) OF THE BOARD WORKSHOP & REGULAR BOARD MEETING OF JUNE 5, 2014
It was moved by Ms. Herman, seconded by Ms. Hergesheimer, to approve the minutes (2) of the June 5, 2014 Board Workshop and Regular Board Meeting, as presented. Ayes: Dalessandro, Hergesheimer, Herman, Salazar; Noes: None. Motion unanimously carried.

NON-ACTION ITEMS (ITEMS 7 - 10)

7. STUDENT UPDATES..... NO REPORTS DURING SUMMER BREAK
8. BOARD REPORTS AND UPDATES BOARD OF TRUSTEES

Ms. Herman attended the Middle School #5 Groundbreaking Ceremony, the Math Instructional Materials Information Night, the Oak Crest Middle School promotion ceremony, the Canyon Crest Academy graduation ceremony, and the High School Selection Community Information Meeting.

Mr. Salazar attended the Diegueno Middle School promotion ceremony, the San Dieguito High School Academy graduation ceremony, and the High School Selection Community Information Meeting.

Ms. Hergesheimer attended the Middle School #5 Groundbreaking Ceremony, the Math Instructional Materials Information Night, Sunset Continuation High School and the Torrey Pines High School graduation ceremonies.

Ms. Dalessandro attended the Middle School #5 Groundbreaking Ceremony, the Math Instructional Materials Information Night, the Sunset Continuation High School awards ceremony, the Carmel Valley Middle School promotion ceremony, the Torrey Pines High School graduation ceremony, and the High School Selection Community Information Meeting.

9. SUPERINTENDENT’S REPORTS, BRIEFINGS, LEGISLATIVE UPDATES.....RICK SCHMITT, SUPERINTENDENT
Superintendent Schmitt attended promotion & graduation ceremonies last Friday, and will be interviewing candidates for principal of Earl Warren Middle and for several assistant principal positions in the district.

10. ENGLISH LEARNERS/CAREER TECH ED/ADULT ED UPDATE MANUEL ZAPATA, DIRECTOR

Mr. Zapata gave an update on the English Learner program, CTE and the Adult Education programs as follows.

Mr. Zapata introduced members of the San Dieguito DELAC, Dora Garcia, President, Martin Espejo, Vice-president, SRA Marina Serfas, Secretary, presented them with plaques and Superintendent Schmitt thanked them for their participation. Ms. Laura, DELAC President, thanked the board for providing the parent trainings and requested that more trainings be provided as well as the trainings in collaboration with the feeder elementary school districts.

Mr. Zapata updated on the administration of the 2013-14 CELDT indicating that English Learners in the district continue to perform well in all four areas tested. He also gave an update on the professional development provided by Teacher on Special Assignment (ToSA) Staci Ortiz, to support teachers that work directly with English Learners including SDAIE training and workshops, coaching and classroom support at Title 1 schools (Oak Crest and Diegueno Middle Schools), and the online assessment for English Language Learners called LAS Links.

Mr. Zapata reported on the English Learners Parent Trainings offered in the areas of Healthy Family Values, Effective Discipline and Positive Community between parents and students. Mr. Zapata shared highlights of the Adult Education program including reducing the encroachment to the general fund by 25%, professional development days about the new CTE standards and ROP courses offered at the high schools.

Mr. Zapata also recognized and thanked his staff for the outstanding work they have done this year and thanked the leadership team and board for their continued support.

CONSENT ITEMS.....(ITEMS 11 - 15)

It was moved by Ms. Hergesheimer, seconded by Ms. Herman, that Consent Agenda Items 11-15, be approved, as presented. Ayes: Dalessandro, Hergesheimer, Herman, Salazar; Noes: None. Motion unanimously carried.

11. SUPERINTENDENT

A. GIFTS AND DONATIONS

Accept the Gifts and Donations, as presented.

B. FIELD TRIP REQUESTS

Approve the Field Trip Requests, as presented.

12. HUMAN RESOURCES

A. PERSONNEL REPORTS

Approve matters pertaining to employment of personnel, salaries, leaves of absence, resignations, changes in assignments, extra duty assignments, and consultant services:

1. Certificated and/or Classified Personnel Reports.

B. APPROVAL/RATIFICATION OF AGREEMENTS

(None Submitted)

13. EDUCATIONAL SERVICES

A. APPROVAL/RATIFICATION OF AGREEMENTS

Approve/ratify entering into the following agreement and authorize Christina M. Bennett or Eric R. Dill to execute the agreement:

1. Illuminate Education, Inc., to provide a web-based student data and assessment management software system known as the Illuminate Data and Assessment Management System (DnA) and a database of test questions, during the period July 1, 2014 through June 30, 2017, in the amount of \$5.50 per student (\$68,271.50 for fiscal 2014-15) based on the district wide enrollment numbers determined annually, to be expended from the General Fund 03-00.
2. Edgenuity, Inc. to provide a software platform (licenses) to deliver online instruction in a wide variety of District programs including Independent Study Online, Summer School, and Home Hospital Instruction, and supplemental instruction in general education and special education classrooms, during the period July 1, 2014 through July 31, 2015, for an amount not to exceed \$120,000.00 plus applicable tax and shipping, to be expended from the General Fund 03-00.

B. APPROVAL/RATIFICATION OF AMENDMENT TO AGREEMENTS

Approve/ratify amending the following agreements and authorize Christina M. Bennett or Eric R. Dill to execute the agreements:

1. Augusoft, Inc., increasing the annual subscription fee for providing on-line student registration services for Adult Education classes from \$7,000.00 per year to \$8,000.00 per year, starting July 1, 2014 and continuing annually until terminated by either party in writing, with no other changes to the contract, to be expended from the Adult Education Fund 11-00.

14. PUPIL SERVICES / SPECIAL EDUCATION

SPECIAL EDUCATION

A. APPROVAL/RATIFICATION OF NON-PUBLIC SCHOOL / NON-PUBLIC AGENCY CONTRACTS, INDEPENDENT CONTRACTOR AGREEMENTS, AND/OR MEMORANDUMS OF UNDERSTANDING

(None Submitted)

B. APPROVAL/RATIFICATION OF AMENDMENT TO AGREEMENTS

(None Submitted)

C. APPROVAL/RATIFICATION OF PARENT SETTLEMENT AND RELEASE AGREEMENTS

Approve/ratify the following Parent Settlement and Release Agreements, to be funded by the General Fund 06-00/Special Education, and authorize the Director of Special Education to execute the agreements:

1. Student ID #8025566128, for reimbursement of Parentally Placed Private School Student (PPSS) at Devereux Glenholme School and related educational expenses, during the period July 15, 2014 through July 15, 2015, in an amount not to exceed \$150,000.00.

PUPIL SERVICES

D. APPROVAL/RATIFICATION OF AGREEMENTS

(None Submitted)

15. BUSINESS / PROPOSITION AA

BUSINESS

A. APPROVAL/RATIFICATION OF AGREEMENTS

Approve/ratify entering into the following agreements and authorize Christina M. Bennett, Eric R. Dill, or Rick Schmitt to execute the agreements:

1. Murdoch, Walrath & Holmes to provide advocacy and consulting services, during the period July 1, 2014 through June 30, 2015, for an amount not to exceed \$25,800.00, to be expended from General Fund 03-00.
2. Simplex Grinnell, LLP, to provide fire alarm, fire suppression, and life safety monitoring and inspection services District wide utilizing the National Joint Powers Alliance (NJPA) cooperative purchasing bid 031913-SGL, during the period July 1, 2014 through June 30, 2019, for an amount not to exceed \$79,137.00 annually, to be expended from the General Fund 03-00.

B. APPROVAL/RATIFICATION OF AMENDMENT TO AGREEMENTS

Approve/ratify amending the following agreements and authorize Christina M. Bennett or Eric R. Dill to execute the agreements:

1. D.A.D. Asphalt, Inc., extending the Asphalt/Paving Services – District Wide contract B2013-12 from July 1, 2014 through June 30, 2015, with no other changes, to be expended from the fund, including Building Fund–Prop 39 Fund 21-39, to which the project is charged.
2. Fredricks Electric, Inc., extending the Electric Services – District Wide contract B2013-10 from May 3, 2014 through May 2, 2015, with no other changes to be expended from the fund, including Building Fund–Prop 39 Fund 21-39, to which the project is charged.

C. AWARD/RATIFICATION OF CONTRACTS

(None Submitted)

D. APPROVAL OF CHANGE ORDERS

(None Submitted)

E. ACCEPTANCE OF CONSTRUCTION PROJECTS

(None Submitted)

F. AUTHORIZATION TO ADVERTISE FOR BIDS / APPROVE CONTRACTS AND AGREEMENTS

Authorize and/or approve the following:

1. Authorize the Superintendent of Schools to direct the administration to advertise for any necessary bids, during the period July 1, 2014 through June 30, 2015.
2. Authorize the Superintendent of Schools or designee to approve entering into all contracts/agreements, during the period June 20, 2014 through September 3, 2014, and that the contracts/agreements be presented to the Board of Trustees for ratification at the next regularly scheduled meeting.

G. APPROVAL OF BUSINESS REPORTS

Approve the following business reports:

1. Purchase Orders
2. Membership Listing (None Submitted)

PROPOSITION AA

H. APPROVAL/RATIFICATION OF AGREEMENTS

Approve/ratify entering into the following agreements and authorize Christina M. Bennett, Eric R. Dill, or Rick Schmitt to execute the agreements:

1. School Facility Consultants, District wide assistance with State funding of new school construction, during the period July 1, 2014 through June 30, 2015, in an amount not to exceed \$30,000.00, to be expended from Capital Facilities Fund 25-19.
2. Class Leasing, LLC, lease of 12 X 40 Classroom at San Dieguito High School Academy, during the period July 1, 2014 through July 1, 2017, in an amount not to exceed \$18,890.00, to be expended from Building Fund-Prop 39 Fund 21-39.
3. Nova Services, for Material Testing & Special Inspection Services, during the period May 17, 2014 through June 30, 2015, in a cumulative amount not to exceed \$200,000.00, to be expended from Building Fund-Prop 39 Fund 21-39.
4. American Fence Company, Inc., temporary fence installation around weight room at Torrey Pines High School, during the period May 30, 2014 through November 30, 2014, in an amount not to exceed \$1,062.64, to be expended from Building Fund-Prop 39 Fund 21-39.
5. The California Environmental Protection Agency, Department of Toxic Substances Control, for oversight of the Preliminary Endangerment Assessment at the La Costa Valley site, during the period June 20, 2014 through completion, in an amount not to exceed \$20,401.00, to be expended from Building Fund-Prop 39 Fund 21-39 or Mello Roos Funds.

I. APPROVAL/RATIFICATION OF AMENDMENT TO AGREEMENTS

Approve/ratify amending the following agreements and authorize Christina M. Bennett or Eric R. Dill to execute the agreements:

1. Fuscoe Engineering, Inc., to vacate easements at the La Costa Valley site amending contract CA2014-01, during the period June 20, 2014 through December 20, 2014, increasing the amount by \$10,500.00 for a new total of \$44,047.00, to be expended from Building Fund-Prop 39 Fund 21-39.
2. Latitude 33 Planning & Engineering, additional services relating to parcel map topography and mapping services at Canyon Crest Academy amending contract A2013-106, during the period June 20, 2014 through December 20, 2014, increasing the amount by \$8,500.00 for a new total of \$38,000.00, to be expended from Building Fund-Prop 39 Fund 21-39 or Mello Roos Funds.
3. Williams Scotsman, Inc., for additional components to the 40 X 48 Classroom for 24 months at Earl Warren Middle School to temporarily house Warren Hall, during the period May 2, 2014 through June 30, 2016, increasing the amount by \$2,190.71 for a new total of \$55,488.71, to be expended from Building Fund-Prop 39 Fund 21-39.

- J. AWARD/RATIFICATION OF CONTRACTS
(None Submitted)
- K. APPROVAL OF CHANGE ORDERS
(None Submitted)
- L. ACCEPTANCE OF CONSTRUCTION PROJECTS
(None Submitted)

DISCUSSION / ACTION ITEMS (ITEMS 16 - 21)

- 16. ADOPTION OF 2014-2017 DISTRICT LOCAL CONTROL ACCOUNTABILITY PLAN (LCAP)
Motion by Ms. Herman, seconded by Ms. Hergesheimer, to adopt the 2014-2017 District Local Control Accountability Plan (LCAP), as presented. Ayes: Dalessandro, Hergesheimer, Herman, Salazar; Noes: None. Motion unanimously carried.
- 17. ADOPTION OF PROPOSED 2014-15 ANNUAL BUDGET / GENERAL FUND & SPECIAL FUNDS
Motion by Mr. Salazar, seconded by Ms. Hergesheimer, to adopt the proposed 2014-15 Annual Budget / General Fund & Special Funds, as presented. Ayes: Dalessandro, Hergesheimer, Herman, Salazar; Noes: None. Motion unanimously carried.
- 18. ADOPTION OF RESOLUTION / ADDENDUM TO MITIGATED NEGATIVE DECLARATION FOR THE SAN DIEGUITO HIGH SCHOOL ACADEMY IMPROVEMENT PROJECT – MASTER PLAN FOR MODERNIZATION AND CONSTRUCTION
Motion by Ms. Hergesheimer, seconded Ms. Herman, to adopt the attached Resolution of the Board of Trustees of the San Dieguito Union High School District, San Diego County, California, Adopting an Addendum to the Mitigated Negative Declaration for the San Dieguito High School Academy Improvement Project – Master Plan for Modernization and New Construction and findings and certifications thereto, as presented. Ayes: Dalessandro, Hergesheimer, Herman, Salazar; Noes: None. Motion unanimously carried.
- 19. APPROVAL OF 2014-15 CONSOLIDATED APPLICATION, PART 1
Motion by Ms. Herman, second by Mr. Salazar, to approve the 2014-15 Consolidated Application, Part 1, as presented. Ayes: Dalessandro, Hergesheimer, Herman, Salazar; Noes: None. Motion unanimously carried.
- 20. APPROVAL & ADOPTION OF REVISED JOB DESCRIPTIONS (2): BP #4160.20, “DIRECTOR OF SPECIAL EDUCATION”, BP #4160.36, “COORDINATOR OF SPECIAL EDUCATION”; RE-ESTABLISHMENT & REVISION OF JOB DESCRIPTION (1): BP #4160.18, “COORDINATOR OF STUDENT SERVICES”; AND BP #4231.1 ATTACHMENT A, “MANAGEMENT SALARY SCHEDULE”
Motion by Ms. Hergesheimer, second by Ms. Herman, to approve and adopt the revised job descriptions (2): BP #4160.20, “Director of Special Education” and BP #4160.36, “Coordinator of Special Education”; and re-establishment and revision of job description (1): BP #4160.18, “Coordinator of Student Services”; and BP #4231.1 Attachment A, “Management Salary Schedule”, as presented. Ayes: Dalessandro, Hergesheimer, Herman, Salazar; Noes: None. Motion unanimously carried.
- 21. ADOPTION OF DECLARATION OF NEED FOR FULLY QUALIFIED EDUCATORS
Motion by Ms. Herman, second by Ms. Hergesheimer, to adopt the declaration of need for fully qualified educators, as presented. Ayes: Dalessandro, Hergesheimer, Herman, Salazar; Noes: None. Motion unanimously carried.

INFORMATION ITEMS..... (ITEMS 22 - 30)

- 22 HIGH SCHOOL SELECTION UPDATE
Superintendent Schmitt gave a brief introduction regarding high school selection.
Dr. Grove gave an update on high school selection including California law and school enrollment, enrollment options, attendance area maps, things to consider regarding boundary schools, key

questions to ask, how we proceed and six recommendations for the Board to consider (as shown in the attached presentation distributed at the meeting).

PUBLIC COMMENTS:

Public comments were made by James Bush, Jennifer Lessley, Taylor Lessley, Heidi Welsh, Doug Thralls, Chris Schwartz, Steven McDowell, Annie Rump, Julie Union, and Jodie Dinsmore.

The Board discussed the options for high school enrollment, boundary vs. non-boundary schools and recommended that a task force be formed to first answer the questions on whether we have all district-wide non-boundary high schools, all of our high schools be boundary schools, or status quo where we have two of each. The Board asked staff to form an ad hoc task force that would make a recommendation to the Board.

Mr. Schmitt summarized that the district will: 1) re-examine 2014-15 capacity and look at possible 2015-16 capacity, bell schedule and program adjustments, 2) form a task force which should kick off in the fall and begin communicating immediately with the whole community, and 3) that all points made by the public were received and understood. Mr. Schmitt also said he would send an all community letter to elementary, middle, and high school parents in order to update the greater community on high school enrollment. He hoped to get that sent in July.

23. BUSINESS SERVICES UPDATE ERIC DILL, ASSOCIATE SUPERINTENDENT

Mr. Dill had nothing further to report.

24. HUMAN RESOURCES UPDATE TORRIE NORTON, ASSOCIATE SUPERINTENDENT

Ms. Norton had nothing further to report.

25. EDUCATIONAL SERVICES UPDATE MIKE GROVE, ASSOCIATE SUPERINTENDENT

Dr. Grove had nothing further to report.

26. PUBLIC COMMENTS –

Steven McDowell requested that public comments be moved up to the beginning of the agenda to accommodate speakers at the beginning of the meeting, and commented on enrollment projections provided by Davis Demographics & Planning.

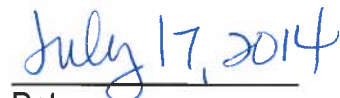
27. FUTURE AGENDA ITEMS – None presented.

28. ADJOURNMENT TO CLOSED SESSION – No closed session was necessary.

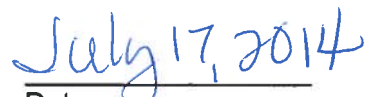
29. CLOSED SESSION – Nothing to further to report.

30. ADJOURNMENT OF MEETING - Meeting adjourned at 8:32 PM.


Beth Hergesheimer, Board Clerk


Date


Rick Schmitt, Superintendent


Date

ADDENDUM

**SAN DIEGUITO HIGH SCHOOL ACADEMY IMPROVEMENTS
SAN DIEGUITO UNION HIGH SCHOOL DISTRICT
ENCINITAS, CALIFORNIA**

LSA

June 2014

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1.0 INTRODUCTION

1.1 PURPOSE AND SCOPE

The San Dieguito Union High School District's (SDUHSD) San Dieguito High School Academy (SDA) campus is located in the City of Encinitas (City) and is bounded by Nardo Road on the west, Santa Fe Drive on the south, Bonita Drive on the east, and Melba Road on the north. With a land area of approximately 32 acres, the campus is surrounded on all sides by a mix of residential and commercial uses.

The SDA Campus Master Plan (CMP) is intended to guide long-term development of the campus. SDUHSD, as Lead Agency, prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the 2002 CMP in 2003. The SDUHSD Board of Trustees approved and adopted the IS/MND and the 2002 CMP on November 30, 2003.

Following adoption of the IS/MND, several changes to the CMP were proposed and ultimately incorporated into the revised CMP. While there have been no significant changes to the areas adjacent to the SDA since SDUHSD adoption of the IS/MND in 2003, portions of the 2002 CMP have been implemented on the SDA campus. Changes to the SDA campus that have occurred since approval of the 2003 IS/MND are described in Sections 2.5 and 2.6 of this Addendum. Although the revised CMP remains substantially the same as the SDUHSD approved project from 2003, additional environmental analysis in the form of an Addendum is required under CEQA. The project being analyzed in this Addendum consists of the changes or differences between the 2002 CMP and the revised CMP.

This Addendum reviews changes to the project and to existing conditions that have occurred since the 2003 IS/MND was adopted and compares environmental effects of development of the revised project with those of the original project previously disclosed. It also reviews new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time the 2003 IS/MND was adopted and evaluates whether there are new or more severe significant environmental effects associated with changes in circumstances under which project development is being undertaken. It further examines whether, as a result of any changes or any new information, a subsequent IS/MND or subsequent or supplemental EIR may be required. This examination includes an analysis of provisions of Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines and their applicability to the project.

Section 15164 of the State CEQA Guidelines states that an Addendum to an IS/MND may be prepared "if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred." Thus, if none of the above conditions are met, SDUHSD may not require preparation of a subsequent IS/MND. Rather, SDUHSD can decide that no further environmental documentation is necessary or can require that an Addendum be prepared.

Based upon review of the facts as presented in the analysis contained in this document, SDUHSD finds that an Addendum to the previously adopted 2003 IS/MND is appropriate. The rationale and the facts for this finding are provided in the body of this Addendum.

1.1.1 Evaluation of Environmental Impacts

This Addendum compares anticipated environmental effects of the project as revised with those disclosed in the adopted 2003 IS/MND to review whether any conditions set forth in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent negative declaration are met. Potential environmental effects of the project are addressed for each of the following areas:

- Aesthetics;
- Agricultural Resources;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Greenhouse Gas Emissions;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Mineral Resources;
- Noise;
- Population and Housing;
- Public Services and Facilities;
- Recreation;
- Transportation/Traffic;
- Utilities and Service Systems; and
- Mandatory Finding of Significance.

Chapter 2.0 of this document discusses changes to the project description for the CMP. Chapter 3.0 contains analyses and explanations of potential environmental impacts of the revisions to the CMP. The analyses provide the SDUHSD Board of Trustees with a basis for determining whether any subsequent IS/MND will be required for the project.

1.2 FINDINGS OF THIS ADDENDUM

Pursuant to the provisions of CEQA and State CEQA Guidelines, SDUHSD is the Lead Agency charged with the responsibility of deciding whether to adopt the proposed changes to the CMP. As part of its decision-making process, SDUHSD is required to review and consider potential environmental effects that could result from construction and operation of the CMP, as revised. The IS/MND, adopted in November 2003, found that no significant and unavoidable environmental effects would result from implementation of the 2002 CMP.

SDUHSD review of the changes to the 2002 CMP and other related project components is limited to examining environmental effects associated with changes between the project as currently revised and the project reviewed in the adopted 2003 IS/MND. Pursuant to CEQA and State CEQA Guidelines, SDUHSD has prepared this Addendum to provide decision-makers with a factual basis for evaluating the specific environmental impacts associated with the proposed revision of the 2002 CMP and to determine whether there are changes in circumstances or new information of substantial importance that would require preparation of a subsequent IS/MND or a subsequent or supplemental EIR.

According to Section 21166 of CEQA and Section 15162 of State CEQA Guidelines, a subsequent IS/MND or subsequent or supplemental EIR is not required for the proposed changes unless SDUHSD determines on the basis of substantial evidence that one or more of the following conditions are met:

1. Substantial changes are proposed in the project that require major revisions of the previous EIR or IS/MND due to involvement of new significant environmental effects or a substantial increase in severity of previously identified significant effects;
2. Substantial changes have occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or IS/MND due to involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and/or
3. New information of substantial importance, which was not known and could not have been known with exercise of reasonable diligence at the time the previous EIR was certified as complete or the IS/MND was adopted, shows any of the following:
 - The project will have one or more significant effects not discussed in the previous EIR or IS/MND;
 - Significant effects previously examined will be substantially more severe than identified in the previous EIR;
 - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternative; or
 - Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If changes to a project or its circumstances occur or new information becomes available after the adoption of a negative declaration, the lead agency shall prepare a subsequent EIR, if required under

the criteria listed above. Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

SDUHSD is the Lead Agency for the proposed revisions to the 2002 CMP. SDUHSD has determined that analyses of project environmental effects are best provided through use of an Addendum and that none of the conditions set forth in Public Resource Code Section 21166 or Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent IS/MND or a subsequent or supplemental EIR have been met. The complete evaluation of potential environmental effects of the project, including rationale and facts supporting SDUHSD findings, is contained in Chapter 3.0 of this Addendum.

1.3 FORMAT OF ADDENDUM

This Addendum has been organized into three chapters, as described below:

1.3.1 Chapter 1.0: Introduction

Chapter 1.0 includes a description of the purpose and scope of the Addendum, previous environmental documentation, project approvals, findings of the Addendum, and existing documents to be incorporated by reference.

1.3.2 Chapter 2.0: Project Description

Chapter 2.0 describes the location and setting of the site, the necessary SDUHSD discretionary actions to implement project modifications, and an overview of the proposed CMP revisions. Those proposed CMP revisions that have the potential to have a physical effect on the environment are addressed in Chapter 3.0 of this Addendum.

1.3.3 Chapter 3.0: Comparative Evaluation of Environmental Impacts

Chapter 3.0 addresses project changes with the potential to have a physical effect on the environment and includes analyses of impacts of the revised project compared with impacts analyzed in the 2003 IS/MND. This comparative analysis has been undertaken pursuant to provisions of CEQA to provide SDUHSD decision-makers with a factual basis for determining whether proposed project revisions, changes in circumstances, or new information since the 2003 IS/MND was adopted require additional environmental review or preparation of a subsequent IS/MND or subsequent or supplemental EIR.

1.3.4 Appendix A: Environmental Analysis Checklist

Appendix A contains an Environmental Analysis Checklist. The form has been completed based on the analysis in this Addendum. The proposed modifications to the 2002 CMP do not result in substantial changes to the findings of the adopted 2003 IS/MND.

1.4 EXISTING DOCUMENTS TO BE INCORPORATED BY REFERENCE

As permitted in Section 15150 of the State CEQA Guidelines, this Addendum has referenced several technical studies, analyses, and reports. Information from the documents, which have been incorporated by reference, has been briefly summarized in the appropriate section(s) of this Addendum. Documents incorporated by reference are available for review at the San Dieguito Union High School District office, located at 864 Requeza Street, Encinitas, California 92024. Contact John Addleman, Director of Planning Services, at (760) 753-6491 for additional information.

Documents incorporated by reference include, but are not limited to:

- *2002 Campus Master Plan – San Dieguito High School Academy, San Diego Union High School District*, NTD, November 2002.
- *San Dieguito High School Academy Improvement Project MND*, Dudek & Associates, Inc., September 2003.

1.5 CONTACT PERSONS

The Lead Agency for the Addendum for the proposed revisions to the San Dieguito High School Academy Campus Master Plan is the SDUHSD. Questions about preparation of this Addendum, its assumptions, or its conclusions should be referred to:

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864 Requeza Street
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john.addleman@sduhsd.net

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2.0 PROJECT DESCRIPTION

2.1 PROJECT HISTORY

To help guide long-term planning for the future development of the campus, SDUHSD prepared a Campus Master Plan (CMP) in 2002. The CMP is intended to document the current understanding and expectations for the expenditure of the bond revenues and other funding sources, as well as the physical improvements necessary to meet long-term campus needs.

In accordance with the California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code Sections 2100 et. seq.) and the State Guidelines for Implementation of CEQA (Title 14, California Code of Regulations Sections 15000 et. seq.), SDUHSD, as Lead Agency, prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the 2002 CMP in 2003. The SDUHSD Board of Trustees approved the IS/MND and the CMP in November 2003.

Following approval of the IS/MND, several changes to the 2002 CMP were proposed and ultimately incorporated into the revised CMP. Although the revised CMP remains substantially the same as the SDUHSD approved project from 2003, additional environmental analysis in the form of an Addendum is required pursuant to Section 15164 of the State CEQA Guidelines. The revised CMP is the subject of the analysis in this Addendum.

2.2 PROJECT SITE LOCATION AND SETTING

Founded in 1937, the SDA campus is located in the City of Encinitas and is bounded by Nardo Road on the west, Santa Fe Drive on the south, Bonita Drive on the east, and Melba Road on the north. With a land area of approximately 32 acres, the campus is surrounded on all sides by a mix of residential and commercial uses. Throughout this Addendum, the terms “site,” “proposed project site” and “proposed project” are used interchangeably to indicate the area that is the subject of this Addendum. Figure 1 (Project Vicinity) and Figure 2 (Project Location) are regional and local maps depicting the project location.

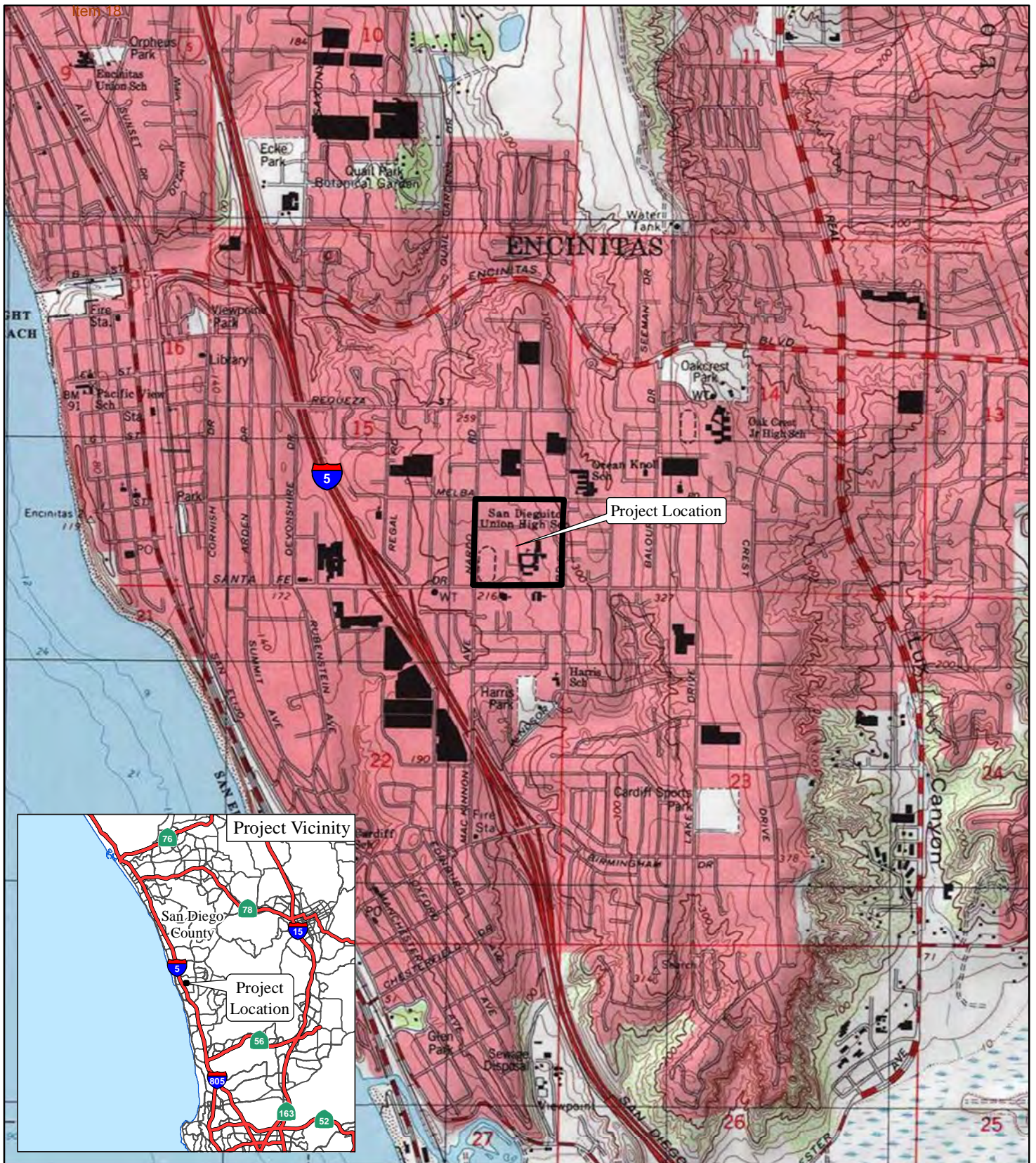
While there have been no significant changes to the areas adjacent to SDA since SDUHSD approval of the IS/MND in 2003, portions of the 2002 CMP have been implemented on the SDA campus. Changes to the SDA campus that have occurred since approval of the 2003 IS/MND are described in Sections 2.5 and 2.6 of this Addendum.

2.3 PREVIOUS AND PROPOSED DISCRETIONARY ACTIONS BY SDUHSD

The CMP will implement a series of facilities improvements and programs on the SDA campus. In November 2003, SDUHSD approved the 2002 CMP, including the following discretionary actions:

1. Adoption of the IS/MND; and

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LEGEND

 Project Boundary

FIGURE 1



0 1000 2000
FEET

SOURCE: USGS 7.5' Quad Encinitas, CA (1975)

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 Project Boundary

FIGURE 2



0 100 200
FEET

SOURCE: Bing Maps (2013)

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San Dieguito Academy Improvements
Project Location

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2. Approval of the CMP.

SDUHSD also obtained a Coastal Development Permit from the City for certain portions of the 2002 CMP on May 20, 2004. Additional approvals from SDUHSD required for approval of the proposed revised CMP are as follows:

1. Approval of this Addendum to the adopted 2003 IS/MND to address potential environmental effects of the changes made to project; and
2. Adoption of the proposed revised CMP.

In addition, SDUHSD would also be required to obtain approval of a Coastal Development Permit from the City for changes to the proposed revised CMP.

2.4 PROJECT OVERVIEW

2.4.1 Project Objectives

The specific objectives of the 2002 CMP were as follows:

1. The SDA campus will provide new and renovated indoor and outdoor facilities to meet community needs for academic instruction, life skills training, and physical education at the high school level.
2. The SDA campus will accommodate long-term growth in student enrollment by providing facilities that maximize land use and address infrastructure needs.
3. The SDA campus will be designed to maximize convenience and accessibility for pedestrians and vehicles and to provide adequate parking and drop-off areas.
4. Outdoor learning spaces and facilities will be planned for safety (including adequate lighting) and flexibility.
5. The SDA campus will include facilities that fully integrate current technology while allowing for future technological changes and updates.
6. The SDA campus will provide for indoor and outdoor physical education needs through the provision of appropriately sized sports facilities.
7. The SDA campus will provide facilities that accommodate student and administrative services.

2.4.2 2002 CMP Project Description

Implementation of the 2002 CMP, as analyzed in the adopted IS/MND, provided for the renovation/modernization of several structures, construction of new structures, demolition of older structures, and additional pedestrian and circulation improvements. Overall, the plan focused on facilities that support campus activities and proposed the demolition, reconstruction, and renovation of a number of aging classroom buildings and facilities. Figure 3 provides an illustration of the 2002 CMP evaluated in the adopted 2003 IS/MND. The following discussion provides a more detailed description of each of the project components of that CMP.

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NO SCALE

SOURCE: NTD Architects

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FIGURE 3

San Dieguito Academy Improvements
2002 Master Plan Conceptual Site Plan

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2.4.3 Facilities

Campus Facilities. The 2002 CMP, as analyzed in the adopted IS/MND, proposed the demolition/removal of 10 buildings (Buildings 62, 63, 64, 80, 90, 100, 120, 130, 140, and 150) and construction of 6 new buildings (Buildings 35, 85, 95, 105, 115, and 125). Four of the new buildings were to be located around the main courtyard and one building was to be reconstructed west of the proposed Purchasing and Receiving Department building. In addition, the 2002 CMP included the modernization of all remaining existing structures on the campus which included Buildings 10, 20, 40, 50, 60, 70, E, and L as well as the administrative building, locker/shower building, gymnasium, student services building, media center, shop building, and the Mustang Center. Modernization work would generally consist of installation of new electrical and plumbing fixtures; replacement of windows, flooring and ceiling tile; upgrading security and fire alarm systems; and the painting of interior and exterior spaces.

In total, implementation of the 2002 CMP would result in the demolition/removal of approximately 43,375 square feet of building space and construction/reconstruction of approximately 71,356 square feet of building space on the campus. The implementation of the 2002 CMP also provided for the renovation/modernization of several structures (totaling approximately 109,672 square feet) and improvements to parking areas as well as outdoor areas and facilities.

Parking and Circulation. As analyzed in the 2003 adopted IS/MND, improvements to pedestrian and traffic circulation would be achieved by construction of new walkways and ramp improvements, as well as new courtyard areas, including a new main courtyard entry. A number of other courtyards were proposed to be reconfigured and several fire lanes expanded. Additional parking was proposed to be located in two areas on the campus. These include the expansion on an existing staff/visitor parking lot north of Santa Fe Drive and an expansion of the existing student parking lot immediately east of Nardo Road, adjacent to the tennis courts and track and field area. The expansion of the existing student parking lot would add an additional 147 parking spaces to the existing 157 parking spaces. The visitor and staff parking lot would be expanded from 93 spaces to a total of 189 parking spaces.

Outdoor Areas and Facilities. The 2002 CMP identified improvements to outdoor areas and facilities, which included new courtyards, amphitheater, and new track and field areas (including high jump and shot put), and the installation of new site signage. New landscaping throughout the campus was also proposed. The new courtyards were to be constructed west of Building 35, east of Building 125, north of Building 10, east of Building 105, and north of Building 70. The amphitheater was proposed east of the existing gymnasium and Mustang Center. The new high jump and shot put areas would be placed near the existing track and field facilities.

2.5 CAMPUS MASTER PLAN IMPLEMENTATION

In total, the following aspects of the 2002 CMP have been implemented:

- Construction of Building 125 – Performing Arts Center;
- Expansion of the existing staff/visitor parking lot north of Santa Fe Drive; and
- Expansion of the existing student parking lot immediately east of Nardo Road.

2.6 SUMMARY OF PROJECT CHANGES

Proposed changes to the CMP are illustrated in Figure 4. Revisions to the project that have the potential to affect the physical environment include the following:

- **Demolition of Existing Buildings (59,476 square feet):** Building 120 (proposed for removal under the 2002 CMP) is proposed to stay under the revised CMP. Building 120 is a portable building and is approximately 6,179 square feet. The remaining buildings identified under the 2002 CMP for demolition/removal are also proposed for demolition/removal under the revised CMP. Additionally, the following buildings have been added as new project components under the revised CMP:
 - Demolition of Building 20 (6,580 square feet);
 - Demolition of Building 60 (6,720 square feet);
 - Demolition of Building E (4,238 square feet); and
 - Demolition of Building L (4,742 square feet).
- **Construction of the New Buildings (118,153 square feet):** The resulting proposed changes are modifications to the proposed buildings and would also replace existing buildings that have aged beyond their useful lives (listed above). These buildings that would be replaced are not only energy inefficient, but they also often have inadequate facilities to meet campus instructional needs. Buildings 95 and 125 (proposed for construction under the 2002 CMP) are now removed under the revised CMP and are not proposed for construction. Building 125 (proposed for construction under the 2002 CMP) has since been constructed. The remaining buildings identified under the 2002 CMP for construction are also proposed for construction under the revised CMP. Additionally, the following buildings have been added as part of the revised CMP:
 - Construction of new Math and Science Building (47,800 square feet);
 - Construction of new Art, English, and Social Science Building/Adult Education Center (49,000 square feet); and
 - Construction of new Gymnasium and Locker Room Complex Addition (46,700 square feet).
- **Modernization of Existing Facilities:** As previously identified, modernization work would generally consist of installation of new electrical and plumbing fixtures; replacement of windows, flooring, and ceiling tile; upgrading security and fire alarm systems; and the painting of interior and exterior spaces. Under the revised CMP, buildings 20, 60, E, and L are now proposed for demolition as identified above. Modernization of the Media Center has since been completed. The remaining buildings identified under the 2002 CMP for modernization are also proposed for modernization under the revised CMP.
- **Parking and Circulation:** The 2002 CMP proposed to increase on-site parking by approximately 240 parking spaces for a total of 493 parking spaces in two existing lots. These parking expansions have already been implemented. The revised CMP proposed to increase on-site parking from 493 spaces to approximately 558 spaces through the addition of a new parking adjacent to the new Art, English, and Social Science Building/Adult Education Center. Additional components include improvements to existing walkways and ramps.

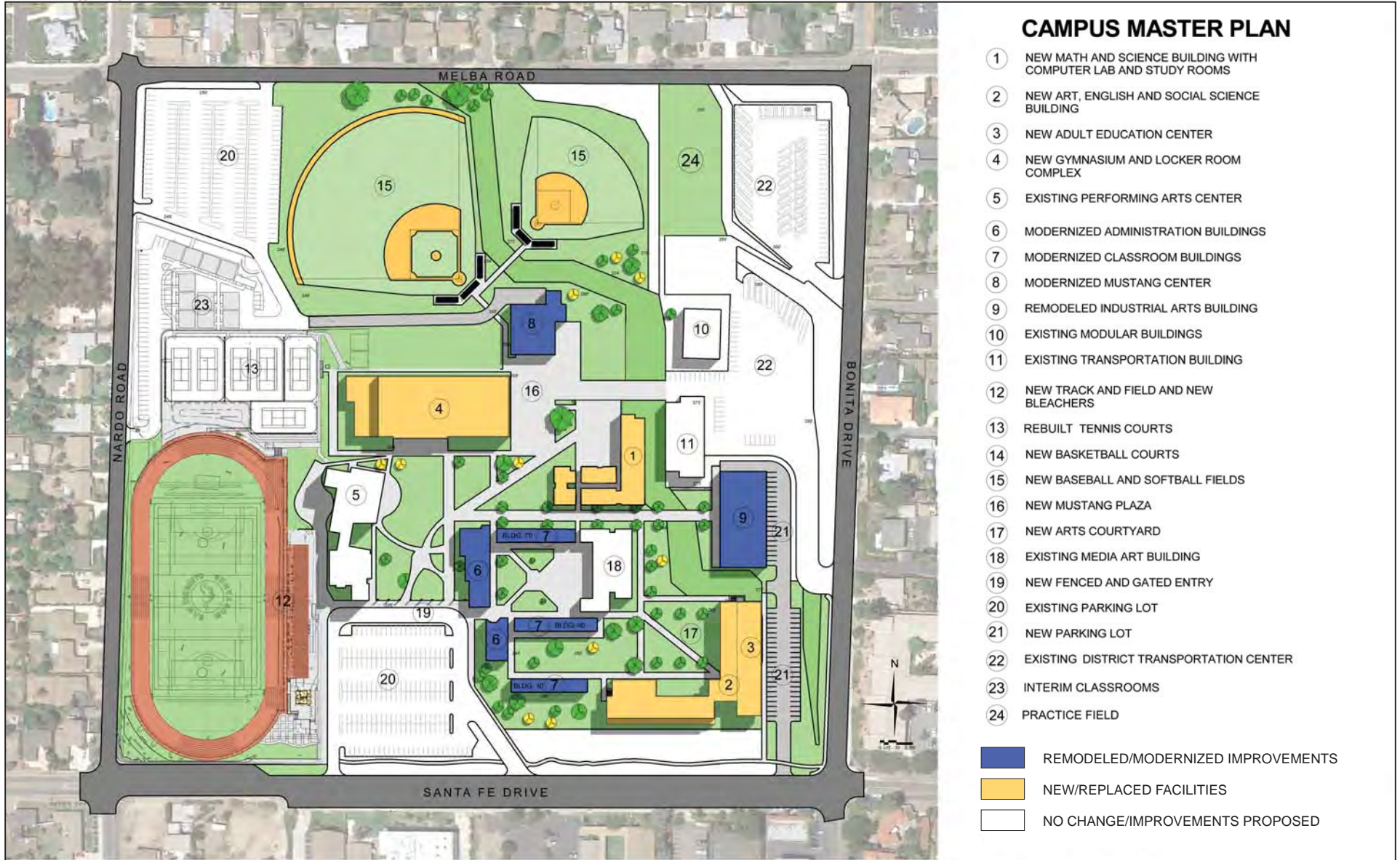
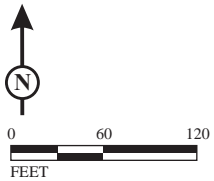


FIGURE 4

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SOURCE: MVE Institutional

San Dieguito Academy Improvements
Proposed Campus Master Plan

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- Outdoor Areas and Facilities:** The 2002 CMP proposed to construct a new amphitheater; since approval of the 2003 IS/MND, the amphitheater has been constructed as part of the Performing Arts Center. Other components identified in the 2002 CMP, including reconfiguration of various courtyards and plazas, new track and field areas, installation of new site signage, and landscaping, remain as project components in the revised CMP.

Table 2.A summarizes the changes between the 2002 CMP and the revised CMP.

Table 2.A: Comparison of Campus Master Plan Project Components

Project Component	2002 Campus Master Plan Analyzed in Adopted 2003 IS/MND	Revised Campus Master Plan
Demolition/Removal/Relocation of existing facilities	<ul style="list-style-type: none"> Demolition of Building 80 Demolition of Building 90 Demolition of Building 100 Demolition of Interim Housing 62, 63, and 64 Removal of Portable Building 120 Removal of Portable Building 130 Removal of Portable Building 140 Removal of Portable Building 150 	<ul style="list-style-type: none"> Demolition of Building 80 Demolition of Building 90 Demolition of Building 100 Demolition of Interim Housing 62, 63, and 64 Removal of Portable Building 120 (building to stay) Removal of Portable Building 130 (completed) Removal of Portable Building 140 Removal of Portable Building 150 Demolition of Building 20 (building to be demolished under revised CMP) Demolition of Building 50 (building to be demolished under revised CMP) Demolition of Building 60 (building to be demolished under revised CMP) Demolition of Building E (building to be demolished under revised CMP) Demolition of Building L (building to be demolished under revised CMP)
Construction of new facilities	<ul style="list-style-type: none"> Construction of New Academic Classroom Building 35 Construction of Building 85 Construction of Classroom Building 95 Construction of Building 105 Construction of Classroom Building 115 Construction of Building 125 (Performing Arts) Construction of Purchasing and Receiving Department 	<ul style="list-style-type: none"> Construction of Building 35 (now part of new Art, English and Social Science Building/Adult Education Center) Construction of Building 85 (removed from revised CMP) Construction of Classroom Building 95 (removed from revised CMP) Construction of Building 105 (now part of new Math and Science Building) Construction of Classroom Building 115 (removed from revised CMP) Construction of Building 125—Performing Arts (Constructed in 2010/2011) <u>New Gymnasium & Locker Complex</u>

Table 2.A: Comparison of Campus Master Plan Project Components

Project Component	2002 Campus Master Plan Analyzed in Adopted 2003 IS/MND	Revised Campus Master Plan
Modernization of existing facilities	<ul style="list-style-type: none"> • Modernization of Media Center • Modernization of Administration Building • Modernization of Building 10 • Modernization of Building 20 • Modernization of Building 40 • Modernization of Building 50 • Modernization of Building 60 • Modernization of Building 70 • Modernization of Building E • Modernization of Building L • Modernization of Mustang Center • Modernization of Shop Building • Modernization of Gymnasium • Modernization of Locker/Shower Building • Modernization of Student Services Building 	<ul style="list-style-type: none"> • Modernization of Media Center (completed 2004/2005) • Modernization of Administration Building • Modernization of Building 10 • Modernization of Building 20 (building to be demolished under revised CMP) • Modernization of Building 40 • Modernization of Building 50 (building to be demolished under revised CMP) • Modernization of Building 60 (building to be demolished under revised CMP) • Modernization of Building 70 • Modernization of Building E (building to be demolished under revised CMP) • Modernization of Building L (building to be demolished under revised CMP) • Modernization of Mustang Center • Modernization of Shop Building (now Industrial Arts Building) • Modernization of Gymnasium (now part of new Gymnasium & Locker Complex) • Modernization of Locker/Shower Building (now part of new Gymnasium & Locker Complex) • Modernization of Student Services Building (part of Administration Buildings)
Parking and Circulation	<ul style="list-style-type: none"> • Walkway and ramp improvements • Expansion of existing staff/visitor parking lot • Expansion of existing student parking lot 	<ul style="list-style-type: none"> • Walkway and ramp improvements • Expansion of existing staff/visitor parking lot (completed 2004/2005) • Expansion of existing student parking lot (completed 2004/2005) • <u>New parking lot adjacent to existing Industrial Arts Building and proposed Art, English, Social Science Building/Adult Education Center</u>
Outdoor Areas and Facilities	<ul style="list-style-type: none"> • Reconfiguration of various courtyards and plazas • New amphitheater • New track and field areas • Installation of New Site Signage • Project Landscaping 	<ul style="list-style-type: none"> • Reconfiguration of various courtyards and plazas • New amphitheater (completed and incorporated as part of Performing Arts Center) • New track and field areas • Installation of New Site Signage • Project Landscaping

Table 2.A: Comparison of Campus Master Plan Project Components

Project Component	2002 Campus Master Plan Analyzed in Adopted 2003 IS/MND	Revised Campus Master Plan
Infrastructure Improvements	<ul style="list-style-type: none"> Improvements to on-site connections to off-site water, electricity, natural gas, telephone, and telecommunication lines, and storm water drain systems 	Same

IS/MND = Initial Study/Mitigated Negative Declaration
CMP = Campus Master Plan

2.6.1 Revisions to the Project Description

The proposed revised CMP is substantially similar to the 2002 CMP approved by the SDUHSD Board of Trustees in November 2003. The plan continues to provide for the renovation/modernization of several structures, the construction of new structures, and site, landscaping, infrastructure, and access and circulation improvements. The revised CMP proposes demolition of multiple structures and the construction of additional facilities on campus, similar to that identified in the 2002 CMP.

Similar to the 2002 CMP, implementation of the revised CMP would not result in an increase in student capacity and all improvements would be conducted within the existing development footprint of the campus. Both the CMP evaluated in the adopted IS/MND and the revised CMP respond to and accommodate long-term growth by providing facilities that maximize land use and address infrastructure needs. The revised CMP proposed a slightly different implementation plan than that outlined in the adopted 2003 IS/MND. However, as with the original CMP, the final order and timing of construction would be determined by funding opportunities and sequencing logistics. The adopted 2003 IS/MND contains mitigation measures that reduced project impacts. The mitigation measures, as revised, remain applicable to the project.

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3.0 COMPARATIVE EVALUATION OF ENVIRONMENTAL IMPACTS

The following pages contain analyses of potential impacts of the proposed revised Campus Master Plan (CMP) for the San Dieguito High School Academy (SDA). The potential impacts of the revised CMP (collectively referred to as the proposed revised CMP) are compared to potential impacts for the plan analyzed in the adopted 2003 Initial Study/Mitigated Negative Declaration (IS/MND). As explained in Chapter 1.0, this comparative analysis has been undertaken pursuant to the California Environmental Quality Act (CEQA) and to provide the San Dieguito Union High School District (SDUHSD or District) Board of Trustees with a factual basis for determining whether changes in the project, changes in circumstances, or new information since the 2003 IS/MND was adopted require additional environmental review or preparation of a subsequent IS/MND or subsequent or supplemental EIR. The basis for each finding is explained in the analysis that follows.

3.1 AESTHETICS

3.1.1 Existing Environmental Setting

The SDA campus is located in an urbanized area in the central portion of the City of Encinitas. The SDA campus encompasses approximately 32 acres and is located approximately 1.5 miles east of the Pacific Ocean and 3.0 miles north of San Elijo Lagoon. Interstate 5 (I-5) is located approximately one-half mile west of the SDA campus. The existing campus is bordered by Nardo Road on the west, Santa Fe Drive on the south, Bonita Drive on the east, and Melba Road on the north.

The existing SDA campus is characterized as developed with ornamental landscaping and consists of various indoor classroom and administration facilities, outdoor physical education facilities, and parking facilities. The campus is landscaped primarily with eucalyptus trees, turf grass, and pine trees. Views to the east, north, and south include single-family homes and associated landscaping. There are views of commercial uses to the south of the SDA campus.

3.1.2 Adopted 2003 IS/MND

The adopted IS/MND found that the 2002 CMP would not result in a significant impact on a scenic vista. While the SDA is located on Santa Fe Drive (a City-designated scenic roadway), construction activities occurring within the interior of the campus and in the northern portion of the campus are not likely to be visible from Santa Fe Drive due to intervening buildings and landscaping. Construction activities proposed for the southern portion of the SDA campus would be visible to motorists traveling along Santa Fe Drive. While views of the project site would show the presence of construction trucks and equipment, the construction activity is temporary and visual impacts are considered to be less than significant. Upon project completion, the aesthetics of the campus would be improved as a result of the proposed improvements and new landscaping.

Scenic resources visible from Santa Fe Drive (a City-designated scenic roadway) include pine trees planted as part of the campus landscaping. Improvements to the SDA campus would involve clearing and grading of some of the pine trees. While views of the mature pine trees from Santa Fe Drive would be lost, new landscaping would be installed throughout the campus and many of the existing pine trees on the campus along Santa Fe Drive would remain and be preserved. Because of the loss of the pine trees occurring south of the existing student parking lot is not considered substantial and improvements to the SDA include new landscaping as well as preservation of many existing trees, impacts to scenic resources visible from a scenic roadway are less than significant in the adopted 2003 IS/MND.

The change in visual character associated with implementation of the 2002 CMP would be from a campus with aging buildings to a campus with improved landscaping and several new buildings. During construction, views of the campus would consist of grading and cleared areas, and building at various stages of improvement. Upon completion of the project, the appearance of the campus structures and associated landscaping would be improved. Therefore, the proposed project would have a less than significant impact with respect to the existing visual character or quality of the site and surroundings.

The adopted 2003 IS/MND found that the 2002 CMP would not result in a new source of light or glare affecting day or nighttime views because the site is located in a built-up urban environment that contains existing street and residential/commercial lighting. New exterior lighting will be provided with implementation of the proposed project; however, impacts are less than significant.

3.1.3 Analysis of Project Changes

The proposed revised CMP includes demolition of existing buildings, removal of existing portable buildings, construction of new buildings, and improvements to existing facilities approved as part of the 2002 CMP. Some of the proposed improvements would alter the existing visual character of the project site. The proposed revised CMP also includes a new parking lot adjacent to the existing Industrial Arts Building as well as a new Math and Sciences Building, an Art, English, Social Science Building/Adult Education Center, additional landscaping along the site perimeter, and additional plazas, and courtyards.

The project site and vicinity are not designated as a scenic view or vista in the City of Encinitas General Plan or any other applicable planning documents. As described above, scenic resources visible from Santa Fe Drive (a City-designated scenic roadway) include pine trees planted as part of the campus' landscaping. As detailed above, the existing pine trees located south of the existing student parking lot were identified as an area that would require the removal of the trees to accommodate the proposed parking lot expansion as described in the 2002 CMP. These improvements have been implemented; therefore, these impacts, as described in the 2003 IS/MND, would not occur with implementation of the revised CMP. Improvements to the SDA campus proposed under the revised CMP would not involve clearing of the remaining pine trees. New landscaping would be installed throughout the campus and many of the existing pine trees on the campus along Santa Fe Drive would remain and be preserved. Because of the loss of the pine trees occurring south of the existing student parking lot has already occurred, no impacts to scenic resources visible from a scenic roadway would occur. Therefore, implementation of the revised CMP

would not result in an impact to scenic vistas or scenic resources, and mitigation measures are not necessary.

Although implementation of the revised CMP would change the existing visual character of the site, it would not significantly degrade the visual character or quality of the existing campus or the surrounding area. In addition, the changes that are proposed as part of the revised CMP are similar in scale, size, and character to the changes proposed as part of the 2002 CMP. Therefore, the proposed revised CMP would not result in any new or more significant visual impacts associated with the changes identified in the 2003 IS/MND.

The visual design and character of the improvements proposed as part of the 2002 CMP and the revised CMP, including the new buildings, are intended to reflect the visual character of the existing campus structures. The design of proposed buildings would complement the design of existing buildings on the campus and neither CMP would substantially alter the visual design or character of the campus. Through implementation of the proposed revised CMP, the buildings would be located and constructed in a manner that reinforces and creates student spaces for studying and gathering while emphasizing access points to the existing campus quad without blocking adjacent property views (as illustrated in Figure 5).

The campus is currently illuminated with lighting along existing buildings and facilities, in parking areas, and street lighting along adjacent roadways. The 2002 CMP included additional lighting for new buildings, facilities, and parking areas. The proposed revised CMP includes lighting for the same uses. As analyzed in the adopted IS/MND, the site is located in a built-up urban environment that contains existing street and residential/commercial lighting. New exterior lighting will be provided with implementation of the proposed project; however, impacts are less than significant. Therefore, the proposed changes to the CMP would not result in a new significant impact or more severe impacts related to light and glare.

In consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and will not result in any new significant environmental impacts.

Cumulative Impacts. The cumulative study area for aesthetic impacts is limited to the adjacent area within view of the project site. The proposed project would not have a significant cumulative impact on the visual environment, as the project site and vicinity have long been occupied by urban uses. The proposed project would not generate significant adverse effects on adjacent land uses with respect to aesthetics. The proposed improvements are compatible in character with the surrounding area, which is an established urban area. There are no known visual incompatibilities between the proposed project and planned future projects located in the surrounding area, and the contribution of the proposed project to potential cumulative visual/aesthetic impacts in the study area is considered less than significant. Therefore, in consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and would not result in any new significant cumulative environmental impacts.

3.1.4 Findings Related to Aesthetics

No New Significant Effects Requiring Major Revisions. Based on the foregoing analysis and information, there is no evidence that project modifications require a major change to the adopted 2003 IS/MND. The revised CMP will not result in new significant environmental impacts to aesthetics, nor is there a substantial increase in the severity of impacts described in the adopted 2003 IS/MND.

No Substantial Change in Circumstances Requiring Major Revisions. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to aesthetics that would require major changes to the adopted 2003 IS/MND.

No New Information Showing Greater Significant Effects than the Adopted 2003 IS/MND. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2003 IS/MND was adopted, which would indicate that a new significant effect not reported in that document might occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to aesthetics requiring major revisions to the adopted 2003 IS/MND.

No New Information Showing Ability to Reduce Significant Effects in Previous IS/MND. There are no alternatives to the project or additional mitigation measures that would substantially reduce one or more significant impacts pertaining to aesthetics identified in and considered by the adopted 2003 IS/MND.

3.1.5 Mitigation Measures

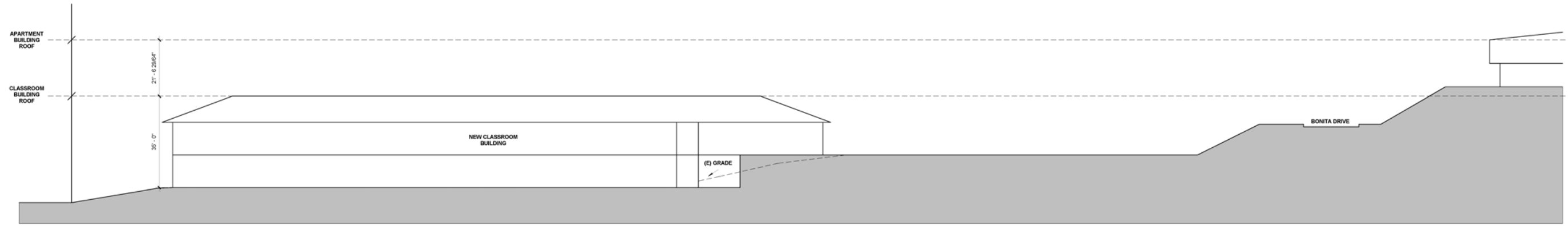
The 2003 IS/MND did not recommend mitigation measures as no significant impacts were identified. Based on the proposed modifications to CMP, the 2003 IS/MND was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the 2003 IS/MND are required. Therefore, no mitigation measures are required for impacts associated with aesthetics.

3.2 AGRICULTURAL AND FORESTRY RESOURCES

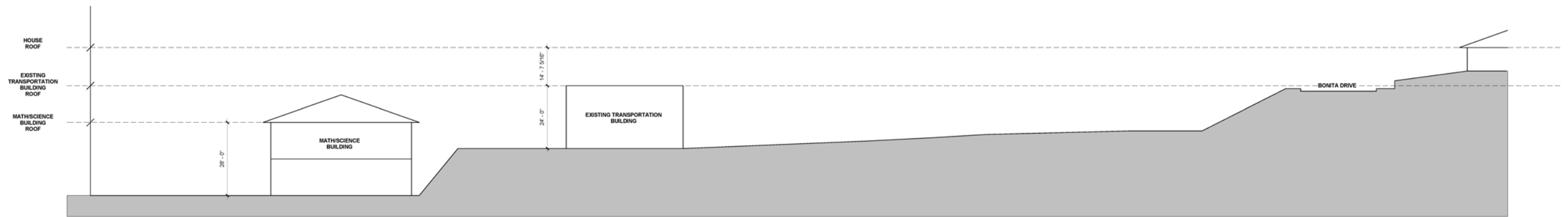
3.2.1 Existing Environmental Setting

The SDA campus is located in an urbanized area in the central portion of the City of Encinitas. The existing SDA campus is characterized as developed with ornamental landscaping and consists of various indoor classroom and administration facilities, outdoor physical education facilities, and parking facilities. The campus is landscaped primarily with eucalyptus trees, turf grass, and pine trees. There are no current agricultural lands or uses within the SDA campus

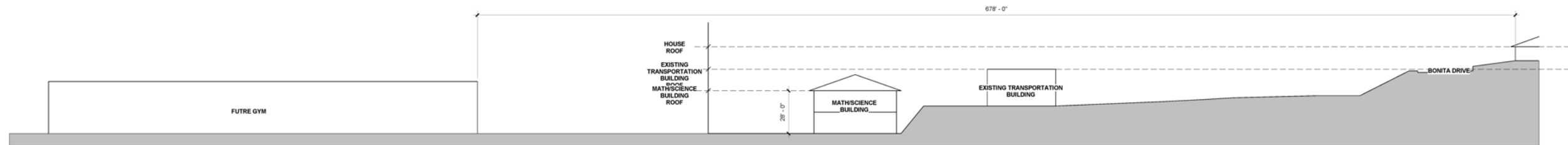
As identified in the previously adopted IS/MND, implementation of the proposed project would not result in the conversion of any designated Farmland to a non-agricultural use as no Farmland or agricultural use currently exists on the project site.



1 Site Section 1
1/16" = 1'-0"



2 Site Section 2
1/16" = 1'-0"



3 SITE SECTION 2 - INCLUDING GYM
1" = 30'-0"

LSA

FIGURE 5

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3.2.2 Adopted 2003 IS/MND

Implementation of the proposed revised CMP would not result in the conversion of agricultural lands since the SDA campus is designated as Urban and Built-Up Land. The existing campus does not contain agricultural land or agricultural uses and no State-designated Farmland is located within the project limits. No Williamson Act Contract is in place on the project site. In consideration of the previous analysis, the CMP modifications do not require any major changes to the adopted 2003 IS/MND and would not result in any new significant environmental impacts related to agricultural resources and no mitigation is required.

3.2.3 Analysis of Project Changes

There are no modifications to the CMP evaluated in the adopted 2003 IS/MND that may affect agricultural or forestry resources. The proposed revised CMP would not affect any existing agricultural or forestry resources. Therefore, in consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and will not result in any new significant environmental impacts related to agricultural resources.

Cumulative Impacts. Implementation of the proposed project will not have a measurable impact on the availability of agricultural resources or agricultural production on a Statewide or regional basis as no agricultural land exists within the project limits. Modifications to the CMP evaluated in the adopted 2003 IS/MND would not result in new or greater cumulative impacts to agricultural resources as the project site is built out and contains no agricultural designations. As previously stated, the proposed revised CMP will not affect any additional agricultural lands within the project site. Therefore, in consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and will not result in any new significant cumulative environmental impacts related to agricultural resources.

3.2.4 Findings Related to Agricultural Resources

No New Significant Effects Requiring Major Revisions. Based on the foregoing analysis and information, there is no evidence that project modifications require a major change to the adopted 2003 IS/MND. The revised CMP will not result in new significant environmental impacts to agricultural resources, nor is there a substantial increase in the severity of impacts described in the adopted 2003 IS/MND.

No Substantial Change in Circumstances Requiring Major Revisions. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to agricultural resources that would require major changes to the adopted 2003 IS/MND.

No New Information Showing Greater Significant Effects than the Adopted 2003 IS/MND. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2003 IS/MND was adopted, which would indicate that a new significant effect not reported in that document might occur. Based on the information and

analyses above, there is no substantial new information indicating that there would be a new significant impact related to agricultural resources requiring major revisions to the adopted 2003 IS/MND.

No New Information Showing Ability to Reduce Significant Effects in Previous IS/MND. There are no alternatives to the project or additional mitigation measures that would substantially reduce one or more significant impacts pertaining to agricultural resources identified in and considered by the adopted 2003 IS/MND.

3.2.5 Mitigation Measures

The 2003 IS/MND did not recommend mitigation measures as no significant impacts were identified for agricultural resources. Based on the proposed modifications to CMP, the 2003 IS/MND was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the 2003 IS/MND are required. Therefore, no mitigation measures are required for impacts associated with agricultural and forestry resources.

3.3 AIR QUALITY

3.3.1 Existing Environmental Setting

The project site is located within the City of Encinitas, which is part of the San Diego Air Basin (Basin) and is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD). Both the State of California and the federal government have established health-based Ambient Air Quality Standards (AAQS) for specific criteria air pollutants. Areas that meet AAQSs are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. Table 3.3.A summarizes the current attainment status in the Basin for the major criteria pollutants.

Table 3.3.A: Attainment Status of Criteria Pollutants in the San Diego Air Basin

Pollutant	State	Federal
O ₃ 1-hour	Nonattainment	N/A
O ₃ 8-hour	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Unclassifiable ¹
PM _{2.5}	Nonattainment	Attainment
CO	Attainment	Attainment
NO ₂	Attainment	Attainment
Lead ¹	Attainment	Attainment
All others	Attainment/Unclassified	Attainment/Unclassified

Table 3.3.A: Attainment Status of Criteria Pollutants in the San Diego Air Basin

Pollutant	State	Federal
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Source: San Diego Air Pollution Control District, *Attainment Status*, <http://www.sdapcd.org/info/facts/attain.pdf>, website accessed June 5, 2014.

¹ At the time of designation, if the available data does not support a designation of attainment or nonattainment, the area is designated as unclassifiable.

CO = carbon monoxide

N/A = not applicable

NO₂ = nitrogen dioxide

O₃ = ozone

PM₁₀ = particulate matter less than 10 microns in diameter

PM_{2.5} = particulate matter less than 2.5 microns in diameter

3.3.2 Adopted 2003 IS/MND

As identified above and in the adopted 2003 IS/MND, the Basin is a federal and state non-attainment area for ozone, and within a state non-attainment area for particulate matter less than or equal to 10 microns in diameter (PM₁₀) and particulate matter less than or equal to 2.5 microns in diameter (PM_{2.5}).

Air quality impacts would occur during construction of the 2002 CMP from soil disturbance and equipment exhaust. Major sources of emissions during demolition, grading, and site preparation include: (1) exhaust emissions from construction vehicles, (2) equipment and fugitive dust generated by construction vehicles and equipment traveling over exposed surfaces, (3) demolition activities, and (4) soil disturbances from grading and backfilling.

Implementation of the 2002 CMP was found to contribute less than significant level of air pollutants from short-term construction activities. During construction, the SDUHSD would comply with California Vehicle Code Section 23114, which requires that vehicles transporting loads of aggregate materials to cover/tarp the material, or if not covered, requires the material to remain six inches from the upper edge of the container area where the material is stored. Additionally, the project would incorporate the following Project Design Features to further reduce emissions:

- Using adequate water and/or other dust palliatives on all disturbed areas.
- Washing down or sweeping streets from which construction access is taken to remove dirt carried from the new alignment to the existing roadway to keep vehicles from pulverizing the dirt into fine particles.
- Terminating soil excavation, clearing or grading when wind speeds exceed 25 miles per hour for an hourly average.
- Requiring low/NO_x-emission tune-ups for all on-site construction equipment at a minimum of every ninety (90) days.
- Prohibiting engine idling while waiting to load or unload if the expected wait exceeds ten (10) minutes.

With adherence to existing regulations and with incorporation of the Project Design Features identified above, emissions resulting from construction of the proposed project would be less than significant and no mitigation is required.

The 2002 CMP was found to have no significant long-term operational emissions in exceedance of daily thresholds established by the SDAPCD. Upon project completion, cars, buses, and delivery trucks traveling to and from the site would emit pollutants into the Basin; however, the amount of traffic-related air pollutants would not exceed what is currently being emitted as school capacity would remain the same. The addition of delivery trucks traveling to the relocated Purchasing and Receiving Department would not represent a substantial increase in traffic-related air pollutants in the area since the current site of the warehouse is located approximately one-half mile north. In other words, the same level of activity that is currently ongoing at the existing warehouse facility would only be relocated to the campus site, and the same level of delivery truck emissions would still be emitted into the Basin. Therefore, it was determined that the operation of the proposed project would not contribute to long-term cumulative impacts to ambient air quality. Impacts are less than significant and no mitigation is required.

Because short-term construction and long-term operational emissions associated with the proposed project were below the established thresholds, a less than significant impact related to conformity with the Air Quality Management Plan (AQMP) would occur. No mitigation is required.

Sensitive receptors in the project vicinity include residential development to the west, north and east and the students and staff on-site. Short-term air quality impacts are temporary and nature and would cease to occur upon completion of construction. Long-term emissions associated with the project would not be substantially greater than that already occurring in the project vicinity. Because short-term construction and long-term operational emissions associated with the proposed project were below the established thresholds, a less than significant impact related to impact to sensitive receptors would occur. No mitigation is required.

The 2002 CMP determined that odor impacts at the project site would be less than significant. The primary source of odors at the project site would come from the use of construction equipment and construction exhaust. These odors would only be present temporarily during construction and would no longer occur upon completion of construction. No mitigation is required.

3.3.3 Analysis of Project Changes

The proposed revised CMP focuses on facilities that support campus activities and proposes the demolition of 59,476 square feet of existing facilities and the construction of 118,153 square feet of new facilities. The proposed modifications to the CMP would not change proposed land uses as all the buildings on campus are and would continue to be educational and educational support facilities.

Construction Emissions. The proposed revised CMP is proposed as a phased project. Implementation of the revised CMP is expected to occur over the course of 5 phases for a duration of 5 years and 5 months which is summarized below:

- **Phase 1A:** Interim Housing Phase; duration of 11 weeks;
- **Phase 1B:** Math and Science Building Phase; duration of 58 weeks;
- **Phase 2:** English and Art Building Phase; duration of 80 weeks;
- **Phase 3A:** Gym and Field A Phase; duration of 77 weeks; and,

- **Phase 3B:** Field B Phase; duration of 21 weeks.

Table 3.3.B summarizes the proposed construction schedule. Construction emissions were calculated by using the California Emissions Estimate Model (CalEEMod). CalEEMod is an air quality modeling program that estimates air pollution emissions in pounds per day or tons per year for various land uses, area sources, construction projects, and project operations. The CalEEMod model uses the ARB EMFAC2007 model for on-road vehicle emissions and the OFFROAD2007 model for off-road vehicle emissions. CalEEMod has separate databases for specific counties and air districts. The San Diego County database was used for the proposed project. The model calculates emissions of reactive organic compounds (ROC) and nitrogen oxides (NO_x) (ozone precursors), CO, PM₁₀, and PM_{2.5}. The results are expressed in pounds per day and are compared with the mass daily thresholds listed in Table 3.3.C to determine impact significance.

Table 3.3.B: Proposed Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Number of Days Week	Number of Days
Phase 1A1: Interim Housing Site Prep	Site Preparation	7/1/2014	7/16/2014	5	12
Phase 1A2: Interim Housing Construction	Building Construction	7/17/2014	10/29/2014	5	75
Phase 1A3: Interim Housing Paving	Paving	10/30/2014	11/18/2014	5	14
Phase 1B1: Math & Science Demolition	Demolition	11/20/2014	12/5/2014	5	12
Phase 1B3: Math & Science Construction	Building Construction	1/2/2015	12/31/2015	5	260
Phase 1B2: Math & Science Site Prep	Site Preparation	2/1/2015	3/11/2015	5	28
Phase 1B4: Math & Science Architectural Coating	Architectural Coating	8/1/2015	12/31/2015	5	109
Phase 1B5: Math & Science Paving/Landscape	Paving	10/1/2015	12/1/2015	5	44
Phase 2a: English & Art Demolition	Demolition	3/1/2016	3/30/2016	5	22
Phase 2b: English & Art Site Prep	Site Preparation	6/15/2016	7/25/2016	5	29
Phase 2c: English & Art Construction	Building Construction	6/15/2016	9/13/2017	5	326
Phase 2d: English & Art Architectural Coating	Architectural Coating	3/1/2017	9/13/2017	5	141
Phase 2e: English & Art Landscape/Hardscape	Paving	6/16/2017	8/15/2017	5	43
Phase 3A1: Gym & Field Demolition	Demolition	6/15/2018	7/5/2018	5	15
Phase 3A2: Gym & Field Site Prep	Site Preparation	6/15/2018	7/25/2018	5	29
Phase 3A3: Gym & Field Construction	Building Construction	6/15/2018	12/7/2019	5	386
Phase 3A4: Gym & Field Architectural Coating	Architectural Coating	6/2/2019	12/7/2019	5	135

Table 3.3.B: Proposed Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Number of Days Week	Number of Days
Phase 3B1: Field B Demolition	Demolition	6/15/2019	6/25/2019	5	7
Phase 3B2: Field B Site Prep	Site Preparation	6/15/2019	7/15/2019	5	21
Phase 3A5: Gym & Field Landscape/Hardscape	Paving	9/8/2019	11/7/2019	5	44
Phase 3B3: Field B Landscape/Hardscape	Paving	9/8/2019	11/7/2019	5	44

Source: LSA Associates, Inc., June 2014.

Table 3.3.C: Peak Daily Regional Construction Emissions

Construction Phase	Total Regional Pollutant Emissions, lbs/day						
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}	CO _{2e}
Phase 1A1: Interim Housing Site Prep	5.4	58	44	0.04097	21	13	4,300
Phase 1A2: Interim Housing Construction	4.8	36	30	0.0447	3.3	2.4	4,400
Phase 1A3: Interim Housing Paving	2.1	21	14	0.02068	1.4	1.2	2,100
Phase 1B1: Math & Science Demolition	4.8	51	38	0.04428	3.6	2.6	4,600
Phase 1B3: Math & Science Construction	4.5	34	29	0.0446	3.2	2.3	4,400
Phase 1B2: Math & Science Site Prep	5.3	57	44	0.04097	21	13	4,300
Phase 1B4: Math & Science Architectural Coating	46	2.7	2.8	0.00484	0.36996	0.26116	400
Phase 1B5: Math & Science Paving/Landscape	2.0	20	14	0.02068	1.4	1.2	2,100
Phase 2a: English & Art Demolition	4.4	47	37	0.04493	3.5	2.4	4,600
Phase 2b: English & Art Site Prep	5.1	55	42	0.04097	21	13	4,200
Phase 2c: English & Art Construction	4.2	32	28	0.0446	3.0	2.2	4,300
Phase 2d: English & Art Architectural Coating	36	2.3	2.6	0.00484	0.32228	0.21349	400
Phase 2e: English & Art Landscape/Hardscape	1.7	17	13	0.02068	1.2	0.9716	2,100
Phase 3A1: Gym & Field Demolition	3.6	37	33	0.043	2.4	1.8	4,300
Phase 3A2: Gym & Field Site Prep	4.3	46	37	0.041	20	12	4,100
Phase 3A3: Gym & Field Construction	3.3	26	25	0.045	2.5	1.7	4,200
Phase 3A4: Gym & Field Architectural Coating	2.9	1.9	2.5	0.0048	0.28	0.169	400
Phase 3B1: Field B Demolition	37	34	31	0.041	1.7	1.5	4,100
Phase 3B2: Field B Site Prep	3.4	43	35	0.041	20	12	4,000
Phase 3A5: Gym & Field Landscape/Hardscape	4.1	13	13	0.021	0.87	0.704	2,000
Phase 3B3: Field B Landscape/Hardscape	1.3	13	13	0.021	0.87	0.704	2,000
Peak Daily Emissions	46	58	44	0.045	21	13	4,600
SCAQMD Thresholds	75	100	550	150	150	55	No
Significant Emissions?	No	No	No	No	No	No	Threshold

Source: LSA Associates, Inc., June 2014.

Table 3.3.C: Peak Daily Regional Construction Emissions

Construction Phase	Total Regional Pollutant Emissions, lbs/day						
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}	CO _{2e}
CO = carbon monoxide					PM ₁₀ = particulate matter less than 10 microns in size		
CO _{2e} = carbon dioxide equivalent					ROG = reactive organic compounds		
lbs/day = pounds per day					SCAQMD = South Coast Air Quality Management District		
NO _x = nitrogen oxides					SO _x = sulfur oxides		
PM _{2.5} = particulate matter less than 2.5 microns in size							

As indicated in Table 3.3.C, construction equipment/vehicle emissions would not exceed the SDAPCD's daily emissions thresholds. Therefore, the project results in a less than significant impact as a result of construction emissions, and no mitigation measures are required.

Odors. Heavy-duty equipment in the project area during construction would emit odors. However, construction activity would cease to occur after individual construction is completed. No other sources of objectionable odors have been identified for the proposed project, and no mitigation measures are required.

Operational Emissions. Vehicular trips associated with the 2002 CMP analyzed in the adopted 2003 IS/MND would contribute to congestion at intersections and along roadway segments in the project vicinity. The trips associated with the 2002 CMP were related to the construction of the proposed Purchasing and Receiving Department. The proposed revised CMP no longer includes the Purchasing and Receiving Department as a project component, and the trips associated with the Purchasing and Receiving Department would not occur with implementation of the revised CMP. Implementation of the proposed revised CMP would not result in any change to existing school capacity. In addition, uses that would typically generate long-term traffic are no longer proposed and no new long-term trip generating uses are proposed. As a result, long-term regional air quality emissions would not exceed operational air quality thresholds established by the SDAPCD nor would there be significant impacts to nearby sensitive receptors. Therefore, the proposed changes to the CMP would not result in a new significant impact or more severe impacts related to long-term regional air quality. Impacts are less than significant and no mitigation is required.

Given that implementation of the proposed project would not result in any exceedances of air quality thresholds, construction and operation of the proposed project is not expected to conflict with the AQMP. The air quality plans relevant to this discussion are the State Implementation Plan (SIP) and the Regional Air Quality Strategy (RAQS). The SIP includes strategies and tactics to be used to attain and maintain acceptable air quality in the Basin; this list of strategies is called the RAQS. Consistency with the RAQS is typically determined by two standards. The first standard is whether the Proposed Project would exceed assumptions contained in the RAQS. The second standard is whether the Proposed Project would increase the frequency or severity of existing air quality violations, contribute to new violations, or delay the timely attainment of air quality standards or interim reductions as specified in the RAQS.

The RAQS relies on information from the California Air Resources Board (ARB) and the San Diego Association of Governments (SANDAG), including mobile and area source emissions, as well as information regarding projected growth in the County, to forecast future emissions and then determine the strategies necessary for the reduction of emissions through regulatory controls. The

ARB mobile source emissions projections and the SANDAG growth projections are based on population and vehicle use trends and land use plans developed by the cities and the County as part of the development of the County's and cities' general plans. As such, projects that propose development consistent with, or less than, the growth projections anticipated by a general plan would be consistent with the RAQS.

The CMP is the document governing future land use that was considered as part of SANDAG's projections. The revised CMP is consistent with the existing and future land uses on the site. In addition, the revised CMP is not expected to result in any increase in long-term regional air quality impacts. Therefore, the Proposed Project will not conflict with the RAQS or the SIP, and no significant impact will result with respect to implementation of the air quality plan. No mitigation measures are required.

In consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and will not result in any new significant environmental impacts related to air quality.

Cumulative Impacts. The project would contribute criteria pollutants to the area during the period of project construction. A number of individual projects in the area may be under construction simultaneously with the revised CMP. However, given the urbanized nature of the surrounding areas, such projects are anticipated to be small and temporary in nature. Therefore, in consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and will not result in any new significant cumulative environmental impacts related to air quality.

3.3.4 Findings Related to Air Quality

No New Significant Effects Requiring Major Revisions. Based on the foregoing analysis and information, there is no evidence that project modifications require a major change to the adopted 2003 IS/MND. The revised CMP will not result in new significant environmental impacts to Air Quality, nor is there a substantial increase in the severity of impacts described in the adopted 2003 IS/MND.

No Substantial Change in Circumstances Requiring Major Revisions. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to Air Quality that would require major changes to the adopted 2003 IS/MND.

No New Information Showing Greater Significant Effects than the Adopted 2003 IS/MND. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2003 IS/MND was adopted, which would indicate that a new significant effect not reported in that document might occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact to Air Quality requiring major revisions to the adopted 2003 IS/MND.

No New Information Showing Ability to Reduce Significant Effects in Previous IS/MND. There are no alternatives to the project or additional mitigation measures that would substantially reduce one or more significant impacts pertaining to Air Quality identified in and considered by the adopted 2003 IS/MND.

3.3.5 Mitigation Measures

The 2003 IS/MND did not recommend mitigation measures as no significant impacts were identified. Based on the proposed modifications to CMP, the 2003 IS/MND was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the 2003 IS/MND are required. Therefore, no mitigation measures are required for impacts associated with Air Quality.

3.4 BIOLOGICAL RESOURCES

3.4.1 Existing Environmental Setting

The SDA campus is located in an urbanized area in the central portion of the City of Encinitas and encompasses approximately 32 acres. The existing SDA campus is characterized as developed with ornamental landscaping and consists of various indoor classroom and administration facilities, outdoor physical education facilities, and parking facilities. The campus is landscaped primarily with eucalyptus trees, turf grass, and pine trees.

3.4.2 Adopted 2003 IS/MND

The adopted 2003 IS/MND concluded that the following impacts would be less than significant:

- **Plant Communities:** While permanent impacts to the plant communities will add to the cumulative loss of plant communities in the region, given the small and isolated nature of the native habitats and the disturbed condition of the existing vegetation communities, the proposed project is not expected to result in a significant impact to plant communities. Therefore, no mitigation is required.
- **Sensitive Plant Species:** As identified in the 2003 adopted IS/MND, the proposed project is not expected to result in adverse impacts to any sensitive plant species. The campus site supports mature pine trees, including Torrey pine and pinyon pine, planted as ornamental trees as part of the property's landscaping. While Torrey pine and pinyon pine are considered a sensitive plant species by the California Native Plant Society (CNPS), these pine trees were planted as ornamental trees in an urban environment. Thus, the loss of these trees would not result in a substantial adverse effect on species identified as candidate, sensitive, or special status in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS). Impacts are considered less than significant and no mitigation is required.
- **Wildlife Movement.** The SDA campus contains developed or disturbed areas and is not likely to provide important wildlife corridor linkages or resource areas that would draw wildlife to the area. In addition, the site has roads on all sides, and residential neighborhoods and commercial areas adjacent to the site. No known sensitive wildlife regularly occur on site, nor are any

expected. The SDA campus is not located within areas proposed for conservation under the MHCP Subarea Plan for the City of Encinitas. Therefore, long-term and temporary impacts to the project area are not expected to adversely affect wildlife linkages and movement. No mitigation is required.

- **Natural Community Conservation Planning (NCCP) and Designated Critical Habitat.** As identified in the 2003 adopted IS/MND, the SDA campus is not located within areas proposed for conservation under the MHCP Subarea Plan for the City of Encinitas. Therefore, the project would not conflict with local ordinances or the adopted HCP, NCCP, or other approved local, regional, or State HCP. Therefore, the project impact to local ordinances and the adopted NCCP/HCP is less than significant. No mitigation measures are required.

The adopted 2003 IS/MND concluded that the following impacts would be less than significant with incorporation of mitigation measures:

- **Sensitive Animal Species.** No known sensitive wildlife species regularly occur on site, nor are any expected. The SDA campus is not located within areas proposed for conservation under the MHCP Subarea Plan for the City of Encinitas. It is likely that native resident and migratory birds may occupy the ornamental trees during breeding season (generally February 15 through August 31). Potential species, among others, may include red-tailed or red-shouldered hawks (*Buteo jamaicensis* and *Buteo lineatus*, respectively), American kestrel (*Falco sparverius sparverius*), great horned owl (*Bubo virginianus*), barn owl (*Tyto alba*), Anna's hummingbird (*Calypte anna*), western kingbird (*Tyrannus verticalis*), and black phoebe (*Sayornis nigricans semiatra*). The 2003 IS/MND identified that direct impacts to nesting birds could result from the removal of the trees located within areas to be graded. Impacts were considered potentially significant requiring mitigation. With implementation of the identified **Mitigation Measures BIO-1** and **BIO-2**, impacts are reduced to a less than significant level.
- **Local Policies/Tree Preservation Ordinance.** The 2003 IS/MND identified that the project would not conflict with any local policies or ordinances protecting biological resources as the removal of ornamental trees within the school site would be mitigated to a level below significant with implementation of **Mitigation Measures BIO-1** and **BIO-2**. With implementation of the identified mitigation measures, impacts would be less than significant.

Therefore, the adopted 2003 IS/MND concluded that with implementation of mitigation measures, there would be no significant adverse impacts related to biological resources resulting from implementation of the project.

3.4.3 Analysis of Project Changes

Modifications to the CMP evaluated in the adopted 2003 IS/MND that may affect biological resources include construction of new buildings and expansion of campus facilities on the project site. This may require additional grading; however, the site was previously graded for some of the improvements proposed for development under the 2002 CMP. Given site conditions, timing, and placement of buildings, it is anticipated that areas where new improvements are proposed under the revised CMP are either urban (e.g., parking lot/existing building) or have been previously analyzed.

The project site has been partially developed consistent with the 2002 CMP since the adoption of the 2003 IS/MND with additional facilities and buildings, which required the removal of existing vegetation communities on portions of the site. It is anticipated that similar to what was identified in the 2003 IS/MND, implementation of the proposed revised CMP would not result in impacts to sensitive plants, sensitive animal species, or wildlife movement as the project site is built out. The proposed revised CMP is also not likely to conflict with local policies (e.g., tree preservation ordinance) or adopted HCP, NCCP, or other approved local, regional, or State HCP due to the built out nature of the project site.

While potential impacts relating to the loss of sensitive trees (e.g., Torrey pine and pinyon pine) were identified in the adopted 2003 IS/MND, it was concluded that the loss of these trees would not result in a substantial adverse effect on species identified as candidate, sensitive, or special status in local or regional plans, policies, or regulations or by the CDFW or the USFWS. Additionally, mitigation measures were proposed to reduce potential impacts relating to the Migratory Bird Treaty Act (MBTA) to a less than significant level. Furthermore, the area where impacts to these trees were identified in the adopted 2003 IS/MND has already been completed as part of implementation of the 2002 CMP. Therefore, these same potential impacts would not occur under the revised CMP and no mitigation is required.

The adopted 2003 IS/MND did not identify the presence of sensitive riparian habitat or other sensitive natural communities nor did it identify the presence jurisdictional waters (including federally protected wetlands). Thus impacts in this regard would not occur.

Therefore, in consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and will not result in any new significant environmental impacts related to biological resources.

Cumulative Impacts. The study area for biological resources considered for the cumulative impact of this project in combination with other projects consisted of (1) the area that could be affected by proposed project activities; and (2) the areas affected by other projects whose activities could directly or indirectly affect biological resources, or when combined, could affect biological resources. In general, only projects occurring adjacent to or very close to the project site were considered. The proposed project site has been used and planned as the SDA since 1937. There are no listed species or critical habitat on site and the on-site habitat is degraded, consisting of an existing school campus and associated school facilities. The loss of small and isolated fragments of native plant communities that occur on the project site is not considered significant and does not contribute to a significant cumulative impact. The project impacts to biological resources are less than significant after mitigation and, given the degraded condition of the site and limited biological resources on the site, the project would result in a less than significant contribution to cumulative effects to biological resources. Therefore, in consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and would not result in any new significant cumulative environmental impacts to biological resources.

3.4.4 Findings Related to Biological Resources

No New Significant Effects Requiring Major Revisions. Based on the foregoing analysis and information, there is no evidence that project modifications require a major change to the adopted 2003 IS/MND. The revised CMP will not result in new significant environmental impacts to biological resources, nor is there a substantial increase in the severity of impacts described in the adopted 2003 IS/MND.

No Substantial Change in Circumstances Requiring Major Revisions. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to biological resources that would require major changes to the adopted 2003 IS/MND.

No New Information Showing Greater Significant Effects than the Adopted 2003 IS/MND. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2003 IS/MND was adopted, which would indicate that a new significant effect not reported in that document might occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to biological resources requiring major revisions to the adopted 2003 IS/MND.

No New Information Showing Ability to Reduce Significant Effects in Previous IS/MND. There are no alternatives to the project or additional mitigation measures that would substantially reduce one or more significant impacts pertaining to biological resources identified in and considered by the adopted 2003 IS/MND.

3.4.5 Mitigation Measures

In light of the proposed modifications to the CMP, the adopted 2003 IS/MND was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. As detailed below, this Addendum proposes that **Mitigation Measures BIO-1** and **BIO-2** also be implemented for the proposed revised CMP. Mitigation measures related to biological resources that would be applicable to both the previously approved CMP and the proposed revised CMP are provided below.

Some of the grading and construction activities that were proposed as part of the 2002 CMP have occurred on the project site, and **Mitigation Measures BIO-1** and **BIO-2** have been implemented. The proposed revised CMP may potentially result in or contribute to additional impacts associated with this issue. Therefore, **Mitigation Measure BIO-1** and **BIO-2** are still applicable to the proposed revised CMP.

Mitigation Measure BIO-1 All work involving the removal of trees will take place between September 1 and February 14 to avoid potential impacts to nesting birds; or

Mitigation Measure BIO-2 If trees are to be removed during the nesting season (between February 15 and August 31), a nesting bird survey will be conducted by a qualified wildlife biologist prior to construction. If active nests are observed, construction will be avoided within 50 feet of the nest until the nest is no longer active. A qualified wildlife biologist would monitor the nest and determine when the nest is no longer active.

3.5 CULTURAL RESOURCES

3.5.1 Existing Environmental Setting

The existing cultural resources environmental setting and an analysis of potential impacts from implementation of the proposed project are described in Section 5.5 of the adopted 2003 IS/MND.

3.5.2 Adopted 2003 IS/MND

Please see Section 5.5 of the adopted 2003 IS/MND for analyses of potential effects of the CMP related to cultural resources. Section 5.5 of the adopted 2003 IS/MND addressed the potential for impacts to cultural, historic, archaeological, and paleontological resources that have the potential to occur on the project site based on a Cultural Resources Study¹ prepared for the 2002 CMP. The Cultural Resources Study was included in Appendix A of the adopted 2003 IS/MND. The Cultural Resources Study included a records search, literature review, and field survey conducted in March and April 2003 for the project site to identify on-site resources and to evaluate the effect of the proposed project on these potential resources.

The adopted 2003 IS/MND concluded that there are no known archaeological, historical, or paleontological resources on the project site. Based on a review of records and literature maintained by the South Coast Information Center (SAIC) and the research library at Gallegos & Associates, no previously recorded prehistoric or historic sites were identified for the project site. The field survey conducted on the project site noted that the SDA campus still included eight of the nine original structures built in 1937. Additional research revealed that the original structures were designed by noted architect Lilian Jeannette Rice, who was the only licensed female architect in San Diego County during her lifetime. Based on a review of Lilian Rice and her life's work, the original Academy complex is considered historically significant as it is associated with a person of importance from the past and the architecture embodies the Bay Area philosophy characteristic at that time and the Arts and Craft movement (Gallegos & Associates 2003). No archaeological or paleontological resources were identified through the record searches or survey of the project site. Therefore, project-related construction will not affect any known archaeological or paleontological resources, and no mitigation is required.

The analysis conducted for the 2003 adopted IS/MND concluded that there are no facts or evidence to indicate that Native Americans or people of European descent are buried on the project site. Therefore, the adopted 2003 IS/MND concluded that there would be no significant adverse impacts related to cultural resources resulting from implementation of the project.

¹ *Cultural Resource Study for the San Dieguito High School Academy Project, Encinitas, California*, prepared by Gallegos & Associates, April 2003.

3.5.3 Analysis of Project Changes

Modifications to the CMP evaluated in the adopted 2003 IS/MND that may affect cultural resources include construction of new buildings and expansion of campus facilities on the project site. This may require additional grading; however, the site was previously graded for some of the improvements proposed for development under the 2002 CMP. Given site conditions, timing, and placement of buildings, it is anticipated that the areas where these new improvements would occur are either urban (e.g., parking lot/existing building) or have been previously analyzed.

The project site has been partially developed consistent with the 2002 CMP since the adoption of the 2003 IS/MND with additional facilities and buildings, which required a records search and field survey to determine the absence or presence of significant cultural resources. It is anticipated that similar to what was identified in the 2003 IS/MND, implementation of the proposed revised CMP would not result in impacts to known archaeological, historic, or paleontological resources as the revised CMP plans are generally similar in nature.

As noted above, the original SDA complex is considered historically significant as it is associated with a person of importance from the past and the architecture embodies the Bay Area philosophy characteristic at that time and the Arts and Craft movement (Gallegos & Associates 2003). Similar to the 2002 CMP, the revised CMP also proposes to demolish Building 80, which is one of the original nine buildings designed by Lilian Rice. The adopted 2003 IS/MND concluded that Building 80 does not contribute to the historical integrity of the main courtyard complex due to its location (i.e., located outside of the main courtyard area and north of the Media Center). The loss of Building 80 is therefore not considered a significant impact to a historical resource since the main courtyard and other historic structures will remain intact and the overall design would not be diminished. No mitigation is required.

No fossil resources were encountered during the survey and the probability of encountering paleontological resources on the project site is low due to the developed nature of the project site. Thus, the 2003 IS/MND concluded that impacts to paleontological resources would be less than significant.

The analysis conducted for the 2003 adopted IS/MND concluded that there are no facts or evidence to indicate that Native Americans or people of European descent are buried on the project site. In the unlikely event that human remains are encountered during project grading, the proper authorities would be notified and standards procedures for the respectful handling of human remains during the project-related earthmoving activities. This is mandated by state law and adherence to this standard requirement would ensure that impacts are less than significant. Therefore, the adopted 2003 IS/MND concluded that there would be no significant adverse impacts related to cultural resources resulting from implementation of the project.

Cumulative Impacts. The cumulative impact area for cultural and paleontological resources is the County of San Diego and the Southern California region. The analysis above indicates that there would be no new significant impacts of the proposed project related to cultural resources. Therefore, in consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and would not result in any new significant cumulative environmental impacts.

3.5.4 Findings Related to Cultural Resources

No New Significant Effects Requiring Major Revisions. Based on the foregoing analysis and information, there is no evidence that project modifications require a major change to the adopted 2003 IS/MND. The revised CMP will not result in new significant environmental impacts to cultural resources, nor is there a substantial increase in the severity of impacts described in the adopted 2003 IS/MND.

No Substantial Change in Circumstances Requiring Major Revisions. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to cultural resources that would require major changes to the adopted 2003 IS/MND.

No New Information Showing Greater Significant Effects than the Adopted 2003 IS/MND. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2003 IS/MND was adopted, which would indicate that a new significant effect not reported in that document might occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to cultural resources requiring major revisions to the adopted 2003 IS/MND.

No New Information Showing Ability to Reduce Significant Effects in Previous IS/MND. There are no alternatives to the project or additional mitigation measures that would substantially reduce one or more significant impacts pertaining to cultural resources identified in and considered by the adopted 2003 IS/MND.

3.5.5 Mitigation Measures

The 2003 IS/MND did not recommend mitigation measures as no significant impacts were identified. Based on the proposed modifications to CMP, the 2003 IS/MND was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the 2003 IS/MND are required. Therefore, no mitigation measures are required for impacts associated with cultural resources.

3.6 GEOLOGY AND SOILS

3.6.1 Existing Environmental Setting

The existing geologic and soils environment and an analysis of potential impacts from implementation of the proposed project are described in Section 5.6 of the adopted 2003 IS/MND. Section 5.6 also addresses the potential for structural damage to occur due to the local geology underlying the project site, as well as slope stability, ground settlement, soil conditions, grading, and regional seismic conditions.

3.6.2 Adopted 2003 IS/MND

Please see Section 5.6 of the adopted 2003 IS/MND for analyses of potential effects of the CMP related to geology and soils. The State Architect ensures that structural design shall comply with the current edition of the Uniform Building Code (UBC) applicable to structure design and construction in order to minimize the potentially damaging effect of severe ground shaking originating from earthquakes in the region.

The adopted 2003 IS/MND concluded that the following impacts would be less than significant:

- **Surface Rupture:** The probability of ground surface rupture appears to be very low due to the lack of known active faults crossing the project site. The nearest active fault is the Rose Canyon Fault and Fault Zone, located approximately 5 miles from the project site offshore. Similarly, impacts related to strong seismic ground shaking would be less than significant given that all new structures proposed under the project would adhere to the latest seismic standards in building construction. No mitigation is required.
- **Liquefaction.** Liquefaction results when soils lose their shear strength for short periods of time during an earthquake. Soils most susceptible to liquefaction are clean, loose, saturated, uniformly graded, fine-grained sands. The Natural Features Maps published by SANGIS (2003) indicate that the site is not mapped within an area considered to be susceptible to liquefaction. Therefore, impacts are less than significant and no mitigation is required.
- **Lateral Spreading:** There are no creeks or open bodies of water within an appropriate distance from the site for lateral spreading to occur on site. The probability of lateral spreading occurring on site during a seismic event is low and no mitigation is required.
- **Landslides:** Landslide hazard areas are generally considered to exist when substantial slopes are located on or adjacent to a subject property. The proposed project site is located within a relatively level area and is not within a potential landslide area as depicted in the SANGIS Natural Features Map (2003). Given the relatively flat terrain of the proposed project site and surrounding area, it is not anticipated that landslide hazards are present on the project site. Impacts are less than significant and no mitigation is required.
- **Expansive Soils:** Expansive soils are unlikely to be encountered as the project site is underlain by cut and fill soils associated with previous grading and construction of the campus. Impacts are considered less than significant and no mitigation is required.
- **On-Site Sewage Disposal System:** The project does not include the use of septic tanks or alternative methods for disposal of wastewater into the subsurface soils. An existing on-site sewer system is currently in place. As part of the proposed project, on-site sewer pipelines will be extended or modified to serve new campus facilities. The proposed project will utilize the existing and expanded sewer system. No on-site sewage disposal systems (e.g., septic tanks) are planned. There is no impact with regard to on-site sewage disposal systems and no mitigation is required.

The adopted 2003 IS/MND concluded that the following impacts would be less than significant with incorporation of Project Design Features:

- **Soil Erosion/Loss of Topsoil:** Soil erosion is inevitable during construction activities and loose and erodible soils may be present locally. To reduce potential impacts from soil erosion, the

following Project Design Features, which include implementation of Best Management Practices (BMPs), will be employed by SDUHSD or its contractors during construction of the proposed project:

- BMPs will be employed to ensure that the project complies with all State and local water quality standards, including the preparation of a Storm Water Pollution Prevention Plan (SWPPP);
- Soil stockpiles and exposed (graded) slopes will be covered with plastic sheeting where feasible during inclement weather conditions;
- Drainage control devices will be constructed to direct surface water runoff away from slopes and waterways; hay bale barriers or sandbags will be placed along the toes of graded slopes to help control and reduce sedimentation during grading operations. Runoff will be directed toward existing storm drain systems and treated, as necessary to remove sediments and pollutants;
- Disturbed slopes will be minimized to reduce disturbance to existing vegetation and slopes;
- A silt curtain or other drainage control device will be placed around construction areas to protect natural drainage channels from sedimentation;
- Construction and grading during periods of inclement weather will be avoided;
- A light spray of water will be applied to graded areas and temporary (haul) roads during construction to control fugitive dust.

Implementation of the Project Design Features above would ensure that construction-related runoff will be treated prior to discharge into storm drain facilities. The water quality and beneficial uses of nearby drainages and the Pacific Ocean will not be altered or affected as a result of project implementation. Upon project completion and completion of seeding/landscaping disturbed areas with vegetation, it is anticipated that the project would not have a permanent impact to soil erosion or topsoil. Implementation of the Project Design Features above would ensure that potential soil erosion and loss of topsoil are minimized. Impacts are less than significant and no mitigation is required.

Therefore, the adopted 2003 IS/MND concluded that with implementation of Project Design Features, there would be no significant adverse impacts related to geology and soils resulting from implementation of the project.

3.6.3 Analysis of Project Changes

Modifications to the CMP evaluated in the adopted 2003 IS/MND that may affect geology and soils include construction of new buildings and expansion of campus facilities on the project site. This may require additional grading; however, the site was previously graded for some of the improvements proposed for development under the 2002 CMP.

As with all of Southern California, the project site is subject to strong ground motion resulting from earthquakes on nearby faults. Adherence to the most recent seismic design parameters in the California Building Code would ensure that impacts resulting from strong seismic ground shaking are less than significant. No mitigation is required.

Site conditions related to geology and soils have not changed since the adoption of the 2003 IS/MND. The site remains underlain by cut and fill soils associated with previous grading and construction of the campus. As such, the potential for damage as a result of the presence of expansive soils are less than significant as expansive soils are not expected to occur on site. Impacts are less than significant and no mitigation is required.

There is the potential for soil erosion to occur on site during site preparation and grading activities. Large areas of soil will be exposed to wind and water erosion. After construction of buildings and parking lots and establishment of the landscaped areas, erosion potential would be minimal. Project Design Features have been identified for the purpose of minimizing erosion and would be incorporated into the project. With implementation of these Project Design Features, soil erosion potential will be reduced to less than significant levels and no additional mitigation is required.

The proposed project will result in a less than significant impact related to ground surface rupture, ground cracking, liquefaction, and lateral spreading. In addition, the project does not include the use of septic tanks or alternative methods for disposal of wastewater into the subsurface soils. Similar to the 2002 CMP, the proposed revised CMP would utilize the existing and expanded sewer system. No on-site sewage disposal systems (e.g., septic tanks) are planned. There is no impact with regard to on-site sewage disposal systems.

Therefore, in consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and will not result in any new significant environmental impacts related to geology and soils.

Cumulative Impacts. Neither the proposed project nor any of the identified projects with potential cumulative impacts entailed activities that would affect geology and soils at significant distances from the site (e.g., projects requiring significant structural blasting or drilling, high vibration activities, or deep excavation). The analysis indicated that there would be no significant cumulative impact of the proposed project related to geology and soils. Therefore, in consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and would not result in any new significant cumulative environmental impacts.

3.6.4 Findings Related to Geology and Soils

No New Significant Effects Requiring Major Revisions. Based on the foregoing analysis and information, there is no evidence that project modifications require a major change to the adopted 2003 IS/MND. The revised CMP will not result in new significant environmental impacts related to geology and soils, nor is there a substantial increase in the severity of impacts described in the adopted 2003 IS/MND.

No Substantial Change in Circumstances Requiring Major Revisions. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to geology and soils that would require major changes to the adopted 2003 IS/MND.

No New Information Showing Greater Significant Effects than the Adopted 2003 IS/MND. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2003 IS/MND was adopted, which would indicate that a new significant effect not reported in that document might occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to geology and soils requiring major revisions to the adopted 2003 IS/MND.

No New Information Showing Ability to Reduce Significant Effects in Previous IS/MND. There are no alternatives to the project or additional mitigation measures that would substantially reduce one or more significant impacts pertaining to geology and soils identified in and considered by the adopted 2003 IS/MND.

3.6.5 Mitigation Measures

The 2003 IS/MND did not recommend mitigation measures as no significant impacts were identified. Based on the proposed modifications to CMP, the 2003 IS/MND was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the 2003 IS/MND are required. Therefore, no mitigation measures are required for impacts associated with geology and soils.

3.7 HAZARDS AND HAZARDOUS MATERIALS

3.7.1 Existing Environmental Setting

Please see Section 5.7 of the adopted 2003 IS/MND for a summary of the existing environmental setting related to hazards and hazardous materials. The information contained in that section is based on the *Phase I Environmental Site Assessment, Academy High School, Encinitas, California* (Brown & Caldwell, April 2003) and the *Phase I Environmental Site Assessment Determination* (DTSC, August 2003). The *Phase I Environmental Site Assessment* is included as Appendix B of the 2003 IS/MND while the *Phase I Environmental Site Assessment Determination* is included as Appendix C of the 2003 IS/MND.

The SDA campus was not identified as containing unusual odors or noise, distressed vegetation, ponds, pits, lagoons, or septic systems during the on-site inspection conducted for the Phase I Site Assessment. Additionally, the site is not utilized for hazardous waste or solid waste disposal nor does the site contain underground storage tanks (USTs) or aboveground storage tanks (ASTs). The SDA campus stores and utilizes hazardous materials typical of a school setting including cleaning supplies, chemicals associated with copying, and chemicals associated with film processing. Additionally, some chemicals associated with auto maintenance are located in the auto shop classroom on site. All chemicals are stored in locked aboveground cabinets. New and used oil generated on the project site is stored in 55-gallon drums with secondary containment.

At one time there was one UST located at the campus site; however, it was removed by SDUHSD in 1990. Soil samples were collected from beneath the former UST and did not indicate the presence of

petroleum hydrocarbons, which indicates that a release from the former UST did not occur. Based on the results of the Phase I Environmental Site Assessment, one historical recognized environmental condition (HREC) was identified (i.e., the former UST) and no new recognized environmental condition (REC) was identified.

3.7.2 Adopted 2003 IS/MND

Please refer to Section 5.7 of the adopted 2003 IS/MND for analyses of the potential effects of the 2002 CMP related to hazards and hazardous materials.

Construction of the proposed project would involve the transport of gasoline and other fuels to the project site for the sole purpose of equipment fueling. However, upon completion of construction, the transport, use, or disposal of hazardous materials (excluding cleaning products, air conditioning and heating unit chemicals, and landscaping chemicals and fertilizers), would not occur on site. The nature and amount of the materials kept onsite would not pose a significant hazard and would not pose a significant hazardous threat to this campus or nearby school sites. Therefore, a less than significant impact associated with the routine transport, use, or disposal of hazardous materials including reasonably foreseeable upset and accident conditions are less than significant and no mitigation is required.

Based on the Phase I Environmental Site Assessment prepared for the project, it was concluded that the project site is on a list of hazardous sites compiled pursuant to Government Code Section 65962.5. A waste oil underground storage tank was removed from the project site in 1990. However, no evidence of leaks, including petroleum hydrocarbons, was detected beneath the location of the former UST. The permit for the UST has since been closed by the local oversight agency. No other USTs or ASTs were observed on site.

The Phase I Environmental Site Assessment (April 2003) was reviewed by the Department of Toxic Substance Control (DTSC). In a letter dated August 19, 2003, the DTSC concluded that the lead from lead-based paint and asbestos-containing materials (ACM) required additional investigation. At the time of preparation of the 2003 IS/MND, the SDUHSD was in the process of removing asbestos from Building No. 30 and was responsible for complying with Federal, State, and local requirements for possible mitigation, and management or removal of ACM. Lead is considered a hazardous material and potentially significant impacts associated with exposure to lead may occur with project implementation. To reduce potential impacts associated with exposure to lead to a less than significant level, **Mitigation Measure HAZ-1** was identified. Implementation of **Mitigation Measure HAZ-1** would reduce any potential impacts associated with lead exposure to a less than significant level.

No public or private airports are in the vicinity of the project site; therefore, implementation of the proposed project would not expose people residing or working in the area to significant airport-related safety hazards. No impacts would occur and no mitigation was required.

The project site is not located within or adjacent to an area identified as susceptible to wildland fires. The project site and adjacent areas are urbanized and the potential for a wildland fire is considered low. Impacts are less than significant and no mitigation is required.

Some traffic hazards would occur during construction activities, which could interfere with emergency response plans or evacuation plans. However, with implementation of proper traffic control, the project would have a less than significant impact to emergencies or emergency evacuation plans. The proper traffic control would be implemented through the following Project Design Feature incorporated into the proposed project:

- Prior to construction, a traffic control plan will be developed by the SDUHSD in accordance with the City of Encinitas traffic control guidelines and will specifically address construction traffic during periods of supply delivery or heavy equipment transport. The traffic control plan will address construction traffic at the intersection of Santa Fe Drive/Nardo Road and Santa Fe Drive/Bonita Drive, and will specify access and traffic safety requirements during hours of operation of the school. The traffic control plan will include signage and flagmen when necessary to allow heavy equipment transport along residential and local streets, and will also include parking and laydown areas for construction equipment and construction worker vehicles.

Adherence to the identified mitigation measure, standard regulatory practices, and Project Design Features as identified in this section would reduce potential impacts related to hazardous materials to a less than significant level.

3.7.3 Analysis of Project Changes

The proposed revised CMP focuses on facilities that support campus activities and proposed demolition of 16,101 square feet and construction of 57,297 square feet, which is more than what was proposed in the 2002 CMP. The proposed modifications to the CMP would not change proposed land uses. Generally speaking, all the buildings on campus are and would continue to be educational and educational support facilities. Please see Chapter 2.0 for more information regarding the proposed revised CMP.

The project is not located within the vicinity of a public airport or private airstrip. The effects of the revised CMP are identical to those evaluated in the certified 2003 IS/MND. No impacts would occur, and no mitigation is required.

Access for emergency vehicles is provided by the entrances along Santa Fe Drive, Nardo Road, and Bonita Drive, which would remain open during construction. The sports fields and parking lots are available to accommodate emergency evacuation of students and staff and provide emergency access to the campus. Because the proposed facilities do not block emergency vehicle access to the site or to any adjacent site, implementation of the proposed revised CMP would not substantially interfere with adopted emergency response plans. The effects of the revised CMP are similar to those evaluated in the adopted 2003 IS/MND. With implementation of proper traffic control, the project would have a less than significant impact to emergencies or emergency evacuation plans. The proper traffic control would be implemented through the following Project Design Feature, carried over from the adopted 2003 IS/MND, incorporated into the proposed project:

- Prior to construction, a traffic control plan will be developed by the SDUHSD in accordance with the City of Encinitas traffic control guidelines and will specifically address construction traffic during periods of supply delivery or heavy equipment transport. The traffic control plan will address construction traffic at the intersection of Santa Fe Drive/Nardo Road and Santa Fe Drive/

Bonita Drive, and will specify access and traffic safety requirements during hours of operation of the school. The traffic control plan will include signage and flagmen when necessary to allow heavy equipment transport along residential and local streets, and will also include parking and laydown areas for construction equipment and construction worker vehicles.

Therefore, no significant impacts related to emergency response would result from the proposed revised CMP.

As identified in the adopted 2003 IS/MND, the project site is located in an urbanized area. No portion of the project site is adjacent to wildland areas. The proposed structures would be constructed to meet the requirements of the State Fire Marshal and would have emergency vehicle access through the existing site. By adhering to the State of California school fire safety standards, the proposed project would not expose structures or future occupants of the facilities to a significant fire risk. The effects of the revised CMP are similar to those evaluated in the adopted 2003 IS/MND. Therefore, no mitigation measures are required.

Project construction would involve the routine use of hazardous materials such as fuels, paints, and solvents. The amount of these materials planned for use during construction is limited and would not pose a significant hazard. Upon completion of construction, the transport, use, or disposal of hazardous materials (excluding cleaning products, air conditioning and heating unit chemicals, and landscaping chemicals and fertilizers) would not occur on site. The nature and amount of the materials kept on site would not pose a significant hazard and would not pose a significant hazardous threat to the campus or nearby school sites. Therefore, impacts associated with the routine transport, use, or disposal of hazardous materials including reasonably foreseeable upset and accident conditions are less than significant and no mitigation is required.

Similar to the existing campus facilities, the proposed revised CMP would involve the use of hazardous materials (e.g., cleaning products, air conditioning and heating unit chemicals, and landscaping chemicals and fertilizers) typical of educational facilities. The proposed project would not produce hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Therefore, there would be no significant hazard to the public or the environment through the routine use of hazardous materials typical of educational facilities. Because the proposed project would not utilize large quantities of hazardous materials, would not utilize acutely hazardous materials, and will comply with local, State, and Federal requirements, it would not create a significant hazard to the public or to the environment through routine or reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and no mitigation is required.

Therefore, in consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and would not result in any new significant environmental impacts.

Cumulative Impacts. The hazardous materials study area considered for cumulative impacts consisted of (1) the area that could be affected by proposed project activities, and (2) the areas affected by other projects where activities could directly or indirectly affect the presence or fate of hazardous materials on site. In general, only projects occurring adjacent to or very close to the project site are considered due to the limited potential impact area associated with release of hazardous

materials into the environment. The proposed revised CMP is consistent with typical school campus uses and would involve continued use of hazardous materials that are currently being used at the site. The contribution of hazardous materials use and hazardous waste disposal with implementation of the project is minimal, and combined hazardous materials effects from past, present, and reasonably foreseeable projects within the City would not be significant. Therefore, in consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and would not result in any new significant cumulative environmental impacts.

3.7.4 Findings Related to Hazards and Hazardous Materials

No New Significant Effects Requiring Major Revisions. Based on the foregoing analysis and information, there is no evidence that project modifications require a major change to the adopted 2003 IS/MND. The revised CMP will not result in new significant environmental impacts related to hazards and hazardous materials, nor is there a substantial increase in the severity of impacts described in the adopted 2003 IS/MND.

No Substantial Change in Circumstances Requiring Major Revisions. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to hazards and hazardous materials that would require major changes to the adopted 2003 IS/MND.

No New Information Showing Greater Significant Effects than the Adopted 2003 IS/MND. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2003 IS/MND was adopted, which would indicate that a new significant effect not reported in that document might occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to hazards and hazardous materials requiring major revisions to the adopted 2003 IS/MND.

No New Information Showing Ability to Reduce Significant Effects in Previous IS/MND. There are no alternatives to the project or additional mitigation measures that would substantially reduce one or more significant impacts pertaining to hazards and hazardous materials identified in and considered by the adopted 2003 IS/MND.

3.7.5 Mitigation Measures

In light of the proposed modifications to the CMP, the adopted 2003 IS/MND was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. As detailed below, this Addendum proposes that deletions from the original mitigation measures are identified in ~~strikeout text~~, and underlined text is used to signify new additions. Mitigation measures related to Hazards and Hazardous Materials that would be applicable to both the previously approved 2002 CMP and the proposed revised CMP are provided below. The following revised mitigation measure is incorporated to offset impacts of the proposed project.

Mitigation Measure HAZ-1 Upon demolition of Buildings 20, 60, E and L ~~Building No. 30~~, the District, in coordination with DTSC, will test for the presence of lead in the surficial soils occurring in the vicinity of Buildings 20, 60, E and L. The sampling and subsequent analysis will be conducted in accordance with DTSC's 2001 guidance document *Interim Guidance for Evaluating Lead-Based Paint and Asbestos-Containing Materials at Proposed School Sites*. If concentrations of lead are detected below 255 mg/kg, then no further investigation or remediation is required. If concentrations of lead are detected above 255 mg/kg, the District will conduct remediation. All remedial work and plans would require DTSC oversight and approval.

3.8 HYDROLOGY AND WATER QUALITY

3.8.1 Existing Environmental Setting

Please refer to Section 5.8 of the adopted 2003 IS/MND for a summary of the existing environmental setting for Hydrology and Water Quality. Because the area proposed for improvements is greater than one acre, the applicant must file a Notice of Intent (NOI) with the San Diego Regional Water Quality Control Board (RWQCB) and obtain a General Construction Activity Storm Water Permit, pursuant to the National Pollutant Discharge Elimination System (NPDES) regulations established under the Federal Clean Water Act (CWA). This permit requires preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which is intended to prevent degradation of surface and ground waters during the grading and construction process. The SWPPP typically includes a variety of erosion and sedimentation controls, good housekeeping practices, fuel spill prevention, containment and clean-up procedures, and solid and liquid waste management controls to minimize short-term impacts related to sediment discharges and spills or releases of water contaminants, such as petroleum-based fuels and lubricants used to power and lubricate earthmoving equipment and spillage from trucks hauling dirt. As a result, impacts to water quality during construction would be less than significant.

In the long-term, the proposed project would introduce impervious surfaces and structures to a site characterized as ornamental habitat. With the proposed project, runoff may contain pollutants/sediments that could potentially affect water quality through increased sediment load and erosion into nearby waterways. The proposed project is part of a planned urban community and would comply with Federal, State, and local policies protecting water quality.

Additionally, in order to reduce potential impacts to local water quality during post-construction, the following Project Design Features would be implemented and impacts would be less than significant:

- Revegetation of all erodible slopes;
- Mulching of cleared or freshly seeded areas for erosion/sedimentation control;
- Placement of storm drain inlet/outlet protection for siltation control; and
- Planting of grassed swales at parking lot boundaries.

3.8.2 Adopted 2003 IS/MND

Please see Section 5.8 of the adopted 2003 IS/MND for analyses of the potential effects of the CMP on Hydrology and Water Quality. Project impacts to hydrology and water quality were evaluated based on the proposed project's adherence to local, State, and Federal standards; proposed land use; site design; and proposed best management practices (BMPs) for control of surface runoff and reduction of pollutants in runoff.

Many of the proposed 2002 CMP project components would be constructed on existing hardscape areas, and the drainage pattern of the proposed project would be similar to the existing condition. The proposed revised 2002 CMP would create more impervious areas (i.e., expansion of parking lot), which would increase the amount of runoff to surrounding streets. However, this increase does not represent a significant contribution to surface runoff over current levels of surface flows into the existing storm drain system. The campus has an existing drainage system. In the hardscape areas (buildings and parking lots), drainage is collected in a series of drain inlets and discharges to an existing on-site drainage system. Impacts are less than significant and no mitigation is required.

The project site does not rely on groundwater a source of water for use. Therefore, the project would not result in a substantial depletion of groundwater supplies. While additional impervious surfaces would be introduced with the proposed project, the project site is not identified as a designated groundwater recharge area and the amount of new impermeable surfaces would not result in a substantial interference with ground water recharge which may result in a net deficit in aquifer volume. Impacts are less than significant and no mitigation is required.

During construction, the applicant is required to adhere to the General Construction Activity Permit and utilize applicable BMPs specifically identified in the SWPPP for the project in order to prevent construction pollutants from contacting storm water and to keep all products of erosion from moving off site into receiving waters. Degradation of water quality through alteration of temperature, turbidity, dissolved oxygen, or increased sediment is not expected. Compliance with the NPDES requirements would ensure that runoff into the off-site drainage would not affect local water quality during construction. Project Design Features identified above would reduce the potential for water quality degradation to a less than significant level. No mitigation is required.

The project site is not located within the 100-year floodplain. Furthermore, the proposed project would not result in the construction of housing; therefore, no impact would occur and no mitigation is required. All other issues associated with hydrology and water quality were determined to be less than significant.

3.8.3 Analysis of Project Changes

The proposed revised CMP focuses on facilities that support campus activities. Although an increase in building square footage is proposed, the revised CMP also includes additional pervious sports fields and campus landscaping. Modifications to the revised CMP that may affect hydrology and water quality include construction of approximately 57,297 square feet more than proposed in the 2002 CMP evaluated in the adopted 2003 IS/MND. This may require more grading; however, the entire site was previously graded for existing development. The following Project Design Features, as identified in the adopted 2003 IS/MND, would reduce potential waste discharge and water quality violations related to runoff during construction, including those related to erosion, to less than

significant levels.

- Revegetation of all erodible slopes;
- Mulching of cleared or freshly seeded areas for erosion/sedimentation control;
- Placement of storm drain inlet/outlet protection for siltation control; and
- Planting of grassed swales at parking lot boundaries.

The drainage pattern of the proposed revised CMP would be similar to the existing condition. It is anticipated that the proposed revised CMP would create more impervious areas (i.e., expansion of parking lot), which would increase the amount of runoff to surrounding streets. However, this increase does not represent a significant contribution to surface runoff over current levels of surface flows into the existing storm drain system. The campus has an existing drainage system. In the hardscape areas (buildings and parking lots), drainage is collected in a series of drain inlets and discharges to an existing on-site drainage system. Similar to conclusions presented in the 2003 IS/MND, impacts are less than significant and no mitigation is required.

As previously stated, the project site does not rely on groundwater a source of water for use. Therefore, it would not result in a substantial depletion of groundwater supplies. While additional impervious surfaces would be introduced with the proposed project, the project site is not identified as a designated groundwater recharge area and the amount of new impermeable surfaces would not result in a substantial interference with groundwater recharge, which may result in a net deficit in aquifer volume. Impacts are less than significant and no mitigation is required.

Similar to that described in the 2003 IS/MND, during construction, the applicant is required to adhere to the General Construction Activity Permit and utilize applicable BMPs specifically identified in the SWPPP for the project in order to prevent construction pollutants from contacting storm water and to keep all products of erosion from moving off site into receiving waters. Compliance with the NPDES requirements would ensure that runoff into the off-site drainage would not affect local water quality during construction. Project Design Features identified above would reduce the potential for water quality degradation to a less than significant level. No mitigation is required.

The project site is not located within the 100-year floodplain. Furthermore, the proposed project would not result in the construction of housing; therefore, no impact would occur and no mitigation is required. All other issues associated with hydrology and water quality were determined to be less than significant.

Therefore, in consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and will not result in any new significant environmental impacts related to hydrology and water quality.

Cumulative Impacts. Past projects in the project vicinity reflect a continuation of the existing urban/suburban pattern of development, which has resulted in extensive modifications to watercourses in the area and increases in impervious area and pollutant loads. Each project must comply with NPDES permitting requirements and the respective municipal code and include BMPs to prevent degradation of water quality as well as adverse drainage and flooding impacts.

Each project that proposes to increase peak storm flows is subject to review by the local enforcement agency so that hydrological impacts can be mitigated. As required by compliance with the NPDES permit, the SDUHSD shall prepare a design-level hydrology study for the project to ensure that adequate drainage structures are provided to address potential impacts to the regional storm drain system. Therefore, the project's contribution to cumulative hydrology impacts is not considered significant.

Future projects that would discharge into the Pacific Ocean are also required to be evaluated for potential downstream water quality impacts. Because the proposed revised CMP would not significantly affect peak storm flows and would implement Source Control and Treatment BMPs that are not currently in place at the campus, it would not cumulatively contribute to significant water quality impacts with implementation of BMPs.

Therefore, in consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and will not result in any new significant cumulative environmental impacts related to hydrology and water quality.

3.8.4 Findings Related to Hydrology and Water Quality

No New Significant Effects Requiring Major Revisions. Based on the foregoing analysis and information, there is no evidence that project modifications require a major change to the adopted 2003 IS/MND. The revised CMP will not result in new significant environmental impacts related to hydrology and water quality, nor is there a substantial increase in the severity of impacts described in the adopted 2003 IS/MND.

No Substantial Change in Circumstances Requiring Major Revisions. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to hydrology and water quality that would require major changes to the adopted 2003 IS/MND.

No New Information Showing Greater Significant Effects than the Adopted 2003 IS/MND. This Addendum has analyzed all available relevant information to determine if there is new information that was not available at the time the 2003 IS/MND was adopted, which would indicate that a new significant effect not reported in that document might occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to hydrology and water quality requiring major revisions to the adopted 2003 IS/MND.

No New Information Showing Ability to Reduce Significant Effects in Previous IS/MND. There are no alternatives to the project or additional mitigation measures that would substantially reduce one or more significant impacts pertaining to hydrology and water quality identified in and considered by the adopted 2003 IS/MND.

3.8.5 Mitigation Measures

The 2003 IS/MND did not recommend mitigation measures as no significant impacts were identified. Based on the proposed modifications to CMP, the 2003 IS/MND was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the 2003 IS/MND are required. Therefore, no mitigation measures are required for impacts associated with hydrology and water quality.

3.9 LAND USE

3.9.1 Existing Environmental Setting

Please see Section 5.9 of the adopted 2003 IS/MND for a summary of the existing environmental setting for Land Use.

The main guiding documents regulating land use around the project site include the City of Encinitas (City) General Plan and the City's Zoning Code. The adopted 2003 IS/MND Land Use section contains a complete analysis of the project's compliance with the applicable land use policies from the City's General Plan and Zoning Code; however, it should be noted that while coordination and consistency between the SDUHSD and the City plans are desired, the SDUHSD retains the authority to overrule local zoning and land use designations (Government Resources Code Sections 53094, 65402(a), and 65403 and Public Resources Code Section 21151.2).

The Land Use Element of the General Plan designates the existing SDA campus as Public/Semi-Public. As defined in the City's General Plan, public uses refer to those activities operated by the City, County, or some other governmental agency and include such facilities operated by the Fire Department, Sheriff's Department, California Public Utilities Commission (CPUC), water districts, and school districts. The zoning for the existing SDA campus is Public/Semi-Public (P/SP). The P/SP zoning designation permits several types of public, quasi-public, and institutional land uses, including schools.

3.9.2 Adopted 2003 IS/MND

Please refer to Section 5.9 of the adopted 2003 IS/MND for analysis of potential effects of the 2002 CMP on Land Use.

The adopted 2003 IS/MND did not identify any significant impacts pertaining to land use. The immediate area is developed with urban and suburban uses. The CMP was found to be consistent with General Plan policies regarding land use purpose and intent. The campus was founded in 1937 and has served as an integral part of the community since that time. Improvements to the SDA campus as proposed in the 2002 CMP would not conflict with the use of the site as a school as implementation of the project would not change the use of the site. The proposed project will not contribute to a pattern of development that adversely affects adjacent land uses, nor will it conflict with existing or planned development.

The SDA campus is located within the Coastal Zone. Land use policies for areas subject to the Local Coastal Program (LCP) for the City of Encinitas are identified in the City's General Plan. Because the

project proposes improvements within the existing footprint of the campus and no changes in use or operation would occur, there project would not conflict with the City's LCP.

The adopted 2003 IS/MND also found that implementation of the CMP would not physically divide an established community since the improvements identified are located on the existing campus and on land that has been zoned for Public/Semi-Public uses.

3.9.3 Analysis of Project Changes

The proposed revised CMP focuses on facilities that support campus activities and proposed demolition of 16,101 square feet and construction of 57,297 square feet, which is more than what was proposed in the 2002 CMP. The proposed modifications to the CMP would not change proposed land uses. Generally speaking, all the buildings on campus are and would continue to be educational and educational support facilities. Please see Chapter 2.0 for more information regarding the proposed revised CMP.

Implementation of the proposed revised CMP would not divide an established community since the improvements are located on the existing campus. Implementation of the proposed project would not result in the physical division of any established community and no mitigation is required. In addition, the proposed modifications to the CMP do not conflict with designated or existing on-site land uses because most of the proposed buildings would be constructed in place of the existing building or buildings that meet or provide the same services or types of technology or instructional capabilities. In addition, all of the components of the revised CMP are part of an integrated Master Plan for the campus.

As analyzed in the 2003 IS/MND, implementation of the CMP would not propose changes to the existing land use designation and is consistent with the City's General Plan land use designation. With the proposed modifications incorporated, the proposed revised CMP is substantially similar to the CMP analyzed in the IS/MND in that the revised CMP would not conflict with existing on-site or adjacent land uses. Therefore, the proposed revised CMP is consistent with the City's General Plan. Similarly, the proposed revised CMP is consistent with the existing zoning designation for the project site and no mitigation is required.

As previously identified, the SDA campus is not located within areas proposed for conservation under the MHCP Subarea Plan for the City of Encinitas. Therefore, the project does not conflict with the adopted HCP, NCCP, or other approved local, regional, or State HCP and will have less than significant impacts related to such plans.

The SDA campus is located within the Coastal Zone. Land use policies for areas subject to the LCP for the City of Encinitas are identified in the City's General Plan. Because the project proposes improvements within the existing footprint of the campus and no changes in use or operation would occur, the project would not conflict with the City's LCP. Furthermore, the project is required to adhere to Chapter 30.80 of the City's Municipal Code which requires the proposed project to obtain a Coastal Development Permit (CDP). Final determination of issuance of the Coastal Development Permit is conducted by the Planning Commission.

In consideration of the previous analysis, the CMP modifications do not require any major changes to the adopted 2003 IS/MND and would not result in any new significant environmental impacts related to land use.

Cumulative Impacts. The proposed project is a revised CMP for an existing campus located adjacent to existing residential and commercial properties. The immediate area is fully developed with urban and suburban uses and preserved land. The proposed revised CMP is considered consistent with General Plan policies regarding land use purpose and intent. The school was founded in 1937 and has served as an integral part of the community since that time. The proposed project would not contribute to a pattern of development that adversely affects adjacent land uses, nor would it conflict with existing or planned development. Implementation of the revised CMP would complement the existing residential land uses both locally and in the surrounding vicinity and would not have significant cumulative impacts related to land use and planning. Therefore, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and would not contribute to any new significant cumulative environmental impacts.

3.9.4 Findings Related to Land Use

No New Significant Effects Requiring Major Revisions. Based on the foregoing analysis and information, there is no evidence that project modifications require a major change to the adopted 2003 IS/MND. The revised CMP will not result in new significant environmental impacts related to land use, nor is there a substantial increase in the severity of impacts described in the adopted 2003 IS/MND.

No Substantial Change in Circumstances Requiring Major Revisions. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to land use that would require major changes to the adopted 2003 IS/MND.

No New Information Showing Greater Significant Effects than the Adopted 2003 IS/MND. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2003 IS/MND was adopted, which would indicate that a new significant effect not reported in that document might occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to land use requiring major revisions to the adopted 2003 IS/MND.

No New Information Showing Ability to Reduce Significant Effects in Previous IS/MND. There are no alternatives to the project or additional mitigation measures that would substantially reduce one or more significant impacts pertaining to land use identified in and considered by the adopted 2003 IS/MND.

3.9.5 Mitigation Measures

The 2003 IS/MND did not recommend mitigation measures as no significant impacts were identified. Based on the proposed modifications to CMP, the 2003 IS/MND was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the 2003 IS/MND are required. Therefore, no mitigation measures are required for impacts associated with land use.

3.10 MINERAL RESOURCES

3.10.1 Existing Environmental Setting

Please see Section 5.10 of the adopted 2003 IS/MND for a summary of the existing environmental setting for mineral resources. The project site is within an existing urban area and consists of 32 acres of existing school uses. No portion of the site is within a designated Mineral Resource Zone (MRZ) as defined by the California Surface Mining and Reclamation Act (SMARA).

3.10.2 Adopted 2003 IS/MND

Please see Section 5.10 of the adopted IS/MND for an analysis of the potential effects of the 2002 CMP related to mineral resources. As identified above, no portion of the project site would affect known mineral resources that would be of value to the region and residents of the State. As depicted on the California Department of Conservation, Division of Mines and Geology, 1996 updated map of Mineral Land Classifications in Western San Diego County, the project area has not been designated as having any known mineral resources, or as having a potential for mineral resources. As a result, no significant impact pertaining to the loss of availability of a known mineral resource, of value to the region and residents of the State or locally-important mineral resource, would occur. No mitigation is required.

3.10.3 Analysis of Project Changes

Since adoption of the 2003 IS/MND, the project site has not been designated as having known mineral resources or as having the potential for mineral resources. Thus, no portion of the project site would affect known mineral resources that would be of value to the region and residents of the State. As a result, no significant impact pertaining to the loss of availability of a known mineral resource, of value to the region and residents of the State or locally-important mineral resource, would occur. No mitigation is required.

Therefore, in consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and will not result in any new significant environmental impacts.

Cumulative Impacts. Cumulative impact analysis considers the impacts of all mineral resource factors in the vicinity of the project. The proposed project, together with other projects, would not contribute to significant cumulative impacts on mineral resources in the surrounding area. The project site is not designated as an area containing known mineral resources nor are the areas adjacent to the

project site designated as areas containing known mineral resources. No portion of the City is designated as a mineral extraction area; therefore, implementation of the proposed revised would not result in a cumulative impact pertaining to the loss of known mineral resources within the City. Therefore, in consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and would not result in any new significant cumulative environmental impacts pertaining to mineral resources.

3.10.4 Findings Related to Mineral Resources

No New Significant Effects Requiring Major Revisions. Based on the foregoing analysis and information, there is no evidence that project modifications require a major change to the adopted 2003 IS/MND. The revised CMP will not result in new significant environmental impacts related to mineral resources, nor is there a substantial increase in the severity of impacts described in the adopted 2003 IS/MND.

No Substantial Change in Circumstances Requiring Major Revisions. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to mineral resources that would require major changes to the adopted 2003 IS/MND.

No New Information Showing Greater Significant Effects than the Adopted 2003 IS/MND. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2003 IS/MND was certified, which would indicate that a new significant effect not reported in that document might occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to mineral resources requiring major revisions to the adopted 2003 IS/MND.

No New Information Showing Ability to Reduce Significant Effects in Previous IS/MND. There are no alternatives to the project or additional mitigation measures that would substantially reduce one or more significant impacts pertaining to mineral resources identified in and considered by the adopted 2003 IS/MND.

3.10.5 Mitigation Measures

The 2003 IS/MND did not recommend mitigation measures as no significant impacts were identified. Based on the proposed modifications to CMP, the 2003 IS/MND was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the 2003 IS/MND are required. Therefore, no mitigation measures are required for impacts associated with mineral resources.

3.11 NOISE

3.11.1 Existing Environmental Setting

Please refer to Section 5.11 of the adopted 2003 IS/MND for a summary of the existing environmental setting for Noise. The primary existing noise sources in the project area are transportation facilities. Traffic on Santa Fe Drive, Nardo Road, Bonita Drive, Melba Road, and other local streets is the dominant source contributing to area ambient noise levels in the project vicinity. Noise generated from vehicles on I-5 are also audible in the project area. Noise from motor vehicles is generated by engine vibration, interaction between tires and the road, and exhaust systems. Other non-dominant sources of noise associated with the project area include noise generated at the campus parking lots.

3.11.2 Adopted 2003 IS/MND

Please see Section 5.11 of the adopted 2003 IS/MND for analyses of the potential effects of the 2002 CMP related to Noise. The analysis in that section is intended to satisfy the requirements for a project-specific noise impact analysis by examining the short-term and long-term impacts of the 2002 CMP on sensitive uses in the project area and the noise impacts on the project site from surrounding areas by evaluating the impacts and effectiveness of mitigation measures incorporated as part of project design. The noise analysis is based on the *San Dieguito High School Academy Master Plan Project Focused Environmental Noise Assessment*¹, prepared for the project.

The City of Encinitas has various noise criteria contained within the City's General Plan Noise Element. The City's General Plan Noise Policy 1.1 states that if a project would cause an increase in the traffic noise level by more than 5 decibels (dB), and the resulting Day-Night Equivalent Level (L_{dn}) would be over 55 dB, then mitigation measures must be evaluated. If the project would increase the traffic noise levels by 3dB or more and the resulting L_{dn} would exceed 60 dB in outdoor use areas in residential developments, then noise mitigation must be evaluated.

In addition to the City's Noise Element criteria, the City has adopted performance standards contained within Chapter 30.40 of the City's Municipal Code to control excessive noise generated in the City. Noise limits are in terms of one-hour average sound level. The allowable noise limits depend upon the City's zoning designation and time of day. The project site is zoned P/SP while the adjacent properties are zoned Residential. More specifically, properties to the south of the campus are zoned R8 (single-family detached; minimum lot size of 5,400 sf; maximum density of 8 units per acre), properties to the north are zoned R3 (single-family detached; minimum lot size of 14,500 sf; maximum density of 3 units per acre) and properties to the west are zoned R11 (variety of residential within coastal area ranging from single-family detached units, single-family attached units [e.g., condominiums, townhouses, and senior housing]; minimum lot size of 3,950 sf; maximum density of 11 units per acre). The noise criteria for R3 and R8 zoned uses are 50 dB average sound level in any one hour between the hours of 7 a.m. and 10 p.m. and 45 dB average sound level in any one hour between the hours of 10 p.m. and 7 a.m. The noise criteria for R11 zoned uses are 55 dB average

¹ *San Dieguito High School Academy Master Plan Project Focused Environmental Noise Assessment*, Dudek and Associates, April 23, 2003.

sound level in any one hour between the hours of 7 a.m. and 10 p.m. and 50 dB average sound level in any one hour between the hours of 10 p.m. and 7 a.m.

Noise generated by construction equipment is regulated by Chapter 09.32, Section 410 of the City's Municipal Code. This section states that it is unlawful for any person to operate construction equipment at any construction site on Mondays through Saturdays except between the hours of 7 a.m. and 7 p.m. It further states that construction activity that does occur on Mondays through Saturdays, between the hours of 7 a.m. and 7 p.m., shall not be operated in excess of 75 dB for more than 8 hours in any 24 hour period.

Although the SDUHSD, as a distinct jurisdictional entity, would normally not be subject to the City's noise control ordinance, the State's land use and noise compatibility guidelines and the criteria in the City of Encinitas' Noise Element of the General Plan and Municipal Code are the most tangible points of reference for determining potential impacts and for recommending any necessary mitigation measures. Therefore, the adopted 2003 IS/MND used the following threshold to assess the significance of potential noise impacts:

- Exposure of persons to, or generation of, noise levels in excess of standards established in the local General Plan or Noise Ordinance or applicable standards of other agencies.

Noise measurements were conducted along Santa Fe Drive and Bonita Drive adjacent to the project site to determine the existing noise level. Noise measurements were conducted on March 25, 2003. The results of the noise measurements and corresponding traffic counts are identified in Table 1 of the Noise Assessment. The existing traffic volume, as identified in the project's Traffic Study, was approximately 15,340 average daily trips (ADT) along Santa Fe Drive and 2,200 ADT along Bonita Drive. The existing noise levels are approximately 68 dB L_{dn} at the monitoring location along Santa Fe Drive and approximately 66 dB L_{dn} at the monitoring location along Bonita Drive. The 66 dB L_{dn} along Bonita Drive assumes that approximately 60 buses are used daily to pick-up students and an additional 44 off-site buses fill up with gasoline at the site.

Short-term noise impacts would be associated with demolition, excavation, grading, and the erection of buildings on site during project construction. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area at the present time, but would no longer occur once construction of the project was complete. The 2003 IS/MND identified that the closest residences to the project site are located along Nardo Road, Bonita Drive, and Melba Road. Based on an assumption that construction activities would occur over an 8-hour period in a day, construction noise generated at these residences would result in an average noise level ranging from 60 – 70 dB. This level of construction noise would not exceed the City's established noise threshold of 75 dB over an 8-hour period¹ at any property developed and used for residential purposes. Construction activity would be restricted to the hours of 7 a.m. and 7 p.m. on Monday through Saturday, per the City's Municipal Code.

Noise associated with parking lot activities would include doors opening and closing, starting of engines, and the sound of vehicles entering and exiting the parking areas. Based on an assumption that all parking spaces are occupied, the one-hour average noise level would be approximately 43 dB

¹ Chapter 09.32, Section 410 City of Encinitas Municipal Code, City of Encinitas,

along the adjacent residential property boundary west of Nardo Road and approximately 42 dB at the property boundary along the south side of Santa Fe Drive. These noise levels would not exceed the City's noise ordinance criteria for the adjacent residential land uses.

The noise analysis conducted for the 2002 CMP also considered the construction and operation of a Purchasing and Receiving Department proposed under the 2002 CMP. The noise analysis concluded that the construction and operation (including project-related traffic noise increases on local roads) of the proposed Purchasing and Receiving Department would not exceed the established noise criteria of the City. Impacts were determined to be less than significant with no mitigation required.

As identified in the Noise Assessment, implementation of the proposed 2002 CMP would generate a total of 120 ADT as a result of construction and operation of the Purchasing and Receiving building. Approximately 90 ADT would occur along Santa Fe Drive west of the campus, 20 ADT would occur along Bonita Drive east of the campus, and 10 ADT would occur along Melba Road north of the campus. When compared to the existing noise levels, project-related noise levels would increase by less than on dB L_{dn} along all adjacent roadways. This increase in noise level would not exceed the City's noise criteria.

Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible. Typical sources of groundborne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. The proposed project would not require the use of blasting or pile driving; however, heavy-duty earthmoving equipment would be used during the construction phase of the project. The level of vibration would not be excessive or permanent, nor would it exceed the level at which building damage typically occurs. Impacts from construction-related groundborne vibration were considered to be less than significant and no mitigation is required.

As discussed above, ambient noise levels in the project vicinity would increase as a result of implementation of the project. However, the expected increase in noise levels would not exceed standards established by the City. Impacts are less than significant and no mitigation is required.

The project is not located in the vicinity of a public airport or private airport. No airport-related noise impacts would occur and no mitigation is required.

3.11.3 Analysis of Project Changes

As described in Chapter 2.0, the proposed revised CMP includes demolition of existing buildings, construction of new buildings, and improvements to facilities approved as part of the 2002 CMP. Please see Chapter 2.0 for more information regarding the proposed revised CMP.

Similar to the discussion in the 2003 IS/MND, short-term noise impacts would be associated with demolition, excavation, grading, and the erection of buildings on site during project construction. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area at the present time, but would no longer occur once construction of the project was complete. The 2003 IS/MND identified that the closest residences to the project site are located along Nardo Road, Bonita Drive, and Melba Road. These residences are still in place and are located at

similar distances as analyzed in the 2003 IS/MND. Based on an assumption that construction activities would occur over an 8-hour period in a day, construction noise generated at these residences would result in an average noise level ranging from 60 – 70 dB. This level of construction noise would not exceed the City's established noise threshold of 75 dB over an 8-hour period¹ at any property developed and used for residential purposes. Construction activity would be restricted to the hours of 7 a.m. and 7 p.m. on Monday through Saturday, per the City's Municipal Code.

Noise associated with parking lot activities would include doors opening and closing, starting of engines, and the sound of vehicles entering and exiting the parking areas. Based on an assumption that all parking spaces are occupied, the one-hour average noise level would be approximately 43 dB along the adjacent residential property boundary west of Nardo Road and approximately 42 dB at the property boundary along the south side of Santa Fe Drive. These noise levels would not exceed the City's noise ordinance criteria for the adjacent residential land uses.

The proposed Purchasing and Receiving Department was never constructed and the revised CMP no longer includes the Purchasing and Receiving Department. Thus impacts related to noise generated from the construction and operation of the Purchasing and Receiving Department would not occur under the revised CMP. No new trips would be generated with implementation of the revised CMP as no new trip-generating uses are proposed and the campus' existing capacity would not change. No impacts would occur and no mitigation is required.

Because the proposed revised CMP would not introduce any new uses to the site as compared to the 2002 CMP, noise levels generated by campus operations would not exceed the City's noise standards.

Implementation of the revised CMP would not require the use of blasting or pile driving; however, heavy-duty earthmoving equipment would be used during the construction phase of the project. The level of vibration would not be excessive or permanent, nor would it exceed the level at which building damage typically occurs. Impacts from construction-related groundborne vibration are considered to be less than significant and no mitigation is required.

As discussed above, ambient noise levels in the project vicinity would increase as a result of implementation of the project. However, the expected increase in noise levels would not exceed standards established by the City. Impacts are less than significant and no mitigation is required.

In consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and will not result in any new significant environmental impacts related to noise.

Cumulative Impacts. The cumulative area for noise impacts is the City of Encinitas. Implementation of the CMP would result in the introduction of new noise sources and levels from on-site activities and from increased traffic volumes on vicinity roadway and freeways. Construction crew commutes and the transport of construction equipment, and materials to the project site would incrementally increase noise levels on access roads leading to the site. Secondary sources of noise would include noise generated during excavation, grading, and building erection on the project site. Although it is

¹ Chapter 09.32, Section 410 City of Encinitas Municipal Code, City of Encinitas,

not possible to predict if contiguous properties may be constructed at the same time and create cumulative noise impacts that would be greater than if developed at separate times, it is unlikely that adjacent properties will be developed at the same time as the project site. However, in the unlikely event that adjacent properties are developed at the same time as the proposed project, adherence to the City's Municipal Code provisions that regulate construction activities and other development standards would render the cumulative impacts of the proposed project to less than significant levels.

3.11.4 Findings Related to Noise

No New Significant Effects Requiring Major Revisions. Based on the foregoing analysis and information, there is no evidence that project modifications require a major change to the adopted 2003 IS/MND. The revised CMP will not result in new significant environmental impacts to Noise, nor is there a substantial increase in the severity of impacts described in the adopted 2003 IS/MND.

No Substantial Change in Circumstances Requiring Major Revisions. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to Noise that would require major changes to the adopted 2003 IS/MND.

No New Information Showing Greater Significant Effects than the Adopted 2003 IS/MND. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2003 IS/MND was adopted, which would indicate that a new significant effect not reported in that document might occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact to Noise requiring major revisions to the adopted 2003 IS/MND.

No New Information Showing Ability to Reduce Significant Effects in Previous IS/MND. There are no alternatives to the project or additional mitigation measures that would substantially reduce one or more significant impacts pertaining to Noise identified in and considered by the adopted 2003 IS/MND.

3.11.5 Mitigation Measures

The 2003 IS/MND did not recommend mitigation measures as no significant impacts were identified. Based on the proposed modifications to CMP, the 2003 IS/MND was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the 2003 IS/MND are required. Therefore, no mitigation measures are required for impacts associated with Noise.

3.12 POPULATION AND HOUSING

3.12.1 Existing Environmental Setting

Please see Section 5.12 of the adopted 2003 IS/MND for a summary of the existing environmental setting related to Population and Housing. The 2002 CMP did not result in a population increase or the creation of new housing; therefore, no impacts to population and housing were identified. Currently, no housing is located within the project limits and there is no long-term population present within the project limits.

3.12.2 Adopted 2003 IS/MND

Please refer to Section 5.12 of the adopted 2003 IS/MND for analyses of the potential effects of the 2002 CMP related to Population and Housing.

The improvements proposed under the 2002 CMP would not result in an increase in student capacity. The 2003 IS/MND concluded that there are no homes or businesses proposed as part of the 2002 CMP and no new infrastructure (including extension of roadways) is proposed that would potential result in population growth. No impact would occur and no mitigation is required.

As identified in the 2003 IS/MND, no existing housing is located within the project limits. Improvements to the campus proposed under the 2002 CMP would occur entirely within the existing campus site. No housing will be displaced with implementation of the proposed project. No replacement housing would be required with implementation of the proposed project. The 2003 IS/MND determined that no impacts related to Population and Housing would occur with implementation of the 2002 CMP and no mitigation is required.

3.12.3 Analysis of Project Changes

As previously identified, the proposed revised CMP focuses on facilities that support campus activities and proposed demolition of 59,476 sf and construction of 118,153 sf, which is more than what was proposed in the 2002 CMP. After implementation of the revised CMP, there would be approximately 104,163 sf on the campus. The proposed modifications to the CMP would not change proposed land uses. All the buildings on campus are and would continue to be educational and educational support facilities.

The analysis presented in the 2003 IS/MND identified that improvements proposed under the 2002 CMP would not result in an increase in student capacity and also concluded that there are no homes or businesses proposed as part of the 2002 CMP and no new infrastructure (including extension of roadways) is proposed that would potential result in population growth. Similarly, implementation of the proposed revised CMP would not result in an increase in student capacity. The revised CMP does not propose the construction of homes or businesses or new infrastructure that would potentially result in a substantial level of population growth. Similar to the conclusion presented in the 2003 IS/MND, no impact would occur and no mitigation is required.

No existing housing is located within the project limits. Improvements to the campus proposed under the revised CMP would occur entirely within the existing campus site. No housing will be displaced

with implementation of the proposed project. No replacement housing would be required with implementation of the proposed project. Similar to the conclusions presented in the 2003 IS/MND, no impacts related to Population and Housing would occur with implementation of the revised CMP and no mitigation is required.

Cumulative Impacts. The cumulative area for the discussion of population and housing impacts is the City of Encinitas. The project would not contribute to substantial population growth and therefore would not result in an increased demand on the current or future housing in the region. The proposed project would also not significantly induce growth into areas where growth was not previously anticipated. Cumulative impacts relating to population and housing are less than significant and no mitigation is required.

3.12.4 Findings Related to Population and Housing

No New Significant Effects Requiring Major Revisions. Based on the foregoing analysis and information, there is no evidence that project modifications require a major change to the adopted 2003 IS/MND. The revised CMP will not result in new significant environmental impacts to Population and Housing, nor is there a substantial increase in the severity of impacts described in the adopted 2003 IS/MND.

No Substantial Change in Circumstances Requiring Major Revisions. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to Population and Housing that would require major changes to the adopted 2003 IS/MND.

No New Information Showing Greater Significant Effects than the Adopted 2003 IS/MND. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2003 IS/MND was adopted, which would indicate that a new significant effect not reported in that document might occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact to Population and Housing requiring major revisions to the adopted 2003 IS/MND.

No New Information Showing Ability to Reduce Significant Effects in Previous IS/MND. There are no alternatives to the project or additional mitigation measures that would substantially reduce one or more significant impacts pertaining to Population and Housing identified in and considered by the adopted 2003 IS/MND.

3.12.5 Mitigation Measures

The 2003 IS/MND did not recommend mitigation measures as no significant impacts were identified. Based on the proposed modifications to CMP, the 2003 IS/MND was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the 2003 IS/MND are required. Therefore, no mitigation measures are required for impacts associated with Population and Housing.

3.13 PUBLIC SERVICES AND FACILITIES

3.13.1 Existing Environmental Setting

Please see Section 5.13 of the adopted 2003 IS/MND for a summary of the existing environmental setting related to Public Services and Facilities. The information contained in that section is based on information obtained from SDUHSD. Public facilities, including public schools and libraries, are not addressed in the certified 2003 IS/MND. The 2002 CMP did not result in a population increase or the creation of new housing; therefore, no impacts to schools or libraries were expected.

The project site is currently provided services by the City of Encinitas Fire Department for fire protection and the San Diego County Sheriff's Department for law enforcement services. The project site is located in an urbanized area where public services and facilities are readily available.

3.13.2 Adopted 2003 IS/MND

Please refer to Section 5.13 of the adopted 2003 IS/MND for analyses of the potential effects of the 2002 CMP related to public services and facilities.

Fire Protection. The 2002 CMP was required to comply with all City of Encinitas Fire Department access requirements and California Fire Code (Fire Code) requirements. The 2002 CMP did not include the construction of new residential units that would generate additional population in the area. As noted in the adopted 2003 IS/MND, because the proposed project would not result in an increase in student capacity or expansion of school activities or operation beyond the existing project limits, no new additional fire protection services or facilities would be required. Fire protection services are already provided to the campus and implementation of the CMP would not result in a significant increase in the demand for fire protection services above current levels. Impacts were determined to be less than significant and no mitigation is required.

Law Enforcement. The 2002 CMP did not include the construction of new residential units that would generate additional population in the area. Similar to the discussion above for fire protection services, because the proposed project would not result in an increase in student capacity or expansion of school activities or operation beyond the existing project limits, no new additional police protection services or facilities would be required. Police protection services are already provided to the campus and implementation of the CMP would not result in a significant increase in the demand for police protection services above current levels. Impacts were determined to be less than significant and no mitigation is required.

Schools. As previously identified, the 2002 CMP did not include the construction of new residential units that would generate additional population in the area. Improvements proposed under the 2002 CMP would not result in a decrease in student capacity or temporary displacement of any students to nearby schools during implementation of the CMP. Thus the construction of new school facilities would not be required to accommodate implementation of the CMP. No impacts would occur and no mitigation is required.

Parks. As previously identified, the 2002 CMP did not include the construction of new residential units that would generate additional population in the area. Implementation of the proposed project

would not affect existing parks within the project vicinity as the project would not generate an increase in population. Thus the construction of new parks would not be required to accommodate the implementation of the CMP. No impacts would occur and no mitigation is required.

Other Public Facilities. The 2003 adopted IS/MND noted that all construction, maintenance, management, and liability of the proposed project would be the responsibility of the SDUHSD. The need for additional facilities would not be required as the existing additional facilities are already provided to students at the campus. The 2002 CMP did not include the construction of new residential units that would generate additional population in the area and implementation of the CMP would not change the existing student capacity. As a result, no additional demands on outside public facilities would occur. No impacts would occur and no mitigation is required.

3.13.3 Analysis of Project Changes

The proposed modifications to the FMP would not change the proposed land uses. All the buildings on campus are and would continue to be educational and educational support facilities.

The analysis presented in the 2003 IS/MND identified that implementation of the project would not substantially affect the provision of fire protection, police protection, schools, parks, and other public facilities necessitating the construction of new or expanded facilities to accommodate the project. Similarly, the proposed revised CMP would not increase demand on City of Encinitas public services beyond their capacity, nor would the project result in an increase in population that would result in increased demand for public services and facilities. There would be an incremental decrease in building square footages as a result from implementation of the revised CMP. Therefore, the analysis provided in the 2003 IS/MND is the most conservative analysis. Implementation of the revised CMP is not expected to increase demand to a level necessitating the construction of new or expanded public service and utility facilities as excess capacity already exists. Therefore, there are no adverse impacts related to existing public services and facilities, and no mitigation is required.

Cumulative Impacts. Fire Departments generally anticipate cumulative demand in order to plan for overall service. Therefore, the Fire Department's determination that adequate service can be provided includes consideration of area demand in light of cumulative planned or anticipated projects. The proposed changes identified in the revised CMP will not generate a significant cumulative increase in demand for fire protection and emergency medical services.

The need for additional police protection services associated with cumulative growth will be addressed through the annual budgeting process when budget adjustments may be made to meet changes in service demand. Therefore, the combined cumulative impact associated with the changes identified in the revised CMP is considered less than significant.

The proposed changes noted in the revised CMP are not expected to have a significant impact on the provision of other public facilities, including schools, parks and other public facilities in the County of San Diego or the area surrounding the project site. Any increase that does result from implementation of the proposed project would be incidental and not cumulatively considerable because the analysis above demonstrates that public facilities would not be adversely impacted by the proposed project.

3.13.4 Findings Related to Public Services and Facilities

No New Significant Effects Requiring Major Revisions. Based on the foregoing analysis and information, there is no evidence that project modifications require a major change to the adopted 2003 IS/MND. The revised CMP will not result in new significant environmental impacts to Public Services and Facilities, nor is there a substantial increase in the severity of impacts described in the adopted 2003 IS/MND.

No Substantial Change in Circumstances Requiring Major Revisions. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to Public Services and Facilities that would require major changes to the adopted 2003 IS/MND.

No New Information Showing Greater Significant Effects than the Adopted 2003 IS/MND. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2003 IS/MND was adopted, which would indicate that a new significant effect not reported in that document might occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact to Public Services and Facilities requiring major revisions to the adopted 2003 IS/MND.

No New Information Showing Ability to Reduce Significant Effects in Previous IS/MND. There are no alternatives to the project or additional mitigation measures that would substantially reduce one or more significant impacts pertaining to Public Services and Facilities identified in and considered by the adopted 2003 IS/MND.

3.13.5 Mitigation Measures

The 2003 IS/MND did not recommend mitigation measures as no significant impacts were identified. Based on the proposed modifications to CMP, the 2003 IS/MND was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the 2003 IS/MND are required. Therefore, no mitigation measures are required for impacts associated with Public Services and Facilities.

3.14 RECREATION

3.14.1 Existing Environmental Setting

The project site is within an existing urban area and consists of 32 acres of existing Public/Semi-Public uses (e.g., high school campus). Recreational facilities currently developed on the SDA campus include: a gymnasium, baseball/softball fields, and a track and field facility.

The closest City or County-operated recreation facilities to the project site include:

1. **Oakcrest County Park:** located northeast of the SDA campus, with a children's play area, picnic facilities, restrooms, bocce courts, horseshoe courts, and restrooms
2. **Ada Harris Park:** located south of the SDA campus, with a large grassy area and soccer facilities
3. **Encinitas Community Park:** currently under construction, located southwest of the SDA campus, proposed facilities include a skate park, dog park, soccer field, three multi-use fields (two baseball and one softball) and restrooms

3.14.2 Adopted 2003 IS/MND

Please see Section 5.14 of the adopted IS/MND for an analysis of the potential effects of the 2002 CMP related to Recreation. That section provides the recreational setting of the project site, including surrounding recreation facilities and an analysis of potential impacts that implementation of the 2002 CMP implementation could have on existing recreation facilities.

The 2002 CMP evaluated in the adopted IS/MND proposed to construct new track and field areas, a new concession stand, and modernization of the existing gymnasium and shower/locker facilities. These proposed improvements would not result in a loss of athletic fields or other recreation facilities on-site or off-site. As a result, it is not expected that neighborhood or regional parks would be negatively impacted. Public use of the on-site athletic fields would be allowed at certain times, through a joint use agreement between SDUHSD and the City. Compliance with the requirement specified in the existing joint use agreement will ensure that potential impacts to the existing SDUHSD facilities used by the City are less than significant.

As previously identified, implementation of the CMP would not generate an increase in population as no housing is proposed. Furthermore, no change to the existing capacity of the campus would result from project implementation. Thus, no additional demand on existing recreational facilities is expected to occur with project implementation. Project impacts to recreational facilities in the project vicinity would not occur, and no mitigation is required.

The recreational facilities proposed under the CMP are not anticipated to have an adverse physical effect on the environment or surrounding land uses. Recreational facilities proposed in the 2002 CMP may affect existing disturbed habitat or ornamental vegetation. No existing high quality natural areas would be affected by implementation of the proposed project. No impact would occur and no mitigation is required.

3.14.3 Analysis of Project Changes

The proposed revised CMP includes the construction of new basketball courts and baseball/softball fields in place of these existing facilities on-site. The proposed revised CMP also includes the construction of new track and field areas, but no longer includes the modernization of the existing gymnasium and shower/locker facilities. Instead, the revised CMP now proposes the construction of a new Gymnasium and Locker Complex which is proposed as a 46,700 sf facility in place of the existing gymnasium and shower/locker facilities building. The recreation components of the CMP are

intended to enhance existing recreation facilities. Please see Chapter 2.0 for more information regarding the proposed revised CMP.

The proposed revised CMP would not increase demand on City of Encinitas recreational services or facilities beyond their capacity, nor would the project result in an increase in population that would result in increased use of existing City parks or other recreation facilities. In addition, the proposed project would not preclude the use of any existing recreation facilities in the project vicinity. Therefore, there are no adverse impacts related to existing off-site parks and recreation facilities, and no mitigation is required.

The effects of the revised CMP are similar to those evaluated in the certified 2003 IS/MND. Significant impacts related to the construction of recreation facilities are not anticipated, and no mitigation is necessary. In addition, no potentially significant impacts related to existing recreation resources were identified for the CMP analyzed in the certified 2003 IS/MND or for the proposed revised CMP.

Therefore, in consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and will not result in any new significant environmental impacts.

Cumulative Impacts. Cumulative impact analysis considers the impacts of all park and recreation factors in the vicinity of the project. The proposed project, together with other projects, would not contribute to significant cumulative impacts on parks and recreation facilities in the surrounding area. There would be no increase in residential population associated with the proposed revised CMP; thus, no permanent increase in needed recreational facilities would be associated with the project. The planned recreational facilities in the revised CMP are intended to serve the educational needs of the existing SDA students. Implementation of the proposed revised CMP would not result in a cumulative impact to existing recreation facilities in the City of Encinitas. Therefore, in consideration of all of the above, the changes to the CMP do not require any major changes to the adopted IS/MND and would not result in any new significant cumulative environmental impacts.

3.14.4 Findings Related to Recreation

No New Significant Effects Requiring Major Revisions. Based on the foregoing analysis and information, there is no evidence that project modifications require a major change to the adopted 2003 IS/MND. The revised CMP will not result in new significant environmental impacts to Recreation, nor is there a substantial increase in the severity of impacts described in the adopted 2003 IS/MND.

No Substantial Change in Circumstances Requiring Major Revisions. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to Recreation that would require major changes to the adopted 2003 IS/MND.

No New Information Showing Greater Significant Effects than the Adopted 2003 IS/MND. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2003 IS/MND was adopted, which would indicate

that a new significant effect not reported in that document might occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact to Recreation requiring major revisions to the adopted 2003 IS/MND.

No New Information Showing Ability to Reduce Significant Effects in Previous IS/MND. There are no alternatives to the project or additional mitigation measures that would substantially reduce one or more significant impacts pertaining to Recreation identified in and considered by the adopted 2003 IS/MND.

3.14.5 Mitigation Measures

The 2003 IS/MND did not recommend mitigation measures as no significant impacts were identified. Based on the proposed modifications to CMP, the 2003 IS/MND was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the 2003 IS/MND are required. Therefore, no mitigation measures are required for impacts associated with Recreation.

3.15 TRANSPORTATION AND CIRCULATION

3.15.1 Existing Environmental Setting

Please refer to Section 5.15 of the adopted 2003 IS/MND for a summary of the existing environmental setting related to Traffic and Circulation. The SDA campus is located in an urbanized area in the central portion of the City of Encinitas. The SDA campus encompasses approximately 32 acres and is located approximately 1.5 miles east of the Pacific Ocean and 3.0 miles north of San Elijo Lagoon. I-5 is located approximately one-half mile west of the SDA campus. The existing campus is bordered by Nardo Road on the west, Santa Fe Drive on the south, Bonita Drive on the east, and Melba Road on the north.

3.15.2 Adopted 2003 IS/MND

Please refer to Section 5.15 of the adopted 2003 IS/MND for an analysis of the potential effects of the 2002 CMP related to Traffic and Circulation.

The project's Traffic Study identified that a total of 120 average daily trips (ADT) would be generated as a result of construction of the proposed Purchasing and Receiving Department and that a level of service (LOS) of "C" or better would occur at the intersections and roadways adjacent to the SDA campus. The construction of the proposed Purchasing and Receiving Department would not increase traffic levels above acceptable City standards (i.e., LOS "D" or below). The Traffic Study also concluded that the expansion of the parking lots would not generate new traffic on adjacent roadways.

During construction, traffic would be generated by construction crews and equipment/material deliveries. Construction traffic would primarily utilize Santa Fe Drive, Bonita Drive, and Nardo Road. No roads were proposed for closure during construction. It is expected that construction-related traffic would not create a substantial impact on traffic volumes or change traffic patterns on local

roadways; however, delays, hazards and congestion may still result to some degree; therefore, the project proposed the following Project Design Feature:

- Prior to construction, a traffic control plan will be developed by SDUHSD in accordance with the City of Encinitas traffic control guidelines and will specifically address construction traffic during periods of supply delivery or heavy equipment transport. The traffic control plan will address construction traffic at the intersection of Santa Fe Drive/Nardo Road and Santa Fe Drive/Bonita Drive, and will specify access and traffic safety requirements during hours of operation of the school. The traffic control plan will include signage and flagmen when necessary to allow heavy equipment transport along residential and local streets, and will also include parking and laydown areas for construction equipment and construction worker vehicles.

Incorporation of the Project Design Feature described above would minimize construction-related impacts, as well as inadequate emergency access, to a level below significance.

As previously identified, there are no public or private airports in the vicinity of the SDA campus. As such, the project would not result in a change in air traffic patterns. No impact would occur and no mitigation is required.

As noted above, the 2002 CMP proposed the construction of a Purchasing and Receiving Department at the southeast corner of the property. Based on field observations conducted as part of the project's Traffic Study, a number of students are picked up and dropped off along Bonita Drive. With the addition of delivery trucks traveling along Bonita Drive to access the Purchasing and Receiving Department, a potential safety hazard to students may exist with the increased truck traffic. Therefore, the following Project Design Feature was incorporated into the proposed project:

- Deliveries will be restricted during the peak morning (7:30 a.m. – 8:00 a.m.) and peak afternoon (3:00 p.m. – 3:30 p.m.) hours of school traffic.
- Truck access will be prohibited from the north on Bonita Drive.

Incorporation of the Project Design Feature described above would minimize potential design hazard impacts to a level below significance.

As identified in the adopted 2003 IS/MND, the site design includes expansion of existing parking lots to increase the number of parking spaces located on-site to accommodate all faculty, staff, student, and visitor needs. As a result, off-site parking is not expected to be required and parking capacity would exist at the SDA campus. No impact would occur and no mitigation is required.

As identified in the adopted 2003 IS/MND, adequate areas located on-site would be developed to accommodate turnouts for school buses. Additionally, alternative forms of transportation such as bicycle racks shall be included in the project design. No impacts to adopted policies, plans or programs supporting alternative transportation would occur as a result of the proposed project.

3.15.3 Analysis of Project Changes

The trip generation and distribution used to evaluate the CMP in the adopted 2003 IS/MND was based on the development of the proposed 10,000 sf Purchasing and Receiving Department. The Purchasing and Receiving Department was never constructed and the proposed revised CMP no longer includes the Purchasing and Receiving Department. At the time of the analysis, it was determined that the construction of the Purchasing and Receiving Department was the only component of the proposed 2002 CMP that would result in project-related operational traffic as the implementation of the CMP would not generate any additional population growth nor would it increase existing student capacity at the SDA campus. Therefore, because the proposed revised CMP would not result in the construction of any long-term traffic generating land uses, no impacts related to long-term traffic impacts would occur and no mitigation is required.

The proposed revised CMP is proposed as a phased project. Implementation of the proposed project is expected to occur over the course of 5 phases for a duration of 5 years and 5 months which is summarized below:

- **Phase 1A:** Interim Housing Phase; duration of 11 weeks;
- **Phase 1B:** Math and Science Building Phase; duration of 58 weeks;
- **Phase 2:** English and Art Building Phase; duration of 80 weeks;
- **Phase 3A:** Gym and Field A Phase; duration of 77 weeks; and,
- **Phase 3B:** Field B Phase; duration of 21 weeks.

To evaluate a worst-case construction scenario, the phase with the highest level of average daily traffic (ADT) was utilized as it reflects the highest likely levels of daily construction traffic. The phase with the highest ADT is Phase 2 which is projected to result in approximately 366 vehicles, or approximately 672 passenger car equivalents (PCEs). Passenger car equivalents allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. PCE factors are applied to heavy trucks (large two-axles, three-axles, 4+-axles). For reference, the Traffic Study prepared for the 2002 CMP identified that in the year 2000 Santa Fe Drive, between Regal Road and Nardo Road, had an ADT of approximately 14,340 vehicles; Santa Fe Drive, between Nardo Road and Bonita Drive, had an ADT of approximately 15,340 vehicles; and Bonita Drive, between Melba Road and Santa Fe Drive, had an ADT of approximately 2,200. By comparison, the addition of approximately 366 vehicles associated with the worst-case construction scenario represents only 2.5 percent of the total ADT along Santa Fe Drive between Regal Road and Nardo Road; 2.4 percent of the total ADT along Santa Fe Drive between Nardo Road and Bonita Drive; and 16 percent of the total ADT along Bonita Drive between Melba Road and Santa Fe Drive. This level of additional construction-related traffic is not expected to exceed the City’s LOS standards for roadway operations. This comparison is based on the ADT identified for the year 2000 and likely underestimates the existing ADTs along these roadway segments given that development has occurred in the project vicinity since the 2002 CMP. Thus the percentages identified above are overly conservative and are likely lower than what is identified.

To reduce temporary traffic impacts associated with construction traffic, development of a construction area traffic management plan is included as a Project Design Feature, identical to the

Project Design Feature identified above for implementation of the 2002 CMP. With implementation of the Project Design Feature described above, construction traffic impacts to the local circulation system would ensure that construction-traffic related impacts as well as emergency access impacts would remain less than significant. The proposed revised CMP would not result in new or more severe impacts related to construction traffic.

The revised CMP proposed to increase on-site parking from 493 spaces to approximately 558 spaces through the addition of a new parking adjacent to the new Art, English, and Social Science Building/Adult Education Center. Additional components include improvements to existing walkways and ramps. Off-site parking is not expected to be required and parking capacity would exist at the SDA campus. No impact would occur and no mitigation is required.

As previously identified, there are no public or private airports in the vicinity of the SDA campus. As such, the project would not result in a change in air traffic patterns. No impact would occur and no mitigation is required.

As noted above, the 2002 CMP proposed the construction of a Purchasing and Receiving Department at the southeast corner of the property which may potentially result in design hazard impacts. The proposed revised CMP no longer includes this component; therefore, there would be no impacts related to design hazards.

As identified in the adopted 2003 IS/MND, adequate areas located on-site would be developed to accommodate turnouts for school buses. Additionally, alternative forms of transportation such as bicycle racks shall be included in the project design. Similarly, implementation of the proposed revised CMP would also include areas for school bus turnouts as well as the provision of bicycle racks on the campus. No impacts to adopted policies, plans or programs supporting alternative transportation would occur as a result of the proposed project.

Therefore, in consideration of all of the above, the changes to the CMP do not require any major changes to the adopted 2003 IS/MND and would not result in any new significant environmental impacts related to transportation and circulation.

Cumulative Impacts. The Traffic Study for the proposed 2002 CMP evaluated in the IS/MND analyzed the existing plus project plus cumulative project scenario. As concluded in the adopted 2003 IS/MND, the addition of project traffic plus projected cumulative traffic would not result in a deficient level of service.

The proposed CMP includes a decrease in building square footage and it does not include an increase in projected student enrollment. Furthermore, no new uses are proposed that would generate long-term traffic. Because the project would not result in the generation of long-term traffic, there would be no cumulative impact. The changes to the CMP do not require any major changes to the adopted 2003 IS/MND and would not result in any new significant cumulative environmental impacts related to Traffic and Circulation.

3.15.4 Findings Related to Traffic and Circulation

No New Significant Effects Requiring Major Revisions. Based on the foregoing analysis and information, there is no evidence that project modifications require a major change to the adopted 2003 IS/MND. The revised CMP will not result in new significant environmental impacts to Traffic and Circulation, nor is there a substantial increase in the severity of impacts described in the adopted 2003 IS/MND.

No Substantial Change in Circumstances Requiring Major Revisions. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to Traffic and Circulation that would require major changes to the adopted 2003 IS/MND.

No New Information Showing Greater Significant Effects than the Adopted 2003 IS/MND. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2003 IS/MND was adopted, which would indicate that a new significant effect not reported in that document might occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact to Traffic and Circulation requiring major revisions to the adopted 2003 IS/MND.

No New Information Showing Ability to Reduce Significant Effects in Previous IS/MND. There are no alternatives to the project or additional mitigation measures that would substantially reduce one or more significant impacts pertaining to Traffic and Circulation identified in and considered by the adopted 2003 IS/MND.

3.15.5 Mitigation Measures

The 2003 IS/MND did not recommend mitigation measures as no significant impacts were identified. Based on the proposed modifications to CMP, the 2003 IS/MND was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the 2003 IS/MND are required. Therefore, no mitigation measures are required for impacts associated with Traffic and Circulation.

3.16 UTILITIES AND SERVICE SYSTEMS

3.16.1 Existing Environmental Setting

Please refer to Section 5.16 for a summary of the existing environmental setting related to Utilities and Service Systems utilized in the adopted 2003 IS/MND. The SDA campus is an existing facility and currently generates a demand for water, sewer, and solid waste services for which facilities are already in place and serve the site. Existing storm water drainage features are provided on-site

3.16.2 Adopted 2003 IS/MND

Please refer to Section 5.16 of the adopted 2003 IS/MND for an analysis of the potential effects of the 2002 CMP related to Utilities and Service Systems.

The 2003 IS/MND concluded that implementation of the proposed CMP would have less than significant impacts related to wastewater treatment requirements, wastewater and water treatment facilities, storm drainage systems, water supply and solid waste systems.

Wastewater. The adopted 2003 IS/MND identified that the construction of the proposed Purchasing and Receiving Department would add additional structures and staff to the project site. While implementation of the proposed project may result in an incremental increase in wastewater generation, the incremental increase would not result in an exceedance of wastewater treatment requirements or capacity as there is no increase in student capacity. Project-generated wastewater would not exceed the existing capacity of the sewer delivery or wastewater treatment system and would not require the construction of new sewer delivery facilities. Impacts were determined to be less than significant and no mitigation is required.

Storm Drains. The adopted 2003 IS/MND identified that improvements to existing storm drain facilities would occur within the project limits. The improvements consisted of new plumbing fixtures and upgrades to existing drainage systems. The proposed improvements would not result in significant environmental effects as a result of these improvements. Impacts were determined to be less than significant and no mitigation is required.

Water. The adopted 2003 IS/MND identified that the construction of the proposed Purchasing and Receiving Department would add additional structures and staff to the project site. There would be an incremental increase in demand for water; however, this incremental increase in water was not considered to require expanded entitlements. It was determined that the campus would be adequately served by existing resources. No new water facilities would be required. Impacts were determined to be less than significant and no mitigation is required.

Solid Waste. The adopted 2003 IS/MND identified that the construction of the proposed Purchasing and Receiving Department would add structures and staff which would create an incremental increase in solid waste generation. It was determined that the incremental increase in solid waste generation would not exceed capacity at receiving landfills. Project implementation would be required to comply with all federal, state, and local statutes and regulations relating to solid waste. Impacts were determined to be less than significant and no mitigation is required.

3.16.3 Analysis of Project Changes

The proposed modifications to the CMP would not change proposed land uses. All the buildings on campus are and would continue to be educational and educational support facilities. No increase in student capacity would result from implementation of the CMP.

As described above, the analysis presented in the 2003 IS/MND identified that additional wastewater generation, solid waste generation, and water demand were a result of the construction and operation of the proposed Purchasing and Receiving Department. The proposed revised CMP does not include the proposed Purchasing and Receiving Department, and the structure was never built. There are no new uses proposed under the revised CMP that would result in additional wastewater generation, solid waste generation, and water demand; therefore, implementation of the proposed revised CMP would not result in a significant impact associated with these issues.

As identified above, improvements to existing storm drain facilities would also occur within the project limits under the revised CMP. The proposed improvements would be designed and constructed per City of Encinitas Public Works standards and the construction of these facilities would not result in significant environmental effects as they are existing facilities on the site. Impacts are less than significant and no mitigation is required.

Cumulative Impacts. The cumulative impact area for Utilities and Service Systems is the City of Encinitas. As concluded above, implementation of the CMP would not result in the addition of new uses that would generate additional demand for water, or result in additional wastewater or solid waste generation. Storm drain facilities would be improved within the project limits and would adhere to City Public Works standards. Student capacity would not increase at the campus and no significant cumulative impacts related to Utilities and Service Systems is expected to occur.

3.16.4 Findings Related to Utilities and Service Systems

No New Significant Effects Requiring Major Revisions. Based on the foregoing analysis and information, there is no evidence that project modifications require a major change to the adopted 2003 IS/MND. The revised CMP will not result in new significant environmental impacts to Utilities and Service Systems, nor is there a substantial increase in the severity of impacts described in the adopted 2003 IS/MND.

No Substantial Change in Circumstances Requiring Major EIR Revisions. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to Utilities and Service Systems that would require major changes to the adopted 2003 IS/MND.

No New Information Showing Greater Significant Effects than the Adopted 2003 IS/MND. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2003 IS/MND was adopted, which would indicate that a new significant effect not reported in that document might occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact to Utilities and Service Systems requiring major revisions to the adopted 2003 IS/MND.

No New Information Showing Ability to Reduce Significant Effects in Previous IS/MND. There are no alternatives to the project or additional mitigation measures that would substantially reduce one or more significant impacts pertaining to Utilities and Service Systems identified in and considered by the adopted 2003 IS/MND.

3.16.5 Mitigation Measures

The 2003 IS/MND did not recommend mitigation measures as no significant impacts were identified. Based on the proposed modifications to CMP, the 2003 IS/MND was reviewed to determine whether or not changes to the project would affect the mitigation measures contained therein. Given the analysis and information provided above, no changes to the analysis found in the 2003 IS/MND are

required. Therefore, no mitigation measures are required for impacts associated with Utilities and Service Systems.

3.17 GREENHOUSE GASES

Global climate change (GCC) is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other significant changes in climate (such as precipitation or wind) that last for an extended period of time. The term "global climate change" is often used interchangeably with the term "global warming," but "global climate change" is preferred to "global warming" because it helps convey that there are other changes in addition to rising temperatures.

The prevailing scientific opinion on climate change is that "most of the warming observed over the last 50 years is attributable to human activities."¹ Increased amounts of carbon dioxide (CO₂) and other greenhouse gases (GHGs) are the primary causes of the human-induced component of warming. The observed warming effect associated with the presence of GHGs in the atmosphere (from either natural or human sources) is often referred to as the greenhouse effect.²

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced GCC are:³

- CO₂
- Methane (CH₄)
- Nitrous oxide (N₂O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur hexafluoride (SF₆)

In June 2005, Governor Schwarzenegger established California's GHG emissions reduction targets in Executive Order (EO) S-3-05. The EO established the following goals for the State of California: GHG emissions were to be reduced to 2000 levels by 2010; GHG emissions should be reduced to 1990 levels by 2020; and GHG emissions should be reduced to 80 percent below 1990 levels by 2050.

¹ Intergovernmental Panel on Climate Change (IPCC), *Climate Change 2007: Working Group I: The Physical Science Basis*. http://www.ipcc.ch/publications_and_data/ar4/wg1/en/contents.html. Accessed June 17, 2013.

² The temperature on Earth is regulated by a system commonly known as the "greenhouse effect." Just as the glass in a greenhouse lets heat from sunlight in and reduces the amount of heat that escapes, greenhouse gases like carbon dioxide, methane, and nitrous oxide in the atmosphere keep the Earth at a relatively even temperature. Without the greenhouse effect, the Earth would be a frozen globe; thus, although an excess of greenhouse gas results in global warming, the *naturally occurring* greenhouse effect is necessary to keep our planet at a comfortable temperature.

³ The greenhouse gases listed are consistent with the definition in AB 32 (Government Code 38505), as discussed later in this section.

California's major initiative for reducing GHG emissions is outlined in Assembly Bill (AB) 32, the "Global Warming Solutions Act," passed by the California State legislature on August 31, 2006. AB 32 requires the California Air Resources Board (ARB) to:

- Establish a statewide GHG emissions cap for 2020, based on 1990 emissions, by January 1, 2008;
- Adopt mandatory reporting rules for significant sources of GHG emissions by January 1, 2008;
- Adopt an emissions reduction plan by January 1, 2009, indicating how emissions reductions will be achieved via regulations, market mechanisms, and other actions; and
- Adopt regulations to achieve the maximum technologically feasible and cost-effective reduction of GHGs by January 1, 2011.

To assist public agencies in the mitigation of GHG emissions or analyzing the effects of GHGs under CEQA, including the effects associated with transportation and energy consumption, Senate Bill (SB) 97 (Chapter 185, 2007) required the Governor's Office of Planning and Research (OPR) to develop CEQA guidelines on how to minimize and mitigate a project's GHG emissions. OPR was required to prepare, develop, and transmit these guidelines on or before July 1, 2009, and the Resources Agency was required to certify and adopt them by January 1, 2010. On January 8, 2009, OPR released preliminary draft amendments to the State CEQA Guidelines. The Natural Resources Agency adopted the CEQA Guidelines Amendments and transmitted them to the Office of Administrative Law (OAL) on December 31, 2009. On February 16, 2010, the OAL approved the Amendments and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18, 2010. The Amendments encourage Lead Agencies to consider many factors in conducting a CEQA analysis, but preserve the discretion granted by CEQA to Lead Agencies in making their determinations.

There are several unique challenges to analyzing GCC under CEQA, largely because of its "global" nature. Typical CEQA analyses address local actions that have local, or at most, regional effects, whereas GCC presents the considerable challenge of analyzing the relationship between emissions from an individual project and emissions from activities spread all over the planet with the potential for impacts that are by definition, global. Most environmental impact analyses examine the "project-specific" impacts that a particular project is likely to generate. With regard to GCC, however, it is generally accepted that the magnitude of GCC effects is so substantial and the contribution of an individual project to the climate so extremely miniscule that direct significant adverse impacts (albeit not necessarily cumulative significant adverse impacts) would be highly unlikely.

The issue of GHG emissions and GCC is also fundamentally different from any other area of air quality impact analyses, which are all linked to some region or area in which the impact is significant. Instead, a GCC analysis must be conducted on a global level, rather than the typical local or regional setting, and requires consideration of not only emissions from the project under consideration, but also the extent of the displacement, translocation, and redistribution of emissions. In that context, air quality is linked to a particular location or area, and it is appropriate to consider the creation of new emissions in that area to be an environmental impact whether or not the emissions are truly "new" emissions to the overall globe. In fact, the approval of a new development plan or project does not necessarily create new automobile drivers, the primary source of a land use project's emissions,

Rather, new land use projects merely redistribute existing mobile emissions;¹ accordingly, the use of models that measure overall emissions increases without accounting for existing emissions will substantially overstate the impact of the development project on global climate. Overstating the impacts can lead to a misallocation of resources in seeking solutions to GHG emissions substantially different from other air quality impacts, where the “addition” of redistributed emissions to a new locale can make a substantial difference to overall air quality.

Nevertheless, the Office of Planning and Research (OPR) published a recommended approach for GHG analyses in June 2008: (1) identify and quantify GHG emissions, (2) assess the significance of the impact on GCC, and (3) if significant, identify alternatives and/or mitigation measures to reduce the impact below a level of significance.² The June 2008 OPR guidance provides some additional direction regarding planning documents as follows:

CEQA can be a more effective tool for GHG emissions analysis and mitigation if it is supported and supplemented by sound development policies and practices that will reduce GHG emissions on a broad planning scale and that can provide the basis for a programmatic approach to project-specific CEQA analysis and mitigation. For local government Lead Agencies, adoption of General Plan policies and certification of General Plan Environmental Impact Reports (EIRs) that analyze broad jurisdiction-wide impacts of GHG emissions can be part of an effective strategy for addressing cumulative impacts and for streamlining later project-specific CEQA reviews.

Preliminary guidance from OPR³ and recent letters from the Attorney General⁴ critical of CEQA documents that have taken different approaches indicate that Lead Agencies should calculate, or estimate, project-related emissions from vehicular traffic, energy consumption, water conveyance and treatment, waste generation, and construction activities. In addition, SCAQMD recommends that direct, indirect, and, if available, life cycle emissions during project construction and operation be calculated. Therefore, GHG emissions have been calculated in this section for the proposed project.

It must be noted that there is great disagreement within the scientific community on any given approach. This Addendum cannot, and need not, under CEQA, review every report from an expert or agency, especially since new reports are released on an almost daily basis. The preparation of this Addendum did include review of multiple key advisories, comment letters, and white papers from experts, agencies, and groups such as the Climate Action Team, the California Attorney General, the California Air Pollution Control Officer’s Association (CAPCOA), ARB, SCAQMD, the Center for Biological Diversity, the Sierra Club, and the California Chapter of the American Planning Association. Some of these reports urge “zero emissions” thresholds, while others advocate against them. Others evaluate multiple thresholds, such as SCAQMD’s Tiered GHG Threshold (explained below).

¹ For example, a subdivision of 500 homes generates approximately 3,000 new trips per day; those trips would be added to the local streets and intersections and could have local traffic, air quality, and other environmental impacts. In the case of GCC, the trips that are associated with those same 500 homes presumably emit roughly the same volume of GHGs as they would if they were traveling the same miles at any other location. As a result, a methodology which assumes that raw vehicle trip counts occurring within a project area will accurately predict change in global climate conditions as reliably as they will predict congestion at intersections is seriously flawed.

² State of California, 2008. Governor’s Office of Planning and Research. *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act Review*. June 18.

³ Office of Planning and Research (OPR), *Technical Advisory on CEQA and Climate Change*, June 19, 2008.

⁴ California Department of Justice website, <http://oag.ca.gov/environment/ceqa/letters>, accessed February 5, 2013.

State CEQA Guidelines Section 15064.4 states:

- (a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:
 - (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; or
 - (2) Rely on a qualitative analysis or performance based standards.
- (b) A lead agency may consider the following when assessing the significance of impacts from greenhouse gas emissions on the environment:
 - (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
 - (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
 - (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

State CEQA Guidelines Section 15064(b) provides that the “determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data,” and further states that an “ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting.”

As such, currently neither the CEQA statutes, OPR guidelines, nor the *State CEQA Guidelines* prescribe specific quantitative thresholds of significance or a particular methodology for performing an impact analysis. As with most environmental topics, significance criteria are left to the judgment and discretion of the Lead Agency.

The recommended approach for GHG analysis included in the Governor's OPR June 2008 Technical Advisory (TA) is to: (1) identify and quantify GHG emissions, (2) assess the significance of the

impact on climate change, and (3) if significant, identify alternatives and/or mitigation measures to reduce the impact below significance.¹

While some policy makers and regulators suggest that a zero emissions threshold would be appropriate when evaluating GHGs and their potential effect on climate change, such a rule appears inconsistent with the State's approach to mitigation of climate change impacts. AB 32 does not prohibit all new GHG emissions; rather, it requires a reduction in statewide emissions to a given level. Thus, AB 32 recognizes that GHG emissions will continue to occur and that increases will result from certain activities, but that emissions reductions must be achieved overall. Moreover, if all economic development were to cease, the State would very likely be unable to fund the very measures that are needed to combat climate change.

As part of the process of developing the *State CEQA Guidelines* pertaining to GHG emissions analysis, OPR asked ARB technical staff to recommend statewide interim thresholds of significance for GHGs. The ARB released a preliminary draft staff proposal in October 2008 that included initial suggestions for significance criteria related to industrial, commercial, and residential projects. Although the ARB anticipated adopting the significance criteria in 2009 to allow coordination with OPR's efforts on GCC, no formal announcement of adoption has been made.² While in draft form, the ARB's *Recommended Approaches for Setting Interim Thresholds for Greenhouse Gases Under the California Environmental Quality Act* does provide some assistance to the District in evaluating whether this project would impede the State's mandatory requirements under AB 32 to reduce statewide GHG emissions to 1990 levels by 2020.

The Guidance does not specifically identify high school development or master plan projects, but does generally describe three classes of common projects: industrial, commercial, and residential projects. For each type of project, the Guidance recommends that a two-pronged threshold be employed, one performance-based and one numerical. For performance standards, the draft guidance suggests that operation and construction of the project be evaluated for their consistency with applicable performance standards contained in plans designed to reduce GHG emissions and/or help meet the State's emission reduction objectives in AB 32. The Guidance contains two numerical standards that will guide the SDUSHD's analysis of the impacts of this project to a degree. First, the Guidance states that some residential and commercial projects, emitting 1,600 metric tons of carbon dioxide equivalent (CO₂e) per year or less, would clearly not interfere with achieving the State's emission reduction objectives in AB 32 (and EO S-03-05) and thus may be deemed categorically exempt from CEQA. The Guidance does not state or imply that projects emitting more than 1,600 metric tons of CO₂e per year will necessarily result in a significant impact, although at this point the Guidance has no precise numerical threshold for commercial and residential projects. For industrial projects, the Guidance proposes that projects that emit less than 7,000 metric tons of CO₂e per year may be considered less than significant, recognizing that AB 32 will continue to reduce or mitigate emissions from these sorts of projects over time.

¹ State of California, 2008. Governor's OPR. *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act Review*. June 19.

² California, State of, 2008. California ARB. *Preliminary Draft Staff Proposal: Recommended Approaches for Setting Interim Thresholds for Greenhouse Gases Under the California Environmental Quality Act*. October 24.

This Addendum analyzes whether the emissions in the proposed revised CMP should be considered significant. It is important to note that analysis of greenhouse gas emissions was not required at the time the 2003 IS/MND was adopted.

A project may result in a significant GCC impact if it would impede achievement of the State's mandatory requirement under AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. To determine whether the project would impede achievement of the State's mandatory requirement under AB 32 to reduce statewide GHG emissions to 1990 levels by 2020, the analysis relies on the draft significance criteria proposed by the ARB.

Until appropriate regulatory entities develop CEQA thresholds for GHGs for projects emitting more than 1,600 metric tons of CO₂e per year, interim standards based on the existing draft significance criteria proposed by ARB should be applied. For residential and commercial projects, the project's consistency with State policies and strategies designed to meet the State's emission reduction objectives in AB 32,¹ will be evaluated, and the project emissions will also be evaluated numerically. Until further guidance is provided by the State or other appropriate expert agencies, the State's proposed threshold for industrial projects, which is 7,000 metric tons of CO₂e per year, will be applied.

Until more guidance is provided from the expert agencies, for the purposes of the analysis of the proposed project, SDUHSD considers emissions of 1,600 metric tons of CO₂e per year or less to be less than significant. If the project exceeds the screening threshold of 1,600 metric tons of CO₂e per year, the proposed project will be considered to have a significant impact if it either (1) is not substantially consistent with policies and standards set out in federal, State, and local plans designed to reduce GHG emissions, or (2) would emit more than 7,000 metric tons of CO₂e per year. Therefore, if the project is not substantially consistent with policies and standards set out in federal, State, and local plans designed to reduce GHG emissions and would emit more than 7,000 metric tons of CO₂e per year, it would be considered to have significant impacts under this threshold, and thus could be expected to impede the State's mandatory requirement under AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. It is recognized that this standard is interim and will likely change over time as further guidance is provided by the expert regulatory agencies.

For the purpose of this technical analysis, the concept of CO₂e is used to describe how much global warming a given type and amount of GHG may cause, using the functionally equivalent amount or concentration of CO₂ as the reference. Individual GHGs have varying global warming potentials and atmospheric lifetimes. The CO₂e is a consistent methodology for comparing GHG emissions since it normalizes various GHG to the same metric. The reference gas is CO₂, which has a global warming potential equal to 1.

The equation below provides the basic calculation required to determine CO₂e from the total mass of a given GHG using the global warming potentials published by the Intergovernmental Panel on Climate Change (IPCC).

¹ These interim standards are consistent with the general guidance on cumulative impacts analysis. For instance, Section 15064(h)(3) of the proposed amendment to the *CEQA Guidelines* states that a Lead Agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a plan or regulation that apply to the project that is specified in law or adopted by the public agency and has specific requirements to reduce the emissions of GHG.

Tonnes (Metric Tons) of CO₂e = Tonnes (Metric Tons) of GHG × GWP

Where: CO₂e = carbon dioxide equivalent
GHG = greenhouse gas
GWP = global warming potential

This method was used to evaluate GHG emissions during construction and operation of the proposed project. For this analysis only, CO₂, CH₄, and N₂O are considered. This is due to the relatively large contribution of these gases in comparison to other GHGs produced during the project construction and operation phases.

The GHG emission estimates were calculated using CalEEMod which stands for “California Emissions Estimator Model,” and is an air quality modeling program that estimates air pollution emissions in lbs/day or tons per year for various land uses, area sources, construction projects, and project operations. Mitigation measures can also be specified to analyze the effects of mitigation on project emissions. CalEEMod estimates a project’s CO₂, N₂O, and CH₄ emissions from area and mobile sources, energy and water consumption, and waste generation.

An individual project cannot generate enough GHG emissions to significantly influence climate change, but individual projects can incrementally contribute toward the potential for the cumulative emissions driving GCC. This analysis analyzes whether the project’s contributions combined with emissions from all other past, present, and probable future projects contribute toward the potential for GCC on a cumulative basis and whether the project’s contribution to the impact is “cumulatively considerable.”

Construction and operation of the proposed revised CMP would generate GHG emissions, with the majority of energy consumption (and associated generation of GHG emissions) occurring during the project’s operation (as opposed to its construction). Typically, more than 80 percent of the total energy consumption takes place during the use of buildings, and less than 20 percent is consumed during construction.¹

Overall, the following activities associated with the proposed project could directly or indirectly contribute to the generation of GHG emissions:

- **Removal of Vegetation:** The removal of vegetation for construction results in a loss of the CO sequestration in plants. However, planting of additional vegetation would result in additional CO sequestration and would reduce the GHG emissions of the project.
- **Construction Activities:** During construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O.
- **Gas, Electricity, and Water Use:** Natural gas use results in the emissions of two GHGs: CH₄ (the major component of natural gas) and CO₂ (from the combustion of natural gas). Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel.

¹ United Nations Environment Programme (UNEP), 2007. *Buildings and Climate Change: Status, Challenges and Opportunities*, Paris, France.

California's water conveyance system is energy-intensive. Approximately one-fifth of the electricity and one-third of the nonpower plant natural gas consumed in California are associated with water delivery, treatment, and use.¹

- **Solid Waste Disposal:** Solid waste generated by the project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy for transporting and managing the waste, and they produce additional GHGs to varying degrees. Landfilling, the most common waste management practice, results in the release of CH₄ from the anaerobic decomposition of organic materials. CH₄ is 25 times more potent a GHG than CO₂. However, landfill CH₄ can also be a source of energy. In addition, many materials in landfills do not decompose fully, and the carbon that remains is sequestered in the landfill and not released into the atmosphere.
- **Motor Vehicle Use:** Transportation associated with the proposed project would result in GHG emissions from fuel combustion in daily automobile and truck trips. CO₂ is the most significant GHG emitted by vehicles, but lesser amounts of CH₄ and N₂O are also emitted in vehicle exhaust.

Construction GHG Emissions. GHG emissions associated with the revised CMP would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. As discussed below, there would also be long-term regional emissions associated with project-related vehicular trips and stationary source emissions such as natural gas used for heating. The calculation presented below includes construction emissions in terms of CO₂ and annual CO₂e GHG emissions from increased energy consumption, water usage, and solid waste disposal, as well as estimated GHG emissions from vehicular traffic that would result from implementation of the project.

GHG emissions generated construction of the proposed project would predominantly consist of CO₂. In comparison to criteria air pollutants such as ozone (O₃) and PM₁₀, CO₂ emissions persist in the atmosphere for a substantially longer period of time. While emissions of other GHGs such as CH₄ are important with respect to GCC, emission levels of other GHGs are less dependent on the land use and circulation patterns associated with the proposed land use development project than are levels of CO₂.

Construction activities produce combustion emissions from various sources such as site grading, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. Although the 2002 CMP was proposed as a phased project, to evaluate a worst-case construction scenario it was assumed that the FMP analyzed in the certified EIR would be built in a single 18-month phase wherein all projects would be implemented consecutively, with some construction overlapping. Because this scenario includes overlapping construction periods, it reflects the highest likely levels of daily construction emissions. The demolition and construction of the buildings proposed in the revised 2011 FMP would require additional grading and construction time. However, it is anticipated that the same level of construction intensity would occur under the extended construction duration.

¹ California ARB, 2010. *Economic Sectors Portal*. Website: www.arb.ca.gov/cc/ghgsectors/ghgsectors.htm. Accessed June 19, 2013.

When the IS/MND was prepared in 2003, the analysis of global climate impacts was not considered to be a necessary component of CEQA documents. Since adoption of the 2003 IS/MND, only a few buildings have been constructed on the campus. A calculation of the GHG emissions from construction of the project as described in the revised CMP was performed using CalEEMod and is shown in Table 3.12.A. The calculations provided in Table 3.12.A amortize the construction emissions over a 30 year period. Details of the emission factors and other assumptions are included in Appendix C.

As noted in Table 3.12.A, construction emissions would be below the screening threshold of 1,600 metric tons of CO₂e per year, and project construction would be considered to have a less than significant impact related to GHG emissions and would not impede or interfere with achieving the State’s emission reduction objectives in AB 32 (and EO S-03-05). No mitigation is required.

Table 3.12.A: Revised CMP Annual Regional Construction Emissions

Construction Phase	Total Regional Pollutant Emissions, mt/yr			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Phase 1A1: Interim Housing Site Prep	23	0.00673	0	24
Phase 1A2: Interim Housing Construction	149	0.02529	0	149
Phase 1A3: Interim Housing Paving	13	0.00362	0	14
Phase 1B1: Math & Science Demolition	25	0.00617	0	25
Phase 1B3: Math & Science Construction	508	0.08553	0	510
Phase 1B2: Math & Science Site Prep	54	0.01571	0	55
Phase 1B4: Math & Science Architectural Coating	22	0.00223	0	22
Phase 1B5: Math & Science Paving/Landscape	42	0.01139	0	42
Phase 2a: English & Art Demolition	46	0.01119	0	46
Phase 2b: English & Art Site Prep	55	0.0162	0	56
Phase 2c: English & Art Construction	276	0.04589	0	277
Phase 2d: English & Art Architectural Coating	347	0.05745	0	348
Phase 3A1: Gym & Field Demolition	29	0.00754	0	29
Phase 3A2: Gym & Field Site Prep	54	0.01619	0	54
Phase 3A3: Gym & Field Construction	265	0.04369	0	266
Phase 3A4: Gym & Field Architectural Coating	447	0.0737	0	449
Phase 3B1: Field B Demolition	25	0.00185	0	25
Phase 3B2: Field B Site Prep	13	0.0035	0	13
Phase 3A5: Gym & Field Landscape/Hardscape	38	0.01176	0	38
Phase 3B3: Field B Landscape/Hardscape	39	0.01134	0	39

Source: LSA Associates, Inc., June 2014.

CH₄ = methane

CO₂ = carbon dioxide

CO₂e = carbon dioxide equivalent

mt/yr = metric tons per year

N₂O = nitrous oxide

Operational GHG Emissions. Long-term operation of the proposed project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Mobile-source emissions of GHGs would include project-generated vehicle trips associated with on-site facilities and customers/employees/deliveries to the project site. The trip generation and distribution used to evaluate the 2002 CMP in the adopted 2003 IS/MND was based on a projected student capacity of 1,628 students and assumes no increase in capacity. The proposed revised CMP projects that SDA would also have a student capacity of 1,628 students and assumes no

increase in capacity. Area-source emissions would be associated with activities such as landscaping and maintenance of proposed land uses, natural gas for heating, and other sources. Increases in stationary source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed uses.

When the IS/MND was prepared in 2003, the analysis of global climate impacts was not considered to be a necessary component of CEQA documents. Thus, a calculation of the operational GHG emissions from the project as described in the 2002 CMP was performed using the CalEEMod model and is shown in Table 3.12.B. A calculation of the operational GHG emissions from the project as described in the revised CMP was performed using the CalEEMod model and is shown in Table 3.12.C.

Details of the emission factors and other assumptions are included in Appendix C. Table 3.12.B shows that project operations from implementation of the 2002 CMP would result in average annual emissions of 3,500 metric tons of CO₂e per year. It is anticipated that since the revised CMP would generate less GHG emissions due to a reduction in projected long-term traffic and changes in overall vehicle fleet mix (i.e., the 2012 fleet has an increased percentage of newer vehicles that meet more stringent emissions standards, and therefore has reduced GHG emissions overall). Table 3.12.C shows that project operations from implementation of the revised CMP would result in average annual emissions of 3,300 metric tons of CO₂e per year.

Due to the global nature of this phenomenon and the scale of emissions, total emissions are expressed in units of teragrams (a trillion [10¹²] grams or 1 million metric tons [MMT]) per year (Tg/year). This is the standard metric unit used worldwide. Forecast emissions calculated for the project indicate that the project, during operation, would exceed the screening threshold of 1,600 metric tons of CO₂e per year but would not exceed the interim numerical standard of 7,000 metric tons of CO₂e per year.

Table 3.12.B: 2002 CMP Operational Greenhouse Gas Emissions

Category	Pollutant Emissions, MT/year					
	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Area	0	0.029	0.029	0.00009	0	0.031
Energy	0	560	560	0.021	0.0055	560
Mobile	0	2,700	2,700	0.13	0	2,700
Waste	62	0	62	3.7	0	140
Water	2.9	110	110	0.3	0.0079	120
Total Project Emissions	65	3,400	3,400	4.2	0.013	3,500

Source: LSA Associates, Inc., June 2014.

Note: Numbers in table may not appear to add up correctly due to rounding of all numbers to two significant digits.

Bio-CO₂ = biologically generated CO₂

CH₄ = methane

CO₂ = carbon dioxide

CO₂e = carbon dioxide equivalent

MT/year = metric tons per year

N₂O = nitrous oxide

NBio-CO₂ = non-biologically generated CO₂

Table 3.12.C: Revised CMP Operational Greenhouse Gas Emissions

Category	Pollutant Emissions, MT/year					
	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Area	0	0.029	0.029	0.00008	0	0.031
Energy	0	490	490	0.018	0.0048	490
Mobile	0	2,600	2,600	0.12	0	2,600

Table 3.12.C: Revised CMP Operational Greenhouse Gas Emissions

Category	Pollutant Emissions, MT/year					
	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Waste	60	0	60	3.6	0	140
Water	2.3	97	100	0.24	0.0063	110
Total Project Emissions	62	3,200	3,300	4.0	0.011	3,300

Source: LSA Associates, Inc., June 2014.

Note: Numbers in table may not appear to add up correctly due to rounding of all numbers to two significant digits.

Bio-CO₂ = biologically generated CO₂

MT/year = metric tons per year

CH₄ = methane

N₂O = nitrous oxide

CO₂ = carbon dioxide

NBio-CO₂ = non-biologically generated CO₂

CO₂e = carbon dioxide equivalent

Summary. The proposed revised CMP would generate less than the 3,500 metric tons of CO₂e per year of new emissions identified for the 2002 CMP. The emissions from solid waste disposal and water/energy consumption would comprise approximately 23 percent of the 2002 CMP's total CO₂e emissions. The emissions from vehicle exhaust would comprise approximately 77 percent of the project's total CO₂e emissions. Tailpipe emission controls are within the jurisdiction of the State and federal governments and are outside the control of the SDUHSD.

The remaining CO₂e emissions are primarily associated with building heating systems and electricity generation. The proposed revised CMP would comply with existing State and federal regulations regarding the energy efficiency of buildings, appliances, and lighting, which would reduce the proposed revised CMP's electricity demand. The new buildings constructed in accordance with current energy efficiency standards would be more energy efficient than older buildings.

At present, there is a federal ban on chlorofluorocarbons (CFCs); therefore, it is assumed the proposed revised CMP would not generate emissions of CFCs. The proposed revised CMP may emit a small amount of HFC emissions from leakage and service of refrigeration and air conditioning equipment and from disposal at the end of the life of the equipment. However, the details regarding refrigerants to be used in the project site are unknown at this time. PFCs and SF₆ are typically used in industrial applications, none of which would be used on site. Therefore, it is not anticipated that the proposed revised CMP would contribute significant emissions of these additional GHGs.

As stated above, forecast emissions indicate that the 2002 CMP and revised CMP, during operation, would exceed the screening threshold of 1,600 metric tons of CO₂e per year, but not the interim numerical standard of 7,000 metric tons of CO₂e per year. Although the proposed 2002 CMP and revised CMP would exceed the secondary thresholds, it is also necessary to analyze whether the approved 2002 CMP and the proposed revised CMP would be substantially consistent with policies and standards set out in federal, State, and local plans designed to reduce GHG emissions.

The California Environmental Protection Agency (CalEPA) Climate Action Team (CAT) and ARB have developed several reports to achieve the Governor's GHG targets that rely on voluntary actions of California businesses, local government and community groups and State incentive and regulatory programs. These include the CAT 2006 "Report to Governor Schwarzenegger and the Legislature," ARB's 2007 "Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California," and ARB's "Climate Change Proposed Scoping Plan: a Framework for Change."

The reports identify strategies to reduce California’s emissions to the levels proposed in EO S-3-05 and AB 32 that are applicable to the proposed project. The proposed Scoping Plan is the most recent document, and the strategies included in the Scoping Plan that apply to the project can be found in Table 3.12.D. Table 3.12.D also summarizes the extent to which the approved 2002 CMP and the proposed revised CMP would comply with the strategies to help California reach the emission reduction targets.

The strategies listed in Table 3.12.D are addressed as either part of the approved 2002 CMP or the proposed revised CMP, Project Design Features, or requirements under local or State ordinances. Implementation of these strategies/measures would ensure that the approved 2002 CMP and the proposed revised CMP would not conflict with or impede the implementation of reduction goals identified in AB 32, the Governor’s EO S-3-05, and other strategies to help reduce GHGs to the level proposed by the Governor. Many of the individual elements of this measure are already included as part of the proposed revised CMP or are required as part of project-specific Project Design Features. GHG emissions are not confined to a particular air basin but are dispersed worldwide. Consequently, it is speculative to determine how project-related GHG emissions would contribute to GCC and how GCC may impact the State. Project-related GHG emissions are not project-specific impacts to global warming, but are instead the project’s contribution to this cumulative impact. Therefore, the proposed revised CMP’s contribution to cumulative GHG emissions would be less than significant, and the project would not result in a new significant impact not previously disclosed in the adopted 2003 IS/MND.

Table 3.12.D: Project Consistency with Greenhouse Gas Emission Reduction Strategies

Strategy	Project Compliance
<i>Energy Efficiency Measures</i>	
<p>Energy Efficiency. Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).</p> <p>Renewables Portfolio Standard. Achieve a 33 percent renewable energy mix statewide.</p> <p>Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California’s new and existing inventory of buildings.</p>	<p>Consistent. The proposed project would be required to comply with the updated Title 24 standards for building construction, including those contained in the California Green Building Code. In addition, the proposed revised CMP includes several modernization efforts to existing structures which would substantially reduce energy usage on the campus. It is estimated that the modernization efforts would reduce the campus electrical consumption and demand.</p>
<i>Water Conservation and Efficiency Measures</i>	
<p>Water Use Efficiency. Continue efficiency programs and use cleaner energy sources to move and treat water. Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions.</p>	<p>Consistent. The proposed revised CMP would incorporate water-efficient plumbing fixtures and water-efficient landscaping.</p>

Table 3.12.D: Project Consistency with Greenhouse Gas Emission Reduction Strategies

Strategy	Project Compliance
<i>Solid Waste Reduction Measures</i>	
<p>Increase Waste Diversion, Composting, and Commercial Recycling, and Move Toward Zero-Waste. Increase waste diversion from landfills beyond the 50 percent mandate to provide for additional recovery of recyclable materials. Composting and commercial recycling could have substantial GHG reduction benefits. In the long term, zero-waste policies that would require manufacturers to design products to be fully recyclable may be necessary.</p>	<p>Consistent. The Integrated Waste Management Act of 1989 required that every city and county in California implement programs to recycle, reduce refuse at the source, and compost waste to achieve a 50 percent reduction in solid waste being taken to landfills. In order to assist in maintaining this goal, the SDUHSD incorporated storage and collection of recyclable materials into the project design and to include provisions for the collection of recyclables in refuse collection contracts. In addition, SDUHSD already has facilities in place to facilitate the collection and proper transportation of recyclable materials.</p>
<i>Transportation and Motor Vehicle Measures</i>	
<p>Vehicle Climate Change Standards. AB 1493 (Pavley) required the State to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of GHG emissions from passenger vehicles and light duty trucks. Regulations were adopted by ARB in September 2004.</p> <p>Light-Duty Vehicle Efficiency Measures. Implement additional measures that could reduce light-duty GHG emissions. For example, measures to ensure that tires are properly inflated can both reduce GHG emissions and improve fuel efficiency.</p> <p>Adopt Heavy- and Medium-Duty Fuel and Engine Efficiency Measures. Regulations to require retrofits to improve the fuel efficiency of heavy-duty trucks that could include devices that reduce aerodynamic drag and rolling resistance. This measure could also include hybridization of and increased engine efficiency of vehicles.</p> <p>Low Carbon Fuel Standard. ARB identified this measure as a Discrete Early Action Measure. This measure would reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020.</p>	<p>Consistent. The project does not involve the manufacture, sale, or purchase of vehicles. However, vehicles that operate within and access the project site are subject to any vehicle and fuel standards that ARB adopts.</p>

Table 3.12.D: Project Consistency with Greenhouse Gas Emission Reduction Strategies

Strategy	Project Compliance
<p>Regional Transportation-Related Greenhouse Gas Targets. Develop regional GHG emissions reduction targets for passenger vehicles. Local governments will play a significant role in the regional planning process to reach passenger vehicle GHG emissions reduction targets. Local governments have the ability to directly influence both the siting and design of new residential and commercial developments in a way that reduces GHGs associated with vehicle travel.</p>	<p>Consistent. Specific regional emission targets for transportation emissions do not directly apply to this project; regional GHG reduction target development is outside the scope of this project. The project is consistent with the applicable General Plan Land Use and Zoning designations for the site.</p>
<p>Measures to Reduce High Global Warming Potential Gases. ARB has identified Discrete Early Action measures to reduce GHG emissions from the refrigerants used in car air conditioners, semiconductor manufacturing, and consumer products. ARB has also identified potential reduction opportunities for future commercial and industrial refrigeration, changing the refrigerants used in auto air conditioning systems, and ensuring that existing car air conditioning systems do not leak.</p>	<p>Consistent. New commercial air-conditioning products used or serviced on site are subject to future ARB rules and regulations.</p>

Source: LSA Associates, Inc., June 2014.

AB = Assembly Bill

gal/day = gallons per day

ARB = California Air Resources Board

GHG = greenhouse gas

3.17.1 Findings Related to Greenhouse Gases

No New Significant Effects Requiring Major Revisions. Based on the foregoing analysis and information, there is no evidence that project modifications require a major change to the adopted 2003 IS/MND. The revised CMP will not result in new significant environmental impacts to Greenhouse Gases, nor is there a substantial increase in the severity of impacts described in the adopted 2003 IS/MND.

No Substantial Change in Circumstances Requiring Major Revisions. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to Greenhouse Gases that would require major changes to the adopted 2003 IS/MND.

No New Information Showing Greater Significant Effects than the Adopted 2003 IS/MND. This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2003 IS/MND was adopted, which would indicate that a new significant effect not reported in that document might occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact to Greenhouse Gases requiring major revisions to the adopted 2003 IS/MND.

No New Information Showing Ability to Reduce Significant Effects in Previous IS/MND. There are no alternatives to the project or additional mitigation measures that would substantially reduce one or more significant impacts pertaining to Greenhouse Gases identified in and considered by the adopted 2003 IS/MND.

3.18 DETERMINATION

Based on information and analyses in this Addendum and pursuant to Section 15162 of the State CEQA Guidelines, the SDUHSD has determined the following:

1. There are no substantial changes to the project that would require major revisions of the 2003 IS/MND due to new significant environmental effects or a substantial increase in severity of impacts identified in the 2003 IS/MND;
2. Substantial changes have not occurred in the circumstances under which the project is being undertaken that will require major revisions to the 2003 IS/MND to disclose new significant effects;
3. There is no new information of substantial importance which was not known at the time the 2003 IS/MND was adopted, indicating any of the following:
 - the project will have one or more new significant effects not discussed in the adopted 2003 IS/MND;
 - there are impacts determined to be significant in the 2003 IS/MND that would be substantially more severe;
 - there are additional mitigation measures or alternatives to the project that would substantially reduce one or more significant effects identified in the 2003 IS/MND; and
 - there are additional mitigation measures or alternatives rejected by the project proponent that are considerably different from those analyzed in the 2003 IS/MND that would substantially reduce a significant impact identified in that IS/MND.

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APPENDIX A

ENVIRONMENTAL ANALYSIS CHECKLIST



ENVIRONMENTAL ANALYSIS CHECKLIST

For Projects with Previously Certified/Approved Environmental Documents: Initial Study/Mitigated Negative Declaration

The following checklist takes into consideration the preparation of an environmental document prepared at an earlier stage of the proposed project. This checklist evaluates the adequacy of the earlier document pursuant to Section 15162 of the California Environmental Quality Act (CEQA) Guidelines.

ISSUES & SUPPORTING DATA SOURCES:	New Significant Impact	More Severe Impacts	No Substantial Change from Previous Analysis
1. AESTHETICS. Would the project:			
a) Have a substantial adverse effect on a designated public scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to significant stands of trees, prominent rock outcroppings, and historic structures within a State or locally designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of light or glare that would substantially and adversely affect day or nighttime views of sensitive viewers?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. AGRICULTURAL AND FORESTRY RESOURCES			
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project, and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>			
a) Convert Prime Farmland Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 122220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | |
|--|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) 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 (including releasing emissions that exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

4. BIOLOGICAL RESOURCES

Would the project:

- | | | | |
|--|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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|--|--------------------------|--------------------------|-------------------------------------|
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

5. CULTURAL RESOURCES

Would the project:

- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resources pursuant to § 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

6. GEOLOGY & SOILS

Would the project:

- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, strong seismic ground shaking, or seismic-related ground failure, including liquefaction or landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Create substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (UBC) (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

7. HAZARDS & HAZARDOUS MATERIALS

Would the project:

- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|

- | | | | |
|--|--------------------------|--------------------------|-------------------------------------|
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site that is located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public land use airport, would the project result in a safety hazard for people residing or working in the project area (?) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project in the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk or loss or injury or death involving wildland fires, including areas where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

8. HYDROLOGY & WATER QUALITY.

Would the project:

- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater level (e.g., the production rate of preexisting nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

9. LAND USE & PLANNING

Would the project:

- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

10. MINERAL RESOURCES

Would the project:

- | | | | |
|--|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resources that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

11. NOISE

Would the project:

- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| a) Expose persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise level in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

12. POPULATION AND HOUSING

Would the project:

- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

13. PUBLIC SERVICES

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

- | | | | |
|-----------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

14. RECREATION

Would the project:

- | | | | |
|--|--------------------------|--------------------------|-------------------------------------|
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

15. TRANSPORTATION & TRAFFIC

Would the project:

- | | | | |
|--|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including the not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and ravel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- | | | | |
|--|--------------------------|--------------------------|-------------------------------------|
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

16. UTILITIES AND SERVICE SYSTEMS

Would the project:

- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| b) Require or result in the construction of new water or wastewater treatment facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statues and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

17. GREENHOUSE GAS EMISSIONS

Would the project:

- | | | | |
|--|--------------------------|--------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

18. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | |
|---|--------------------------|--------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|

- | | | | |
|--|--------------------------|--------------------------|-------------------------------------|
| b) Does the project have impacts that are individually limited but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, or the effects of probable future projects.) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Does project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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APPENDIX B

CONSTRUCTION TRAFFIC CALCULATIONS

Construction Activities and Schedule Assumptions

Construction Activities	Construction Schedule		
	Start Date	End Date	Duration
Phase 1A Interim Housing			
Hardscape Demolition - if any	NA		
Hardscape Demolition Debris Haul (if applicable)	NA		
Site Preparation	7/1/2014	7/16/2014	15
Site Preparation Soil Haul (if applicable)	7/10/2014	7/12/2014	2
Tennis Court Construction	7/15/2014	8/29/2014	45
Interim housing pad/and setup	8/1/2015	8/31/2015	30
Architectural Coating			
AC paving/landscaping	8/14/2014	8/28/2014	14
ACBM Abatement	6/15/2014	6/25/2014	10
Phase1B Math & Science			
Demo Building/Hardscape	11/20/2014	12/5/2014	15
Demolition Debris Haul (if applicable)	11/20/2014	12/5/2014	15
Site Preparation	2/1/2015	3/11/2015	40
Site Prep Soil Haul	2/12/2015	2/15/2015	3
Concrete (This is not a continuous 90 days. Concrete will be poured intermittently in this 90 day window.)	3/12/2015	6/12/2015	90
Building Construction	1/1/2015	1/1/2016	360
Architectural Coating	8/11/2015	8/16/2015	5
Landscape/Hardscape	10/1/2015	12/1/2015	60
Phase2 English and Art Building			
Demo Building/Hardscape	3/1/2016	3/21/2016	20
Demolition Debris Haul (if applicable)	3/10/2016	3/30/2016	20
Site Preparation	6/15/2016	7/25/2016	40
Site Prep Soil Haul	6/30/2016	7/4/2016	5
Concrete (This is not a continuous 100 days. Concrete will be poured intermittently in this 100 day window.)	7/25/2016	11/5/2016	100
Building Construction	6/15/2016	9/13/2017	455
Architectural Coating	4/15/2017	4/22/2017	7
Landscape/Hardscape	6/16/2017	8/15/2017	60
Phase 3A Gym &Field A			
Demo Building/Hardscape	6/15/2018	7/5/2018	20
Site Preparation	6/15/2018	7/25/2018	40
Site Prep Soil Haul	6/30/2018	7/5/2018	5
Concrete (This is not a continuous 100 days. Concrete will be poured intermittently in this 100 day window.)	7/25/2018	11/5/2018	100
Building Construction	6/15/2018	12/7/2019	540
Architectural Coating	4/15/2017	4/22/2017	7
Landscape/Hardscape	9/8/2019	11/7/2019	60
Phase 3B Field B			
Demo Building/Hardscape	6/15/2019	2/1/2019	5
Site Preparation	6/15/2019	7/15/2019	30
Landscape/Hardscape	9/8/2019	11/7/2019	60

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APPENDIX C

CALEEMOD CALCULATIONS FOR GHG EMISSIONS

San Dieguito Academy - Existing Master Plan San Diego County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	10.50	1000sqft	0.24	10,500.00	0
High School	1,628.00	Student	4.96	215,972.07	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2014
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	720.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - No construction

Vehicle Trips - Office building weekday trip rate from 2003 Master Plan traffic study, all others CalEEMod defaults.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00

2.0 Emissions Summary

	ROG	NOx	CO	SO2	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

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	6.3021	1.7000e-003	0.1749	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3586	0.3586	1.0700e-003		0.3811
Energy	0.0461	0.4190	0.3519	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.7693	502.7693	9.6400e-003	9.2200e-003	505.8291
Mobile	12.5348	28.5242	130.1145	0.2374	16.0020	0.4208	16.4227	4.2714	0.3862	4.6576		21,873.6654	21,873.6654	1.0185		21,895.0540
Total	18.8830	28.9449	130.6413	0.2399	16.0020	0.4533	16.4552	4.2714	0.4187	4.6901		22,376.7933	22,376.7933	1.0292	9.2200e-003	22,401.2642

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	6.3021	1.7000e-003	0.1749	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3586	0.3586	1.0700e-003		0.3811
Energy	0.0461	0.4190	0.3519	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.7693	502.7693	9.6400e-003	9.2200e-003	505.8291
Mobile	12.5348	28.5242	130.1145	0.2374	16.0020	0.4208	16.4227	4.2714	0.3862	4.6576		21,873.6654	21,873.6654	1.0185		21,895.0540
Total	18.8830	28.9449	130.6413	0.2399	16.0020	0.4533	16.4552	4.2714	0.4187	4.6901		22,376.7933	22,376.7933	1.0292	9.2200e-003	22,401.2642

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	12/31/2014	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 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	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

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	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	12.5348	28.5242	130.1145	0.2374	16.0020	0.4208	16.4227	4.2714	0.3862	4.6576		21,873.6654	21,873.6654	1.0185		21,895.0540
Mitigated	12.5348	28.5242	130.1145	0.2374	16.0020	0.4208	16.4227	4.2714	0.3862	4.6576		21,873.6654	21,873.6654	1.0185		21,895.0540

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	115.61	24.89	10.29	209,342	209,342
High School	2,783.88	993.08	407.00	5,729,839	5,729,839
Total	2,899.49	1,017.97	417.29	5,939,181	5,939,181

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-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
High School	9.50	7.30	7.30	77.80	17.20	5.00	75	19	6

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.509376	0.073655	0.192210	0.135105	0.037177	0.005354	0.012300	0.020284	0.001820	0.002092	0.006537	0.000620	0.003469

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0461	0.4190	0.3519	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.7693	502.7693	9.6400e-003	9.2200e-003	505.8291
NaturalGas Unmitigated	0.0461	0.4190	0.3519	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.7693	502.7693	9.6400e-003	9.2200e-003	505.8291

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					
General Office Building	604.973	6.5200e-003	0.0593	0.0498	3.6000e-004		4.5100e-003	4.5100e-003		4.5100e-003	4.5100e-003		71.1733	71.1733	1.3600e-003	1.3000e-003	71.6064
High School	3668.57	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Total		0.0461	0.4190	0.3519	2.5200e-003		0.0318	0.0318		0.0318	0.0318		502.7693	502.7693	9.6300e-003	9.2100e-003	505.8291

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					
General Office Building	0.604973	6.5200e-003	0.0593	0.0498	3.6000e-004		4.5100e-003	4.5100e-003		4.5100e-003	4.5100e-003		71.1733	71.1733	1.3600e-003	1.3000e-003	71.6064
High School	3.66857	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Total		0.0461	0.4190	0.3519	2.5200e-003		0.0318	0.0318		0.0318	0.0318		502.7693	502.7693	9.6300e-003	9.2100e-003	505.8291

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	6.3021	1.7000e-003	0.1749	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3586	0.3586	1.0700e-003		0.3811
Mitigated	6.3021	1.7000e-003	0.1749	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3586	0.3586	1.0700e-003		0.3811

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	1.4379					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8465					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Landscaping	0.0177	1.7000e-003	0.1749	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3586	0.3586	1.0700e-003		0.3811
Total	6.3021	1.7000e-003	0.1749	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3586	0.3586	1.0700e-003		0.3811

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	1.4379					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8465					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0177	1.7000e-003	0.1749	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004			0.3586	0.3586	1.0700e-003	0.3811
Total	6.3021	1.7000e-003	0.1749	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004			0.3586	0.3586	1.0700e-003	0.3811

7.0 Water Detail

7.1 Mitigation Measures Water

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 Vegetation

San Dieguito Academy - Existing Master Plan San Diego County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	10.50	1000sqft	0.24	10,500.00	0
High School	1,628.00	Student	4.96	215,972.07	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13	Operational Year	2014		
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	720.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - No construction

Vehicle Trips - Office building weekday trip rate from 2003 Master Plan traffic study, all others CalEEMod defaults.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00

2.0 Emissions Summary

	ROG	NOx	CO	SO2	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

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	6.3021	1.7000e-003	0.1749	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3586	0.3586	1.0700e-003		0.3811
Energy	0.0461	0.4190	0.3519	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.7693	502.7693	9.6400e-003	9.2200e-003	505.8291
Mobile	13.4818	30.3073	136.8127	0.2257	16.0020	0.4239	16.4258	4.2714	0.3890	4.6604		20,801.0126	20,801.0126	1.0191		20,822.4131
Total	19.8300	30.7279	137.3395	0.2282	16.0020	0.4564	16.4583	4.2714	0.4215	4.6929		21,304.1405	21,304.1405	1.0298	9.2200e-003	21,328.6233

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	6.3021	1.7000e-003	0.1749	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3586	0.3586	1.0700e-003		0.3811
Energy	0.0461	0.4190	0.3519	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.7693	502.7693	9.6400e-003	9.2200e-003	505.8291
Mobile	13.4818	30.3073	136.8127	0.2257	16.0020	0.4239	16.4258	4.2714	0.3890	4.6604		20,801.0126	20,801.0126	1.0191		20,822.4131
Total	19.8300	30.7279	137.3395	0.2282	16.0020	0.4564	16.4583	4.2714	0.4215	4.6929		21,304.1405	21,304.1405	1.0298	9.2200e-003	21,328.6233

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	12/31/2014	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 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	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

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	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	13.4818	30.3073	136.8127	0.2257	16.0020	0.4239	16.4258	4.2714	0.3890	4.6604		20,801.0126	20,801.0126	1.0191		20,822.4131
Mitigated	13.4818	30.3073	136.8127	0.2257	16.0020	0.4239	16.4258	4.2714	0.3890	4.6604		20,801.0126	20,801.0126	1.0191		20,822.4131

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	115.61	24.89	10.29	209,342	209,342
High School	2,783.88	993.08	407.00	5,729,839	5,729,839
Total	2,899.49	1,017.97	417.29	5,939,181	5,939,181

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
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
High School	9.50	7.30	7.30	77.80	17.20	5.00	75	19	6

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.509376	0.073655	0.192210	0.135105	0.037177	0.005354	0.012300	0.020284	0.001820	0.002092	0.006537	0.000620	0.003469

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0461	0.4190	0.3519	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.7693	502.7693	9.6400e-003	9.2200e-003	505.8291
NaturalGas Unmitigated	0.0461	0.4190	0.3519	2.5100e-003		0.0318	0.0318		0.0318	0.0318		502.7693	502.7693	9.6400e-003	9.2200e-003	505.8291

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					
General Office Building	604.973	6.5200e-003	0.0593	0.0498	3.6000e-004		4.5100e-003	4.5100e-003		4.5100e-003	4.5100e-003		71.1733	71.1733	1.3600e-003	1.3000e-003	71.6064
High School	3668.57	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Total		0.0461	0.4190	0.3519	2.5200e-003		0.0318	0.0318		0.0318	0.0318		502.7693	502.7693	9.6300e-003	9.2100e-003	505.8291

Mitigated

	Natural Gas 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					
General Office Building	0.604973	6.5200e-003	0.0593	0.0498	3.6000e-004		4.5100e-003	4.5100e-003		4.5100e-003	4.5100e-003		71.1733	71.1733	1.3600e-003	1.3000e-003	71.6064
High School	3.66857	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Total		0.0461	0.4190	0.3519	2.5200e-003		0.0318	0.0318		0.0318	0.0318		502.7693	502.7693	9.6300e-003	9.2100e-003	505.8291

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	6.3021	1.7000e-003	0.1749	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3586	0.3586	1.0700e-003		0.3811
Mitigated	6.3021	1.7000e-003	0.1749	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3586	0.3586	1.0700e-003		0.3811

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
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SubCategory	lb/day								lb/day							
Architectural Coating	1.4379					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8465					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0177	1.7000e-003	0.1749	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3586	0.3586	1.0700e-003		0.3811
Total	6.3021	1.7000e-003	0.1749	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3586	0.3586	1.0700e-003		0.3811

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	1.4379					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8465					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0177	1.7000e-003	0.1749	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3586	0.3586	1.0700e-003		0.3811
Total	6.3021	1.7000e-003	0.1749	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004		0.3586	0.3586	1.0700e-003		0.3811

7.0 Water Detail

7.1 Mitigation Measures Water

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 Vegetation

San Dieguito Academy - Existing Master Plan San Diego County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	10.50	1000sqft	0.24	10,500.00	0
High School	1,628.00	Student	4.96	215,972.07	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13	Operational Year	2014		
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	720.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - No construction

Vehicle Trips - Office building weekday trip rate from 2003 Master Plan traffic study, all others CalEEMod defaults.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00

2.0 Emissions Summary

	ROG	NOx	CO	SO2	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

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	1.1485	1.5000e-004	0.0157	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0293	0.0293	9.0000e-005	0.0000	0.0311
Energy	8.4100e-003	0.0765	0.0642	4.6000e-004		5.8100e-003	5.8100e-003		5.8100e-003	5.8100e-003	0.0000	555.3433	555.3433	0.0206	5.4600e-003	557.4677
Mobile	1.7998	4.3121	19.0114	0.0325	2.2327	0.0602	2.2929	0.5971	0.0553	0.6524	0.0000	2,715.4206	2,715.4206	0.1319	0.0000	2,718.1904
Waste						0.0000	0.0000		0.0000	0.0000	62.2939	0.0000	62.2939	3.6815	0.0000	139.6046
Water						0.0000	0.0000		0.0000	0.0000	2.8672	109.5652	112.4323	0.2989	7.8700e-003	121.1476
Total	2.9568	4.3887	19.0914	0.0329	2.2327	0.0661	2.2988	0.5971	0.0612	0.6583	65.1611	3,380.3583	3,445.5194	4.1330	0.0133	3,536.4414

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	1.1485	1.5000e-004	0.0157	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0293	0.0293	9.0000e-005	0.0000	0.0311
Energy	8.4100e-003	0.0765	0.0642	4.6000e-004		5.8100e-003	5.8100e-003		5.8100e-003	5.8100e-003	0.0000	555.3433	555.3433	0.0206	5.4600e-003	557.4677

Mobile	1.7998	4.3121	19.0114	0.0325	2.2327	0.0602	2.2929	0.5971	0.0553	0.6524	0.0000	2,715.4206	2,715.4206	0.1319	0.0000	2,718.1904
Waste						0.0000	0.0000		0.0000	0.0000	62.2939	0.0000	62.2939	3.6815	0.0000	139.6046
Water						0.0000	0.0000		0.0000	0.0000	2.8672	109.5652	112.4323	0.2988	7.8500e-003	121.1430
Total	2.9568	4.3887	19.0914	0.0329	2.2327	0.0661	2.2988	0.5971	0.0612	0.6583	65.1611	3,380.3583	3,445.5194	4.1329	0.0133	3,536.4368

	ROG	NOx	CO	SO2	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	0.15	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	12/31/2014	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 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	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

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	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.7998	4.3121	19.0114	0.0325	2.2327	0.0602	2.2929	0.5971	0.0553	0.6524	0.0000	2,715.4206	2,715.4206	0.1319	0.0000	2,718.1904
Unmitigated	1.7998	4.3121	19.0114	0.0325	2.2327	0.0602	2.2929	0.5971	0.0553	0.6524	0.0000	2,715.4206	2,715.4206	0.1319	0.0000	2,718.1904

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	115.61	24.89	10.29	209,342	209,342
High School	2,783.88	993.08	407.00	5,729,839	5,729,839
Total	2,899.49	1,017.97	417.29	5,939,181	5,939,181

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-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

Attachment to
06-19-14 Minutes
Item 18

General Office Building	220815	1.1900e-003	0.0108	9.0900e-003	6.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	11.7835	11.7835	2.3000e-004	2.2000e-004	11.8552
High School	1.33903e+006	7.2200e-003	0.0656	0.0551	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	71.4556	71.4556	1.3700e-003	1.3100e-003	71.8904
Total		8.4100e-003	0.0765	0.0642	4.5000e-004		5.8100e-003	5.8100e-003		5.8100e-003	5.8100e-003	0.0000	83.2391	83.2391	1.6000e-003	1.5300e-003	83.7457

Mitigated

	Natural Gas 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					
General Office Building	220815	1.1900e-003	0.0108	9.0900e-003	6.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	11.7835	11.7835	2.3000e-004	2.2000e-004	11.8552
High School	1.33903e+006	7.2200e-003	0.0656	0.0551	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	71.4556	71.4556	1.3700e-003	1.3100e-003	71.8904
Total		8.4100e-003	0.0765	0.0642	4.5000e-004		5.8100e-003	5.8100e-003		5.8100e-003	5.8100e-003	0.0000	83.2391	83.2391	1.6000e-003	1.5300e-003	83.7457

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	157395	51.4381	2.0700e-003	4.3000e-004	51.6143
High School	1.28719e+006	420.6661	0.0169	3.5000e-003	422.1077
Total		472.1042	0.0190	3.9300e-003	473.7220

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	157395	51.4381	2.0700e-003	4.3000e-004	51.6143
High School	1.28719e+006	420.6661	0.0169	3.5000e-003	422.1077
Total		472.1042	0.0190	3.9300e-003	473.7220

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.1485	1.5000e-004	0.0157	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0293	0.0293	9.0000e-005	0.0000	0.0311
Unmitigated	1.1485	1.5000e-004	0.0157	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0293	0.0293	9.0000e-005	0.0000	0.0311

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
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SubCategory	tons/yr										MT/yr					
	Architectural Coating	0.2624					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8845					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Landscaping	1.5900e-003	1.5000e-004	0.0157	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0293	0.0293	9.0000e-005	0.0000	0.0311
Total	1.1485	1.5000e-004	0.0157	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0293	0.0293	9.0000e-005	0.0000	0.0311

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
	tons/yr										MT/yr						
Architectural Coating	0.2624						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Consumer Products	0.8845						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Landscaping	1.5900e-003	1.5000e-004	0.0157	0.0000			6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0293	0.0293	9.0000e-005	0.0000	0.0311
Total	1.1485	1.5000e-004	0.0157	0.0000			6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0293	0.0293	9.0000e-005	0.0000	0.0311

7.0 Water Detail

7.1 Mitigation Measures Water

Category	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	112.4323	0.2989	7.8700e-003	121.1476

Mitigated	112.4323	0.2988	7.8500e-003	121.1430
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7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.8662 / 1.1438	12.6864	0.0613	1.5400e-003	14.4500
High School	7.17127 / 18.4404	99.7459	0.2376	6.3300e-003	106.6976
Total		112.4323	0.2989	7.8700e-003	121.1476

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.8662 / 1.1438	12.6864	0.0613	1.5300e-003	14.4491
High School	7.17127 / 18.4404	99.7459	0.2376	6.3200e-003	106.6940
Total		112.4323	0.2989	7.8500e-003	121.1430

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	62.2939	3.6815	0.0000	139.6046
Unmitigated	62.2939	3.6815	0.0000	139.6046

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	9.77	1.9832	0.1172	0.0000	4.4445
High School	297.11	60.3106	3.5643	0.0000	135.1600
Total		62.2939	3.6815	0.0000	139.6046

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e

Land Use	tons	MT/yr			
General Office Building	9.77	1.9832	0.1172	0.0000	4.4445
High School	297.11	60.3106	3.5643	0.0000	135.1600
Total		62.2939	3.6815	0.0000	139.6046

9.0 Operational Offroad

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

San Dieguito Academy - Proposed Master Plan San Diego County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High School	1,628.00	Student	4.96	215,972.07	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2015
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	720.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - From project plans

Demolition -

Vehicle Trips -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	141.00
tblConstructionPhase	NumDays	18.00	109.00
tblConstructionPhase	NumDays	230.00	326.00
tblConstructionPhase	NumDays	230.00	75.00
tblConstructionPhase	NumDays	230.00	260.00

tblConstructionPhase	NumDays	20.00	12.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	18.00	43.00
tblConstructionPhase	NumDays	18.00	14.00
tblConstructionPhase	NumDays	18.00	44.00
tblConstructionPhase	NumDays	5.00	12.00
tblConstructionPhase	NumDays	5.00	29.00
tblConstructionPhase	NumDays	5.00	28.00
tblConstructionPhase	PhaseEndDate	3/29/2018	9/13/2017
tblConstructionPhase	PhaseEndDate	8/11/2015	12/31/2015
tblConstructionPhase	PhaseEndDate	10/24/2017	9/13/2017
tblConstructionPhase	PhaseEndDate	12/4/2015	12/31/2015
tblConstructionPhase	PhaseEndDate	12/4/2014	12/5/2014
tblConstructionPhase	PhaseEndDate	12/31/2015	3/30/2016
tblConstructionPhase	PhaseEndDate	11/13/2017	8/15/2017
tblConstructionPhase	PhaseEndDate	3/2/2016	12/1/2015
tblConstructionPhase	PhaseEndDate	5/10/2016	7/25/2016
tblConstructionPhase	PhaseEndDate	2/9/2016	3/11/2015
tblConstructionPhase	PhaseStartDate	9/14/2017	3/1/2017
tblConstructionPhase	PhaseStartDate	3/12/2015	8/1/2015
tblConstructionPhase	PhaseStartDate	7/26/2016	6/15/2016
tblConstructionPhase	PhaseStartDate	12/6/2014	1/2/2015
tblConstructionPhase	PhaseStartDate	11/19/2014	11/20/2014
tblConstructionPhase	PhaseStartDate	12/2/2015	3/1/2016
tblConstructionPhase	PhaseStartDate	9/14/2017	6/16/2017
tblConstructionPhase	PhaseStartDate	1/1/2016	10/1/2015
tblConstructionPhase	PhaseStartDate	3/31/2016	6/15/2016
tblConstructionPhase	PhaseStartDate	1/1/2016	2/1/2015
tblProjectCharacteristics	OperationalYear	2014	2015

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	5.3670	57.7100	43.9493	0.0447	18.2141	3.1390	21.3531	9.9699	2.8878	12.8577	0.0000	4,593.6398	4,593.6398	1.2374	0.0000	4,619.6247
2015	52.8523	91.2300	71.0176	0.0856	19.1940	5.2746	24.4686	10.2345	4.8956	15.1300	0.0000	8,627.3340	8,627.3340	1.9611	0.0000	8,668.5167
2016	9.2294	86.9028	68.3818	0.0856	19.1940	4.9629	24.1569	10.2345	4.6043	14.8388	0.0000	8,516.0511	8,516.0511	1.9421	0.0000	8,556.8344
2017	41.3321	48.8414	41.3552	0.0702	1.2920	3.0113	4.3034	0.3474	2.8203	3.1677	0.0000	6,693.2049	6,693.2049	1.2962	0.0000	6,720.4259
Total	108.7808	284.6842	224.7039	0.2861	57.8941	16.3878	74.2819	30.7862	15.2081	45.9943	0.0000	28,430.2298	28,430.2298	6.4368	0.0000	28,565.4017

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					
2014	5.3670	57.7100	43.9493	0.0447	18.2141	3.1390	21.3531	9.9699	2.8878	12.8577	0.0000	4,593.6398	4,593.6398	1.2374	0.0000	4,619.6247
2015	52.8523	91.2300	71.0176	0.0856	19.1940	5.2746	24.4686	10.2345	4.8956	15.1300	0.0000	8,627.3340	8,627.3340	1.9611	0.0000	8,668.5167
2016	9.2294	86.9028	68.3818	0.0856	19.1940	4.9629	24.1569	10.2345	4.6043	14.8388	0.0000	8,516.0511	8,516.0511	1.9421	0.0000	8,556.8344
2017	41.3321	48.8414	41.3552	0.0702	1.2920	3.0113	4.3034	0.3474	2.8203	3.1677	0.0000	6,693.2049	6,693.2049	1.2962	0.0000	6,720.4259
Total	108.7808	284.6842	224.7039	0.2861	57.8941	16.3878	74.2819	30.7862	15.2081	45.9943	0.0000	28,430.2298	28,430.2298	6.4368	0.0000	28,565.4017

	ROG	NOx	CO	SO2	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

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	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003		0.3780
Energy	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Mobile	11.1262	24.8689	114.5544	0.2289	15.4191	0.3380	15.7571	4.1159	0.3105	4.4264		20,524.3399	20,524.3399	0.9038		20,543.3188
Total	17.1758	25.2303	115.0284	0.2311	15.4191	0.3660	15.7851	4.1159	0.3384	4.4543		20,956.2923	20,956.2923	0.9131	7.9100e-003	20,977.9195

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	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003		0.3780
Energy	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Mobile	11.1262	24.8689	114.5544	0.2289	15.4191	0.3380	15.7571	4.1159	0.3105	4.4264		20,524.3399	20,524.3399	0.9038		20,543.3188
Total	17.1758	25.2303	115.0284	0.2311	15.4191	0.3660	15.7851	4.1159	0.3384	4.4543		20,956.2923	20,956.2923	0.9131	7.9100e-003	20,977.9195

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Phase 1A1 - Interim Housing Site Prep	Site Preparation	7/1/2014	7/16/2014	5	12	
2	Phase 1A2 - Interim Housing Construction	Building Construction	7/17/2014	10/29/2014	5	75	
3	Phase 1A3 - Interim Housing Paving	Paving	10/30/2014	11/18/2014	5	14	
4	Phase 1B1 - Math&Science Demolition	Demolition	11/20/2014	12/5/2014	5	12	
5	Phase 1B3 - Math&Science Construction	Building Construction	1/2/2015	12/31/2015	5	260	
6	Phase 1B2 - Math&Science Site Prep	Site Preparation	2/1/2015	3/11/2015	5	28	
7	Phase 1B4 - Math&Science Architectural Coating	Architectural Coating	8/1/2015	12/31/2015	5	109	
8	Phase 1B5 - Math&Science Paving/Landscape	Paving	10/1/2015	12/1/2015	5	44	
9	Phase 2a - English&Art Demolition	Demolition	3/1/2016	3/30/2016	5	22	
10	Phase 2b - English&Art Site Prep	Site Preparation	6/15/2016	7/25/2016	5	29	
11	Phase 2c - English&Art Construction	Building Construction	6/15/2016	9/13/2017	5	326	
12	Phase 2d - English&Art Architectural Coating	Architectural Coating	3/1/2017	9/13/2017	5	141	
13	Phase 2e - English&Art Paving/Landscape	Paving	6/16/2017	8/15/2017	5	43	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 323,958; Non-Residential Outdoor: 107,986 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase 1A1 - Interim Housing Site Prep	Rubber Tired Dozers	3	8.00	255	0.40

Attachment to
06-19-14 Minutes
Item 18

Phase 1A1 - Interim Housing Site Prep	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Phase 1A2 - Interim Housing	Cranes	1	7.00	226	0.29
Phase 1A2 - Interim Housing	Forklifts	3	8.00	89	0.20
Phase 1A2 - Interim Housing	Generator Sets	1	8.00	84	0.74
Phase 1A2 - Interim Housing	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 1A2 - Interim Housing	Welders	1	8.00	46	0.45
Phase 1A3 - Interim Housing Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Phase 1A3 - Interim Housing Paving	Pavers	1	8.00	125	0.42
Phase 1A3 - Interim Housing Paving	Paving Equipment	2	6.00	130	0.36
Phase 1A3 - Interim Housing Paving	Rollers	2	6.00	80	0.38
Phase 1A3 - Interim Housing Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 1B1 - Math&Science Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Phase 1B1 - Math&Science Demolition	Excavators	3	8.00	162	0.38
Phase 1B1 - Math&Science Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Phase 1B3 - Math&Science	Cranes	1	7.00	226	0.29
Phase 1B3 - Math&Science	Forklifts	3	8.00	89	0.20
Phase 1B3 - Math&Science	Generator Sets	1	8.00	84	0.74
Phase 1B3 - Math&Science	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 1B3 - Math&Science	Welders	1	8.00	46	0.45
Phase 1B2 - Math&Science Site Prep	Rubber Tired Dozers	3	8.00	255	0.40
Phase 1B2 - Math&Science Site Prep	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Phase 1B4 - Math&Science	Air Compressors	1	6.00	78	0.48
Phase 1B5 - Math&Science	Cement and Mortar Mixers	2	6.00	9	0.56
Phase 1B5 - Math&Science	Pavers	1	8.00	125	0.42
Phase 1B5 - Math&Science	Paving Equipment	2	6.00	130	0.36
Phase 1B5 - Math&Science	Rollers	2	6.00	80	0.38
Phase 1B5 - Math&Science	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 2a - English&Art Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Phase 2a - English&Art Demolition	Excavators	3	8.00	162	0.38
Phase 2a - English&Art Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Attachment to
06-19-14 Minutes
Item 18

Phase 2b - English&Art Site Prep	Rubber Tired Dozers	3	8.00	255	0.40
Phase 2b - English&Art Site Prep	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Phase 2c - English&Art Constuction	Cranes	1	7.00	226	0.29
Phase 2c - English&Art Constuction	Forklifts	3	8.00	89	0.20
Phase 2c - English&Art Constuction	Generator Sets	1	8.00	84	0.74
Phase 2c - English&Art Constuction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 2c - English&Art Constuction	Welders	1	8.00	46	0.45
Phase 2d - English&Art Architectural Coating	Air Compressors	1	6.00	78	0.48
Phase 2e - English&Art Landscape/Hardscape	Cement and Mortar Mixers	2	6.00	9	0.56
Phase 2e - English&Art Landscape/Hardscape	Pavers	1	8.00	125	0.42
Phase 2e - English&Art Landscape/Hardscape	Paving Equipment	2	6.00	130	0.36
Phase 2e - English&Art Landscape/Hardscape	Rollers	2	6.00	80	0.38
Phase 2e - English&Art Landscape/Hardscape	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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
Phase 1A1 - Interim Housing Site Prep	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1A2 - Interim Housing Construction	9	91.00	35.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1A3 - Interim Housing Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1B1 - Math & Science	6	15.00	0.00	45.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1B3 - Math & Science	9	91.00	35.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1B2 - Math & Science Site	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1B4 - Math & Science	1	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1B5 - Math & Science	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2a - English&Art Demolition	6	15.00	0.00	102.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2b - English&Art Site Prep	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2c - English&Art Constuction	9	91.00	35.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2d - English&Art Constuction	1	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2e - English&Art Constuction	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Phase 1A1 - Interim Housing Site Prep - 2014

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.2910	57.6198	42.9609	0.0391		3.1377	3.1377		2.8867	2.8867		4,155.8914	4,155.8914	1.2281		4,181.6817
Total	5.2910	57.6198	42.9609	0.0391	18.0663	3.1377	21.2040	9.9307	2.8867	12.8174		4,155.8914	4,155.8914	1.2281		4,181.6817

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
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
Worker	0.0761	0.0902	0.9885	1.8700e-003	0.1479	1.2400e-003	0.1491	0.0392	1.1300e-003	0.0404		167.6262	167.6262	9.2600e-003		167.8207
Total	0.0761	0.0902	0.9885	1.8700e-003	0.1479	1.2400e-003	0.1491	0.0392	1.1300e-003	0.0404		167.6262	167.6262	9.2600e-003		167.8207

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.2910	57.6198	42.9609	0.0391		3.1377	3.1377		2.8867	2.8867	0.0000	4,155.8914	4,155.8914	1.2281		4,181.6817
Total	5.2910	57.6198	42.9609	0.0391	18.0663	3.1377	21.2040	9.9307	2.8867	12.8174	0.0000	4,155.8914	4,155.8914	1.2281		4,181.6817

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
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
Worker	0.0761	0.0902	0.9885	1.8700e-003	0.1479	1.2400e-003	0.1491	0.0392	1.1300e-003	0.0404		167.6262	167.6262	9.2600e-003		167.8207
Total	0.0761	0.0902	0.9885	1.8700e-003	0.1479	1.2400e-003	0.1491	0.0392	1.1300e-003	0.0404		167.6262	167.6262	9.2600e-003		167.8207

3.3 Phase 1A2 - Interim Housing Construction - 2014

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					

Attachment to
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Off-Road	3.8680	31.2537	18.9298	0.0268		2.2280	2.2280		2.0973	2.0973		2,709.1969	2,709.1969	0.6889		2,723.6630
Total	3.8680	31.2537	18.9298	0.0268		2.2280	2.2280		2.0973	2.0973		2,709.1969	2,709.1969	0.6889		2,723.6630

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
Vendor	0.4788	4.4604	4.6972	8.3800e-003	0.2323	0.0861	0.3184	0.0663	0.0792	0.1455		856.2277	856.2277	8.6700e-003		856.4099
Worker	0.3845	0.4561	4.9972	9.4800e-003	0.7475	6.2700e-003	0.7538	0.1983	5.7300e-003	0.2040		847.4436	847.4436	0.0468		848.4268
Total	0.8633	4.9165	9.6944	0.0179	0.9799	0.0924	1.0723	0.2646	0.0849	0.3495		1,703.6713	1,703.6713	0.0555		1,704.8367

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	3.8680	31.2537	18.9298	0.0268		2.2280	2.2280		2.0973	2.0973	0.0000	2,709.1969	2,709.1969	0.6889		2,723.6630
Total	3.8680	31.2537	18.9298	0.0268		2.2280	2.2280		2.0973	2.0973	0.0000	2,709.1969	2,709.1969	0.6889		2,723.6630

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
Vendor	0.4788	4.4604	4.6972	8.3800e-003	0.2323	0.0861	0.3184	0.0663	0.0792	0.1455		856.2277	856.2277	8.6700e-003		856.4099
Worker	0.3845	0.4561	4.9972	9.4800e-003	0.7475	6.2700e-003	0.7538	0.1983	5.7300e-003	0.2040		847.4436	847.4436	0.0468		848.4268
Total	0.8633	4.9165	9.6944	0.0179	0.9799	0.0924	1.0723	0.2646	0.0849	0.3495		1,703.6713	1,703.6713	0.0555		1,704.8367

3.4 Phase 1A3 - Interim Housing Paving - 2014

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	1.9954	20.9999	12.6669	0.0186		1.2575	1.2575		1.1588	1.1588		1,940.2197	1,940.2197	0.5590		1,951.9579
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.9954	20.9999	12.6669	0.0186		1.2575	1.2575		1.1588	1.1588		1,940.2197	1,940.2197	0.5590		1,951.9579

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
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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
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
Worker	0.0845	0.1003	1.0983	2.0800e-003	0.1643	1.3800e-003	0.1657	0.0436	1.2600e-003	0.0448		186.2513	186.2513	0.0103		186.4674
Total	0.0845	0.1003	1.0983	2.0800e-003	0.1643	1.3800e-003	0.1657	0.0436	1.2600e-003	0.0448		186.2513	186.2513	0.0103		186.4674

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	1.9954	20.9999	12.6669	0.0186		1.2575	1.2575		1.1588	1.1588	0.0000	1,940.2197	1,940.2197	0.5590		1,951.9579
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.9954	20.9999	12.6669	0.0186		1.2575	1.2575		1.1588	1.1588	0.0000	1,940.2197	1,940.2197	0.5590		1,951.9579

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
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
Worker	0.0845	0.1003	1.0983	2.0800e-003	0.1643	1.3800e-003	0.1657	0.0436	1.2600e-003	0.0448		186.2513	186.2513	0.0103		186.4674

Total	0.0845	0.1003	1.0983	2.0800e-003	0.1643	1.3800e-003	0.1657	0.0436	1.2600e-003	0.0448		186.2513	186.2513	0.0103		186.4674
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3.5 Phase 1B1 - Math&Science Demolition - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					0.8305	0.0000	0.8305	0.1258	0.0000	0.1258			0.0000				0.0000
Off-Road	4.5962	49.5429	36.2873	0.0399		2.5270	2.5270		2.3593	2.3593		4,164.0858	4,164.0858	1.1253			4,187.7164
Total	4.5962	49.5429	36.2873	0.0399	0.8305	2.5270	3.3576	0.1258	2.3593	2.4850		4,164.0858	4,164.0858	1.1253			4,187.7164

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	0.0961	1.4300	0.9033	2.8200e-003	0.0653	0.0259	0.0912	0.0179	0.0238	0.0417		289.8655	289.8655	2.6500e-003			289.9211
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
Worker	0.0634	0.0752	0.8237	1.5600e-003	0.1232	1.0300e-003	0.1243	0.0327	9.4000e-004	0.0336		139.6885	139.6885	7.7200e-003			139.8506
Total	0.1594	1.5052	1.7270	4.3800e-003	0.1886	0.0269	0.2155	0.0506	0.0247	0.0753		429.5540	429.5540	0.0104			429.7716

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8305	0.0000	0.8305	0.1258	0.0000	0.1258			0.0000			0.0000
Off-Road	4.5962	49.5429	36.2873	0.0399		2.5270	2.5270		2.3593	2.3593	0.0000	4,164.0858	4,164.0858	1.1253		4,187.7164
Total	4.5962	49.5429	36.2873	0.0399	0.8305	2.5270	3.3576	0.1258	2.3593	2.4850	0.0000	4,164.0858	4,164.0858	1.1253		4,187.7164

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	0.0961	1.4300	0.9033	2.8200e-003	0.0653	0.0259	0.0912	0.0179	0.0238	0.0417		289.8655	289.8655	2.6500e-003		289.9211
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
Worker	0.0634	0.0752	0.8237	1.5600e-003	0.1232	1.0300e-003	0.1243	0.0327	9.4000e-004	0.0336		139.6885	139.6885	7.7200e-003		139.8506
Total	0.1594	1.5052	1.7270	4.3800e-003	0.1886	0.0269	0.2155	0.0506	0.0247	0.0753		429.5540	429.5540	0.0104		429.7716

3.6 Phase 1B3 - Math&Science Construction - 2015

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					

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Off-Road	3.6591	30.0299	18.7446	0.0268		2.1167	2.1167		1.9904	1.9904		2,689.5771	2,689.5771	0.6748		2,703.7483
												1				
Total	3.6591	30.0299	18.7446	0.0268		2.1167	2.1167		1.9904	1.9904		2,689.5771	2,689.5771	0.6748		2,703.7483
												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
Vendor	0.4132	3.8176	4.2521	8.3500e-003	0.2323	0.0626	0.2949	0.0663	0.0575	0.1238		845.0033	845.0033	7.3200e-003		845.1570
Worker	0.3488	0.4114	4.4992	9.4700e-003	0.7475	5.8700e-003	0.7534	0.1983	5.3800e-003	0.2037		819.0077	819.0077	0.0429		819.9091
Total	0.7620	4.2290	8.7513	0.0178	0.9798	0.0684	1.0483	0.2646	0.0629	0.3275		1,664.0110	1,664.0110	0.0503		1,665.0661

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	3.6591	30.0299	18.7446	0.0268		2.1167	2.1167		1.9904	1.9904	0.0000	2,689.5771	2,689.5771	0.6748		2,703.7483
												1				
Total	3.6591	30.0299	18.7446	0.0268		2.1167	2.1167		1.9904	1.9904	0.0000	2,689.5771	2,689.5771	0.6748		2,703.7483
												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
Vendor	0.4132	3.8176	4.2521	8.3500e-003	0.2323	0.0626	0.2949	0.0663	0.0575	0.1238		845.0033	845.0033	7.3200e-003		845.1570
Worker	0.3488	0.4114	4.4992	9.4700e-003	0.7475	5.8700e-003	0.7534	0.1983	5.3800e-003	0.2037		819.0077	819.0077	0.0429		819.9091
Total	0.7620	4.2290	8.7513	0.0178	0.9798	0.0684	1.0483	0.2646	0.0629	0.3275		1,664.0110	1,664.0110	0.0503		1,665.0661

3.7 Phase 1B2 - Math&Science Site Prep - 2015

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.2609	56.8897	42.6318	0.0391		3.0883	3.0883		2.8412	2.8412		4,111.7444	4,111.7444	1.2275		4,137.5225
Total	5.2609	56.8897	42.6318	0.0391	18.0663	3.0883	21.1545	9.9307	2.8412	12.7719		4,111.7444	4,111.7444	1.2275		4,137.5225

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
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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
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	0.0690	0.0814	0.8900	1.8700e-003	0.1479	1.1600e-003	0.1490	0.0392	1.0600e-003	0.0403	162.0015	162.0015	8.4900e-003	162.1798	
Total	0.0690	0.0814	0.8900	1.8700e-003	0.1479	1.1600e-003	0.1490	0.0392	1.0600e-003	0.0403	162.0015	162.0015	8.4900e-003	162.1798	

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.2609	56.8897	42.6318	0.0391		3.0883	3.0883		2.8412	2.8412	0.0000	4,111.7444	4,111.7444	1.2275		4,137.5224
Total	5.2609	56.8897	42.6318	0.0391	18.0663	3.0883	21.1545	9.9307	2.8412	12.7719	0.0000	4,111.7444	4,111.7444	1.2275		4,137.5224

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
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
Worker	0.0690	0.0814	0.8900	1.8700e-003	0.1479	1.1600e-003	0.1490	0.0392	1.0600e-003	0.0403		162.0015	162.0015	8.4900e-003		162.1798

Total	0.0690	0.0814	0.8900	1.8700e-003	0.1479	1.1600e-003	0.1490	0.0392	1.0600e-003	0.0403		162.0015	162.0015	8.4900e-003		162.1798
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3.8 Phase 1B4 - Math&Science Architectural Coating - 2015

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	45.9188					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4066	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209		281.4481	281.4481	0.0367		282.2177
Total	46.3254	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209		281.4481	281.4481	0.0367		282.2177

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
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
Worker	0.0690	0.0814	0.8900	1.8700e-003	0.1479	1.1600e-003	0.1490	0.0392	1.0600e-003	0.0403		162.0015	162.0015	8.4900e-003		162.1798
Total	0.0690	0.0814	0.8900	1.8700e-003	0.1479	1.1600e-003	0.1490	0.0392	1.0600e-003	0.0403		162.0015	162.0015	8.4900e-003		162.1798

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	45.9188					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4066	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209	0.0000	281.4481	281.4481	0.0367		282.2177
Total	46.3254	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209	0.0000	281.4481	281.4481	0.0367		282.2177

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
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
Worker	0.0690	0.0814	0.8900	1.8700e-003	0.1479	1.1600e-003	0.1490	0.0392	1.0600e-003	0.0403		162.0015	162.0015	8.4900e-003		162.1798
Total	0.0690	0.0814	0.8900	1.8700e-003	0.1479	1.1600e-003	0.1490	0.0392	1.0600e-003	0.0403		162.0015	162.0015	8.4900e-003		162.1798

3.9 Phase 1B5 - Math&Science Paving/Landscape - 2015

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					

Attachment to
06-19-14 Minutes
Item 18

Off-Road	1.9601	20.3064	12.6794	0.0186		1.2241	1.2241		1.1280	1.1280		1,921.3091	1,921.3091	0.5588		1,933.0446
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.9601	20.3064	12.6794	0.0186		1.2241	1.2241		1.1280	1.1280		1,921.3091	1,921.3091	0.5588		1,933.0446

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
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
Worker	0.0767	0.0904	0.9888	2.0800e-003	0.1643	1.2900e-003	0.1656	0.0436	1.1800e-003	0.0448		180.0017	180.0017	9.4300e-003		180.1998
Total	0.0767	0.0904	0.9888	2.0800e-003	0.1643	1.2900e-003	0.1656	0.0436	1.1800e-003	0.0448		180.0017	180.0017	9.4300e-003		180.1998

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	1.9601	20.3064	12.6794	0.0186		1.2241	1.2241		1.1280	1.1280	0.0000	1,921.3090	1,921.3090	0.5588		1,933.0446
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.9601	20.3064	12.6794	0.0186		1.2241	1.2241		1.1280	1.1280	0.0000	1,921.3090	1,921.3090	0.5588		1,933.0446

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
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
Worker	0.0767	0.0904	0.9888	2.0800e-003	0.1643	1.2900e-003	0.1656	0.0436	1.1800e-003	0.0448		180.0017	180.0017	9.4300e-003		180.1998
Total	0.0767	0.0904	0.9888	2.0800e-003	0.1643	1.2900e-003	0.1656	0.0436	1.1800e-003	0.0448		180.0017	180.0017	9.4300e-003		180.1998

3.10 Phase 2a - English&Art Demolition - 2016

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					1.0173	0.0000	1.0173	0.1541	0.0000	0.1541			0.0000			0.0000
Off-Road	4.2876	45.6559	35.0303	0.0399		2.2921	2.2921		2.1365	2.1365		4,089.2841	4,089.2841	1.1121		4,112.6374
Total	4.2876	45.6559	35.0303	0.0399	1.0173	2.2921	3.3094	0.1541	2.1365	2.2906		4,089.2841	4,089.2841	1.1121		4,112.6374

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
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Category	lb/day										lb/day					
Hauling	0.0909	1.2993	0.9275	3.4700e-003	0.0808	0.0178	0.0985	0.0221	0.0163	0.0385		349.4322	349.4322	2.4900e-003		349.4844
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
Worker	0.0524	0.0615	0.6711	1.5600e-003	0.1232	9.2000e-004	0.1242	0.0327	8.5000e-004	0.0335		130.2798	130.2798	6.5300e-003		130.4169
Total	0.1433	1.3608	1.5986	5.0300e-003	0.2040	0.0187	0.2227	0.0548	0.0172	0.0720		479.7120	479.7120	9.0200e-003		479.9013

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					1.0173	0.0000	1.0173	0.1541	0.0000	0.1541			0.0000			0.0000
Off-Road	4.2876	45.6559	35.0303	0.0399		2.2921	2.2921		2.1365	2.1365	0.0000	4,089.2841	4,089.2841	1.1121		4,112.6374
Total	4.2876	45.6559	35.0303	0.0399	1.0173	2.2921	3.3094	0.1541	2.1365	2.2906	0.0000	4,089.2841	4,089.2841	1.1121		4,112.6374

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	0.0909	1.2993	0.9275	3.4700e-003	0.0808	0.0178	0.0985	0.0221	0.0163	0.0385		349.4322	349.4322	2.4900e-003		349.4844
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
Worker	0.0524	0.0615	0.6711	1.5600e-003	0.1232	9.2000e-004	0.1242	0.0327	8.5000e-004	0.0335		130.2798	130.2798	6.5300e-003		130.4169

Total	0.1433	1.3608	1.5986	5.0300e-003	0.2040	0.0187	0.2227	0.0548	0.0172	0.0720		479.7120	479.7120	9.0200e-003		479.9013
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3.11 Phase 2b - English&Art Site Prep - 2016

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000				0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036		4,065.0053	4,065.0053	1.2262			4,090.7544
Total	5.0771	54.6323	41.1053	0.0391	18.0663	2.9387	21.0049	9.9307	2.7036	12.6343		4,065.0053	4,065.0053	1.2262			4,090.7544

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
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
Worker	0.0629	0.0738	0.8053	1.8700e-003	0.1479	1.1100e-003	0.1490	0.0392	1.0200e-003	0.0402		156.3358	156.3358	7.8300e-003			156.5002
Total	0.0629	0.0738	0.8053	1.8700e-003	0.1479	1.1100e-003	0.1490	0.0392	1.0200e-003	0.0402		156.3358	156.3358	7.8300e-003			156.5002

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7544
Total	5.0771	54.6323	41.1053	0.0391	18.0663	2.9387	21.0049	9.9307	2.7036	12.6343	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7544

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
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
Worker	0.0629	0.0738	0.8053	1.8700e-003	0.1479	1.1100e-003	0.1490	0.0392	1.0200e-003	0.0402		156.3358	156.3358	7.8300e-003		156.5002
Total	0.0629	0.0738	0.8053	1.8700e-003	0.1479	1.1100e-003	0.1490	0.0392	1.0200e-003	0.0402		156.3358	156.3358	7.8300e-003		156.5002

3.12 Phase 2c - English&Art Constuction - 2016

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					

Attachment to
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Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890

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
Vendor	0.3651	3.3170	3.8934	8.3300e-003	0.2323	0.0502	0.2825	0.0663	0.0461	0.1124		835.0596	835.0596	6.4500e-003		835.1951
Worker	0.3181	0.3733	4.0712	9.4700e-003	0.7475	5.6100e-003	0.7532	0.1983	5.1600e-003	0.2034		790.3641	790.3641	0.0396		791.1957
Total	0.6832	3.6903	7.9646	0.0178	0.9799	0.0558	1.0356	0.2646	0.0513	0.3158		1,625.4237	1,625.4237	0.0461		1,626.3908

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	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890

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
Vendor	0.3651	3.3170	3.8934	8.3300e-003	0.2323	0.0502	0.2825	0.0663	0.0461	0.1124		835.0596	835.0596	6.4500e-003		835.1951
Worker	0.3181	0.3733	4.0712	9.4700e-003	0.7475	5.6100e-003	0.7532	0.1983	5.1600e-003	0.2034		790.3641	790.3641	0.0396		791.1957
Total	0.6832	3.6903	7.9646	0.0178	0.9799	0.0558	1.0356	0.2646	0.0513	0.3158		1,625.4237	1,625.4237	0.0461		1,626.3908

3.12 Phase 2c - English&Art Constuction - 2017

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	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490

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
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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	0.3347	2.9663	3.6545	8.3100e-003	0.2323	0.0435	0.2759	0.0663	0.0400	0.1063	820.9526	820.9526	6.1000e-003	821.0807		
Worker	0.2891	0.3393	3.6822	9.4700e-003	0.7475	5.4400e-003	0.7530	0.1983	5.0100e-003	0.2033	759.8659	759.8659	0.0366	760.6353		
Total	0.6238	3.3055	7.3367	0.0178	0.9799	0.0490	1.0288	0.2646	0.0451	0.3096	1,580.8185	1,580.8185	0.0427	1,581.7160		

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	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490

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
Vendor	0.3347	2.9663	3.6545	8.3100e-003	0.2323	0.0435	0.2759	0.0663	0.0400	0.1063		820.9526	820.9526	6.1000e-003		821.0807
Worker	0.2891	0.3393	3.6822	9.4700e-003	0.7475	5.4400e-003	0.7530	0.1983	5.0100e-003	0.2033		759.8659	759.8659	0.0366		760.6353

Total	0.6238	3.3055	7.3367	0.0178	0.9799	0.0490	1.0288	0.2646	0.0451	0.3096		1,580.8185	1,580.8185	0.0427		1,581.7160
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3.13 Phase 2d - English&Art Architectural Coating - 2017

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	35.4975					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	35.8298	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721

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
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
Worker	0.0572	0.0671	0.7284	1.8700e-003	0.1479	1.0800e-003	0.1489	0.0392	9.9000e-004	0.0402		150.3031	150.3031	7.2500e-003		150.4553
Total	0.0572	0.0671	0.7284	1.8700e-003	0.1479	1.0800e-003	0.1489	0.0392	9.9000e-004	0.0402		150.3031	150.3031	7.2500e-003		150.4553

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	35.4975					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	35.8298	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721

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
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
Worker	0.0572	0.0671	0.7284	1.8700e-003	0.1479	1.0800e-003	0.1489	0.0392	9.9000e-004	0.0402		150.3031	150.3031	7.2500e-003		150.4553
Total	0.0572	0.0671	0.7284	1.8700e-003	0.1479	1.0800e-003	0.1489	0.0392	9.9000e-004	0.0402		150.3031	150.3031	7.2500e-003		150.4553

3.14 Phase 2e - English&Art Landscape/Hardscape - 2017

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	1.6554	16.8035	12.4837	0.0186		1.0056	1.0056		0.9269	0.9269		1,873.8264	1,873.8264	0.5588		1,885.5609
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.6554	16.8035	12.4837	0.0186		1.0056	1.0056		0.9269	0.9269		1,873.8264	1,873.8264	0.5588		1,885.5609

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
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
Worker	0.0635	0.0746	0.8093	2.0800e-003	0.1643	1.1900e-003	0.1655	0.0436	1.1000e-003	0.0447		167.0035	167.0035	8.0500e-003		167.1726
Total	0.0635	0.0746	0.8093	2.0800e-003	0.1643	1.1900e-003	0.1655	0.0436	1.1000e-003	0.0447		167.0035	167.0035	8.0500e-003		167.1726

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	1.6554	16.8035	12.4837	0.0186		1.0056	1.0056		0.9269	0.9269	0.0000	1,873.8264	1,873.8264	0.5588		1,885.5609
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.6554	16.8035	12.4837	0.0186		1.0056	1.0056		0.9269	0.9269	0.0000	1,873.8264	1,873.8264	0.5588		1,885.5609

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
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
Worker	0.0635	0.0746	0.8093	2.0800e-003	0.1643	1.1900e-003	0.1655	0.0436	1.1000e-003	0.0447		167.0035	167.0035	8.0500e-003		167.1726
Total	0.0635	0.0746	0.8093	2.0800e-003	0.1643	1.1900e-003	0.1655	0.0436	1.1000e-003	0.0447		167.0035	167.0035	8.0500e-003		167.1726

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	11.1262	24.8689	114.5544	0.2289	15.4191	0.3380	15.7571	4.1159	0.3105	4.4264		20,524.3399	20,524.3399	0.9038		20,543.3188
Unmitigated	11.1262	24.8689	114.5544	0.2289	15.4191	0.3380	15.7571	4.1159	0.3105	4.4264		20,524.3399	20,524.3399	0.9038		20,543.3188

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT

High School	2,783.88	993.08	407.00	5,729,839	5,729,839
Total	2,783.88	993.08	407.00	5,729,839	5,729,839

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-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High School	9.50	7.30	7.30	77.80	17.20	5.00	75	19	6

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.509603	0.073619	0.192430	0.134105	0.036943	0.005309	0.012459	0.020989	0.001832	0.002087	0.006541	0.000614	0.003471

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
NaturalGas Unmitigated	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227

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					
High School	3668.57	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Total		0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227

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					
High School	3.66857	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Total		0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003		0.3780

Unmitigated	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003		0.3780
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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	1.3713					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6218					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0170	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004			0.3563	0.3563	1.0300e-003	0.3780
Total	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004			0.3563	0.3563	1.0300e-003	0.3780

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	1.3713					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6218					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0170	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004			0.3563	0.3563	1.0300e-003	0.3780
Total	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004			0.3563	0.3563	1.0300e-003	0.3780

7.0 Water Detail

7.1 Mitigation Measures Water

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 Vegetation

San Dieguito Academy - Proposed Master Plan San Diego County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High School	1,628.00	Student	4.96	215,972.07	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2015
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	720.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - From project plans

Demolition -

Vehicle Trips -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	141.00
tblConstructionPhase	NumDays	18.00	109.00
tblConstructionPhase	NumDays	230.00	326.00
tblConstructionPhase	NumDays	230.00	75.00

Attachment to
06-19-14 Minutes
Item 18

tblConstructionPhase	NumDays	230.00	260.00
tblConstructionPhase	NumDays	20.00	12.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	18.00	43.00
tblConstructionPhase	NumDays	18.00	14.00
tblConstructionPhase	NumDays	18.00	44.00
tblConstructionPhase	NumDays	5.00	12.00
tblConstructionPhase	NumDays	5.00	29.00
tblConstructionPhase	NumDays	5.00	28.00
tblConstructionPhase	PhaseEndDate	3/29/2018	9/13/2017
tblConstructionPhase	PhaseEndDate	8/11/2015	12/31/2015
tblConstructionPhase	PhaseEndDate	10/24/2017	9/13/2017
tblConstructionPhase	PhaseEndDate	12/4/2015	12/31/2015
tblConstructionPhase	PhaseEndDate	12/4/2014	12/5/2014
tblConstructionPhase	PhaseEndDate	12/31/2015	3/30/2016
tblConstructionPhase	PhaseEndDate	11/13/2017	8/15/2017
tblConstructionPhase	PhaseEndDate	3/2/2016	12/1/2015
tblConstructionPhase	PhaseEndDate	5/10/2016	7/25/2016
tblConstructionPhase	PhaseEndDate	2/9/2016	3/11/2015
tblConstructionPhase	PhaseStartDate	9/14/2017	3/1/2017
tblConstructionPhase	PhaseStartDate	3/12/2015	8/1/2015
tblConstructionPhase	PhaseStartDate	7/26/2016	6/15/2016
tblConstructionPhase	PhaseStartDate	12/6/2014	1/2/2015
tblConstructionPhase	PhaseStartDate	11/19/2014	11/20/2014
tblConstructionPhase	PhaseStartDate	12/2/2015	3/1/2016
tblConstructionPhase	PhaseStartDate	9/14/2017	6/16/2017
tblConstructionPhase	PhaseStartDate	1/1/2016	10/1/2015
tblConstructionPhase	PhaseStartDate	3/31/2016	6/15/2016
tblConstructionPhase	PhaseStartDate	1/1/2016	2/1/2015
tblProjectCharacteristics	OperationalYear	2014	2015

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	5.3721	57.7210	43.9291	0.0442	18.2141	3.1390	21.3531	9.9699	2.8878	12.8577	0.0000	4,584.4775	4,584.4775	1.2374	0.0000	4,610.4624
2015	52.9489	91.3849	72.2750	0.0849	19.1940	5.2754	24.4693	10.2345	4.8963	15.1307	0.0000	8,561.2253	8,561.2253	1.9613	0.0000	8,602.4116
2016	9.3096	87.0378	69.5892	0.0848	19.1940	4.9635	24.1574	10.2345	4.6048	14.8393	0.0000	8,452.0307	8,452.0307	1.9422	0.0000	8,492.8175
2017	41.4066	48.9703	42.4900	0.0693	1.2920	3.0118	4.3038	0.3474	2.8207	3.1681	0.0000	6,621.2694	6,621.2694	1.2964	0.0000	6,648.4939
Total	109.0371	285.1140	228.2833	0.2832	57.8941	16.3896	74.2837	30.7862	15.2097	45.9958	0.0000	28,219.0030	28,219.0030	6.4373	0.0000	28,354.1854

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					
2014	5.3721	57.7210	43.9291	0.0442	18.2141	3.1390	21.3531	9.9699	2.8878	12.8577	0.0000	4,584.4775	4,584.4775	1.2374	0.0000	4,610.4624
2015	52.9489	91.3849	72.2750	0.0849	19.1940	5.2754	24.4693	10.2345	4.8963	15.1307	0.0000	8,561.2253	8,561.2253	1.9613	0.0000	8,602.4116
2016	9.3096	87.0378	69.5892	0.0848	19.1940	4.9635	24.1574	10.2345	4.6048	14.8393	0.0000	8,452.0307	8,452.0307	1.9422	0.0000	8,492.8175
2017	41.4066	48.9703	42.4900	0.0693	1.2920	3.0118	4.3038	0.3474	2.8207	3.1681	0.0000	6,621.2694	6,621.2694	1.2964	0.0000	6,648.4939

Total	109.0371	285.1140	228.2833	0.2832	57.8941	16.3896	74.2837	30.7862	15.2097	45.9958	0.0000	28,219.00	28,219.003	6.4373	0.0000	28,354.18
												30	0			54

	ROG	NOx	CO	SO2	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

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	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003		0.3780
Energy	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Mobile	11.9335	26.4250	120.5518	0.2176	15.4191	0.3401	15.7592	4.1159	0.3124	4.4283		19,523.4290	19,523.4290	0.9043		19,542.4193
Total	17.9831	26.7863	121.0258	0.2198	15.4191	0.3681	15.7872	4.1159	0.3404	4.4563		19,955.3814	19,955.3814	0.9136	7.9100e-003	19,977.0200

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	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003		0.3780
Energy	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Mobile	11.9335	26.4250	120.5518	0.2176	15.4191	0.3401	15.7592	4.1159	0.3124	4.4283		19,523.4290	19,523.4290	0.9043		19,542.4193

Total	17.9831	26.7863	121.0258	0.2198	15.4191	0.3681	15.7872	4.1159	0.3404	4.4563		19,955.38 14	19,955.381 4	0.9136	7.9100e- 003	19,977.02 00
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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Phase 1A1 - Interim Housing Site Prep	Site Preparation	7/1/2014	7/16/2014	5	12	
2	Phase 1A2 - Interim Housing Construction	Building Construction	7/17/2014	10/29/2014	5	75	
3	Phase 1A3 - Interim Housing Paving	Paving	10/30/2014	11/18/2014	5	14	
4	Phase 1B1 - Math&Science Demolition	Demolition	11/20/2014	12/5/2014	5	12	
5	Phase 1B3 - Math&Science Construction	Building Construction	1/2/2015	12/31/2015	5	260	
6	Phase 1B2 - Math&Science Site Prep	Site Preparation	2/1/2015	3/11/2015	5	28	
7	Phase 1B4 - Math&Science Architectural Coating	Architectural Coating	8/1/2015	12/31/2015	5	109	
8	Phase 1B5 - Math&Science Paving/Landscape	Paving	10/1/2015	12/1/2015	5	44	
9	Phase 2a - English&Art Demolition	Demolition	3/1/2016	3/30/2016	5	22	
10	Phase 2b - English&Art Site Prep	Site Preparation	6/15/2016	7/25/2016	5	29	
11	Phase 2c - English&Art Construction	Building Construction	6/15/2016	9/13/2017	5	326	
12	Phase 2d - English&Art Architectural Coating	Architectural Coating	3/1/2017	9/13/2017	5	141	
13	Phase 2e - English&Art Landscape/Hardscape	Paving	6/16/2017	8/15/2017	5	43	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 323,958; Non-Residential Outdoor: 107,986 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase 1A1 - Interim Housing Site Prep	Rubber Tired Dozers	3	8.00	255	0.40
Phase 1A1 - Interim Housing Site Prep	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Phase 1A2 - Interim Housing Construction	Cranes	1	7.00	226	0.29
Phase 1A2 - Interim Housing Construction	Forklifts	3	8.00	89	0.20
Phase 1A2 - Interim Housing Construction	Generator Sets	1	8.00	84	0.74
Phase 1A2 - Interim Housing Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 1A2 - Interim Housing Construction	Welders	1	8.00	46	0.45
Phase 1A3 - Interim Housing Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Phase 1A3 - Interim Housing Paving	Pavers	1	8.00	125	0.42
Phase 1A3 - Interim Housing Paving	Paving Equipment	2	6.00	130	0.36
Phase 1A3 - Interim Housing Paving	Rollers	2	6.00	80	0.38
Phase 1A3 - Interim Housing Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 1B1 - Math&Science Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Phase 1B1 - Math&Science Demolition	Excavators	3	8.00	162	0.38
Phase 1B1 - Math&Science Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Phase 1B3 - Math&Science Construction	Cranes	1	7.00	226	0.29
Phase 1B3 - Math&Science Construction	Forklifts	3	8.00	89	0.20
Phase 1B3 - Math&Science Construction	Generator Sets	1	8.00	84	0.74
Phase 1B3 - Math&Science Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 1B3 - Math&Science Construction	Welders	1	8.00	46	0.45
Phase 1B2 - Math&Science Site Prep	Rubber Tired Dozers	3	8.00	255	0.40
Phase 1B2 - Math&Science Site Prep	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Phase 1B4 - Math&Science Architectural Coating	Air Compressors	1	6.00	78	0.48
Phase 1B5 - Math&Science Paving/Landscape	Cement and Mortar Mixers	2	6.00	9	0.56
Phase 1B5 - Math&Science Paving/Landscape	Pavers	1	8.00	125	0.42
Phase 1B5 - Math&Science Paving/Landscape	Paving Equipment	2	6.00	130	0.36
Phase 1B5 - Math&Science Paving/Landscape	Rollers	2	6.00	80	0.38
Phase 1B5 - Math&Science Paving/Landscape	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Attachment to
06-19-14 Minutes
Item 18

Phase 2a - English&Art Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Phase 2a - English&Art Demolition	Excavators	3	8.00	162	0.38
Phase 2a - English&Art Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Phase 2b - English&Art Site Prep	Rubber Tired Dozers	3	8.00	255	0.40
Phase 2b - English&Art Site Prep	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Phase 2c - English&Art Constuction	Cranes	1	7.00	226	0.29
Phase 2c - English&Art Constuction	Forklifts	3	8.00	89	0.20
Phase 2c - English&Art Constuction	Generator Sets	1	8.00	84	0.74
Phase 2c - English&Art Constuction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 2c - English&Art Constuction	Welders	1	8.00	46	0.45
Phase 2d - English&Art Architectural Coating	Air Compressors	1	6.00	78	0.48
Phase 2e - English&Art Landscape/Hardscape	Cement and Mortar Mixers	2	6.00	9	0.56
Phase 2e - English&Art Landscape/Hardscape	Pavers	1	8.00	125	0.42
Phase 2e - English&Art Landscape/Hardscape	Paving Equipment	2	6.00	130	0.36
Phase 2e - English&Art Landscape/Hardscape	Rollers	2	6.00	80	0.38
Phase 2e - English&Art Landscape/Hardscape	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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
Phase 1A1 - Interim Housing Site Prep	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1A2 - Interim Housing Construction	9	91.00	35.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1A3 - Interim Housing Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1B1 - Math&Science	6	15.00	0.00	45.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1B3 - Math&Science	9	91.00	35.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1B2 - Math&Science Site	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1B4 - Math&Science	1	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1B5 - Math&Science	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2a - English&Art Demolition	6	15.00	0.00	102.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2b - English&Art Site Prep	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

Phase 2c - English&Art Construction	9	91.00	35.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2d - English&Art Architectural Coating	1	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2e - English&Art Landscape/Hardscape	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Phase 1A1 - Interim Housing Site Prep - 2014

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.2910	57.6198	42.9609	0.0391		3.1377	3.1377		2.8867	2.8867		4,155.8914	4,155.8914	1.2281		4,181.6817
Total	5.2910	57.6198	42.9609	0.0391	18.0663	3.1377	21.2040	9.9307	2.8867	12.8174		4,155.8914	4,155.8914	1.2281		4,181.6817

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
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
Worker	0.0811	0.1013	0.9682	1.7600e-003	0.1479	1.2400e-003	0.1491	0.0392	1.1300e-003	0.0404		157.4408	157.4408	9.2600e-003		157.6353

Total	0.0811	0.1013	0.9682	1.7600e-003	0.1479	1.2400e-003	0.1491	0.0392	1.1300e-003	0.0404		157.4408	157.4408	9.2600e-003		157.6353
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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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000				0.0000
Off-Road	5.2910	57.6198	42.9609	0.0391		3.1377	3.1377		2.8867	2.8867	0.0000	4,155.8914	4,155.8914	1.2281			4,181.6817
Total	5.2910	57.6198	42.9609	0.0391	18.0663	3.1377	21.2040	9.9307	2.8867	12.8174	0.0000	4,155.8914	4,155.8914	1.2281			4,181.6817

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
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
Worker	0.0811	0.1013	0.9682	1.7600e-003	0.1479	1.2400e-003	0.1491	0.0392	1.1300e-003	0.0404		157.4408	157.4408	9.2600e-003			157.6353
Total	0.0811	0.1013	0.9682	1.7600e-003	0.1479	1.2400e-003	0.1491	0.0392	1.1300e-003	0.0404		157.4408	157.4408	9.2600e-003			157.6353

3.3 Phase 1A2 - Interim Housing Construction - 2014

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	3.8680	31.2537	18.9298	0.0268		2.2280	2.2280		2.0973	2.0973		2,709.1969	2,709.1969	0.6889		2,723.6630
Total	3.8680	31.2537	18.9298	0.0268		2.2280	2.2280		2.0973	2.0973		2,709.1969	2,709.1969	0.6889		2,723.6630

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
Vendor	0.5543	4.5738	6.1346	8.3400e-003	0.2323	0.0872	0.3195	0.0663	0.0802	0.1465		849.7691	849.7691	8.8500e-003		849.9550
Worker	0.4099	0.5119	4.8949	8.9000e-003	0.7475	6.2700e-003	0.7538	0.1983	5.7300e-003	0.2040		795.9507	795.9507	0.0468		796.9339
Total	0.9642	5.0857	11.0294	0.0172	0.9799	0.0934	1.0733	0.2646	0.0859	0.3505		1,645.7198	1,645.7198	0.0557		1,646.8889

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	3.8680	31.2537	18.9298	0.0268		2.2280	2.2280		2.0973	2.0973	0.0000	2,709.1969	2,709.1969	0.6889		2,723.6630
Total	3.8680	31.2537	18.9298	0.0268		2.2280	2.2280		2.0973	2.0973	0.0000	2,709.1969	2,709.1969	0.6889		2,723.6630

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
Vendor	0.5543	4.5738	6.1346	8.3400e-003	0.2323	0.0872	0.3195	0.0663	0.0802	0.1465		849.7691	849.7691	8.8500e-003		849.9550
Worker	0.4099	0.5119	4.8949	8.9000e-003	0.7475	6.2700e-003	0.7538	0.1983	5.7300e-003	0.2040		795.9507	795.9507	0.0468		796.9339
Total	0.9642	5.0857	11.0294	0.0172	0.9799	0.0934	1.0733	0.2646	0.0859	0.3505		1,645.7198	1,645.7198	0.0557		1,646.8889

3.4 Phase 1A3 - Interim Housing Paving - 2014

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	1.9954	20.9999	12.6669	0.0186		1.2575	1.2575		1.1588	1.1588		1,940.2197	1,940.2197	0.5590		1,951.9579
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.9954	20.9999	12.6669	0.0186		1.2575	1.2575		1.1588	1.1588		1,940.2197	1,940.2197	0.5590		1,951.9579

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
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
Worker	0.0901	0.1125	1.0758	1.9600e-003	0.1643	1.3800e-003	0.1657	0.0436	1.2600e-003	0.0448		174.9342	174.9342	0.0103			175.1503
Total	0.0901	0.1125	1.0758	1.9600e-003	0.1643	1.3800e-003	0.1657	0.0436	1.2600e-003	0.0448		174.9342	174.9342	0.0103			175.1503

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	1.9954	20.9999	12.6669	0.0186		1.2575	1.2575		1.1588	1.1588	0.0000	1,940.2197	1,940.2197	0.5590			1,951.9579
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Total	1.9954	20.9999	12.6669	0.0186		1.2575	1.2575		1.1588	1.1588	0.0000	1,940.2197	1,940.2197	0.5590			1,951.9579

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
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
Worker	0.0901	0.1125	1.0758	1.9600e-003	0.1643	1.3800e-003	0.1657	0.0436	1.2600e-003	0.0448		174.9342	174.9342	0.0103		175.1503
Total	0.0901	0.1125	1.0758	1.9600e-003	0.1643	1.3800e-003	0.1657	0.0436	1.2600e-003	0.0448		174.9342	174.9342	0.0103		175.1503

3.5 Phase 1B1 - Math&Science Demolition - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8305	0.0000	0.8305	0.1258	0.0000	0.1258			0.0000			0.0000
Off-Road	4.5962	49.5429	36.2873	0.0399		2.5270	2.5270		2.3593	2.3593		4,164.0858	4,164.0858	1.1253		4,187.7164
Total	4.5962	49.5429	36.2873	0.0399	0.8305	2.5270	3.3576	0.1258	2.3593	2.4850		4,164.0858	4,164.0858	1.1253		4,187.7164

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	0.1070	1.4763	1.1331	2.8200e-003	0.0653	0.0260	0.0913	0.0179	0.0239	0.0418		289.1910	289.1910	2.6700e-003		289.2472

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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	0.0676	0.0844	0.8069	1.4700e-003	0.1232	1.0300e-003	0.1243	0.0327	9.4000e-004	0.0336		131.2007	131.2007	7.7200e-003		131.3627
Total	0.1746	1.5606	1.9399	4.2900e-003	0.1886	0.0270	0.2156	0.0506	0.0248	0.0754		420.3917	420.3917	0.0104		420.6099

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8305	0.0000	0.8305	0.1258	0.0000	0.1258			0.0000			0.0000
Off-Road	4.5962	49.5429	36.2873	0.0399		2.5270	2.5270		2.3593	2.3593	0.0000	4,164.0858	4,164.0858	1.1253		4,187.7164
Total	4.5962	49.5429	36.2873	0.0399	0.8305	2.5270	3.3576	0.1258	2.3593	2.4850	0.0000	4,164.0858	4,164.0858	1.1253		4,187.7164

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	0.1070	1.4763	1.1331	2.8200e-003	0.0653	0.0260	0.0913	0.0179	0.0239	0.0418		289.1910	289.1910	2.6700e-003		289.2472
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
Worker	0.0676	0.0844	0.8069	1.4700e-003	0.1232	1.0300e-003	0.1243	0.0327	9.4000e-004	0.0336		131.2007	131.2007	7.7200e-003		131.3627
Total	0.1746	1.5606	1.9399	4.2900e-003	0.1886	0.0270	0.2156	0.0506	0.0248	0.0754		420.3917	420.3917	0.0104		420.6099

3.6 Phase 1B3 - Math&Science Construction - 2015

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	3.6591	30.0299	18.7446	0.0268		2.1167	2.1167		1.9904	1.9904		2,689.5771	2,689.5771	0.6748		2,703.7483
Total	3.6591	30.0299	18.7446	0.0268		2.1167	2.1167		1.9904	1.9904		2,689.5771	2,689.5771	0.6748		2,703.7483

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
Vendor	0.4786	3.9123	5.6412	8.3100e-003	0.2323	0.0633	0.2956	0.0663	0.0582	0.1245		838.5592	838.5592	7.4900e-003		838.7164
Worker	0.3709	0.4617	4.3893	8.9000e-003	0.7475	5.8700e-003	0.7534	0.1983	5.3800e-003	0.2037		769.1960	769.1960	0.0429		770.0975
Total	0.8495	4.3740	10.0305	0.0172	0.9798	0.0692	1.0490	0.2646	0.0636	0.3281		1,607.7552	1,607.7552	0.0504		1,608.8139

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	3.6591	30.0299	18.7446	0.0268		2.1167	2.1167		1.9904	1.9904	0.0000	2,689.5771	2,689.5771	0.6748		2,703.7483
Total	3.6591	30.0299	18.7446	0.0268		2.1167	2.1167		1.9904	1.9904	0.0000	2,689.5771	2,689.5771	0.6748		2,703.7483

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
Vendor	0.4786	3.9123	5.6412	8.3100e-003	0.2323	0.0633	0.2956	0.0663	0.0582	0.1245		838.5592	838.5592	7.4900e-003		838.7164
Worker	0.3709	0.4617	4.3893	8.9000e-003	0.7475	5.8700e-003	0.7534	0.1983	5.3800e-003	0.2037		769.1960	769.1960	0.0429		770.0975
Total	0.8495	4.3740	10.0305	0.0172	0.9798	0.0692	1.0490	0.2646	0.0636	0.3281		1,607.7552	1,607.7552	0.0504		1,608.8139

3.7 Phase 1B2 - Math&Science Site Prep - 2015

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000

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Off-Road	5.2609	56.8897	42.6318	0.0391		3.0883	3.0883		2.8412	2.8412		4,111.744 4	4,111.7444	1.2275		4,137.522 5
Total	5.2609	56.8897	42.6318	0.0391	18.0663	3.0883	21.1545	9.9307	2.8412	12.7719		4,111.744 4	4,111.7444	1.2275		4,137.522 5

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
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
Worker	0.0734	0.0913	0.8682	1.7600e-003	0.1479	1.1600e-003	0.1490	0.0392	1.0600e-003	0.0403		152.1487	152.1487	8.4900e-003		152.3270
Total	0.0734	0.0913	0.8682	1.7600e-003	0.1479	1.1600e-003	0.1490	0.0392	1.0600e-003	0.0403		152.1487	152.1487	8.4900e-003		152.3270

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.2609	56.8897	42.6318	0.0391		3.0883	3.0883		2.8412	2.8412	0.0000	4,111.744 4	4,111.7444	1.2275		4,137.522 4
Total	5.2609	56.8897	42.6318	0.0391	18.0663	3.0883	21.1545	9.9307	2.8412	12.7719	0.0000	4,111.744 4	4,111.7444	1.2275		4,137.522 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
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
Worker	0.0734	0.0913	0.8682	1.7600e-003	0.1479	1.1600e-003	0.1490	0.0392	1.0600e-003	0.0403		152.1487	152.1487	8.4900e-003			152.3270
Total	0.0734	0.0913	0.8682	1.7600e-003	0.1479	1.1600e-003	0.1490	0.0392	1.0600e-003	0.0403		152.1487	152.1487	8.4900e-003			152.3270

3.8 Phase 1B4 - Math&Science Architectural Coating - 2015

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	45.9188					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.4066	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209		281.4481	281.4481	0.0367			282.2177
Total	46.3254	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209		281.4481	281.4481	0.0367			282.2177

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
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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	0.0734	0.0913	0.8682	1.7600e-003	0.1479	1.1600e-003	0.1490	0.0392	1.0600e-003	0.0403		152.1487	152.1487	8.4900e-003		152.3270
Total	0.0734	0.0913	0.8682	1.7600e-003	0.1479	1.1600e-003	0.1490	0.0392	1.0600e-003	0.0403		152.1487	152.1487	8.4900e-003		152.3270

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	45.9188					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4066	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209	0.0000	281.4481	281.4481	0.0367		282.2177
Total	46.3254	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209	0.0000	281.4481	281.4481	0.0367		282.2177

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
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

Worker	0.0734	0.0913	0.8682	1.7600e-003	0.1479	1.1600e-003	0.1490	0.0392	1.0600e-003	0.0403		152.1487	152.1487	8.4900e-003		152.3270
Total	0.0734	0.0913	0.8682	1.7600e-003	0.1479	1.1600e-003	0.1490	0.0392	1.0600e-003	0.0403		152.1487	152.1487	8.4900e-003		152.3270

3.9 Phase 1B5 - Math&Science Paving/Landscape - 2015

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	1.9601	20.3064	12.6794	0.0186		1.2241	1.2241		1.1280	1.1280		1,921.3091	1,921.3091	0.5588			1,933.0446
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Total	1.9601	20.3064	12.6794	0.0186		1.2241	1.2241		1.1280	1.1280		1,921.3091	1,921.3091	0.5588			1,933.0446

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
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
Worker	0.0815	0.1015	0.9647	1.9600e-003	0.1643	1.2900e-003	0.1656	0.0436	1.1800e-003	0.0448		169.0541	169.0541	9.4300e-003		169.2522
Total	0.0815	0.1015	0.9647	1.9600e-003	0.1643	1.2900e-003	0.1656	0.0436	1.1800e-003	0.0448		169.0541	169.0541	9.4300e-003		169.2522

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	1.9601	20.3064	12.6794	0.0186		1.2241	1.2241		1.1280	1.1280	0.0000	1,921.3090	1,921.3090	0.5588			1,933.0446
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Total	1.9601	20.3064	12.6794	0.0186		1.2241	1.2241		1.1280	1.1280	0.0000	1,921.3090	1,921.3090	0.5588			1,933.0446

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
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
Worker	0.0815	0.1015	0.9647	1.9600e-003	0.1643	1.2900e-003	0.1656	0.0436	1.1800e-003	0.0448		169.0541	169.0541	9.4300e-003			169.2522
Total	0.0815	0.1015	0.9647	1.9600e-003	0.1643	1.2900e-003	0.1656	0.0436	1.1800e-003	0.0448		169.0541	169.0541	9.4300e-003			169.2522

3.10 Phase 2a - English&Art Demolition - 2016

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
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Category	lb/day										lb/day					
Fugitive Dust					1.0173	0.0000	1.0173	0.1541	0.0000	0.1541			0.0000			0.0000
Off-Road	4.2876	45.6559	35.0303	0.0399		2.2921	2.2921		2.1365	2.1365		4,089.2841	4,089.2841	1.1121		4,112.6374
Total	4.2876	45.6559	35.0303	0.0399	1.0173	2.2921	3.3094	0.1541	2.1365	2.2906		4,089.2841	4,089.2841	1.1121		4,112.6374

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	0.1012	1.3412	1.1982	3.4600e-003	0.0808	0.0178	0.0986	0.0221	0.0164	0.0385		348.6127	348.6127	2.5200e-003		348.6656
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
Worker	0.0556	0.0690	0.6519	1.4700e-003	0.1232	9.2000e-004	0.1242	0.0327	8.5000e-004	0.0335		122.3507	122.3507	6.5300e-003		122.4878
Total	0.1567	1.4102	1.8501	4.9300e-003	0.2040	0.0187	0.2227	0.0548	0.0172	0.0720		470.9634	470.9634	9.0500e-003		471.1534

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					1.0173	0.0000	1.0173	0.1541	0.0000	0.1541			0.0000			0.0000
Off-Road	4.2876	45.6559	35.0303	0.0399		2.2921	2.2921		2.1365	2.1365	0.0000	4,089.2841	4,089.2841	1.1121		4,112.6374

Total	4.2876	45.6559	35.0303	0.0399	1.0173	2.2921	3.3094	0.1541	2.1365	2.2906	0.0000	4,089.284	4,089.2841	1.1121		4,112.637
												1				4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1012	1.3412	1.1982	3.4600e-003	0.0808	0.0178	0.0986	0.0221	0.0164	0.0385		348.6127	348.6127	2.5200e-003		348.6656
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
Worker	0.0556	0.0690	0.6519	1.4700e-003	0.1232	9.2000e-004	0.1242	0.0327	8.5000e-004	0.0335		122.3507	122.3507	6.5300e-003		122.4878
Total	0.1567	1.4102	1.8501	4.9300e-003	0.2040	0.0187	0.2227	0.0548	0.0172	0.0720		470.9634	470.9634	9.0500e-003		471.1534

3.11 Phase 2b - English&Art Site Prep - 2016

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036		4,065.0053	4,065.0053	1.2262		4,090.7544
Total	5.0771	54.6323	41.1053	0.0391	18.0663	2.9387	21.0049	9.9307	2.7036	12.6343		4,065.0053	4,065.0053	1.2262		4,090.7544

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
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
Worker	0.0667	0.0829	0.7823	1.7600e-003	0.1479	1.1100e-003	0.1490	0.0392	1.0200e-003	0.0402		146.8209	146.8209	7.8300e-003		146.9854
Total	0.0667	0.0829	0.7823	1.7600e-003	0.1479	1.1100e-003	0.1490	0.0392	1.0200e-003	0.0402		146.8209	146.8209	7.8300e-003		146.9854

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7544
Total	5.0771	54.6323	41.1053	0.0391	18.0663	2.9387	21.0049	9.9307	2.7036	12.6343	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7544

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	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	0.0667	0.0829	0.7823	1.7600e-003	0.1479	1.1100e-003	0.1490	0.0392	1.0200e-003	0.0402		146.8209	146.8209	7.8300e-003		146.9854
Total	0.0667	0.0829	0.7823	1.7600e-003	0.1479	1.1100e-003	0.1490	0.0392	1.0200e-003	0.0402		146.8209	146.8209	7.8300e-003		146.9854

3.12 Phase 2c - English&Art Constuction - 2016

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	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890

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
Vendor	0.4224	3.3974	5.2399	8.2900e-003	0.2323	0.0507	0.2830	0.0663	0.0466	0.1129		828.6572	828.6572	6.6200e-003		828.7962
Worker	0.3372	0.4189	3.9551	8.8900e-003	0.7475	5.6100e-003	0.7532	0.1983	5.1600e-003	0.2034		742.2610	742.2610	0.0396		743.0926

Total	0.7596	3.8163	9.1950	0.0172	0.9799	0.0563	1.0361	0.2646	0.0518	0.3163		1,570.918	1,570.9182	0.0462		1,571.888
												2				8

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	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890

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
Vendor	0.4224	3.3974	5.2399	8.2900e-003	0.2323	0.0507	0.2830	0.0663	0.0466	0.1129		828.6572	828.6572	6.6200e-003		828.7962
Worker	0.3372	0.4189	3.9551	8.8900e-003	0.7475	5.6100e-003	0.7532	0.1983	5.1600e-003	0.2034		742.2610	742.2610	0.0396		743.0926
Total	0.7596	3.8163	9.1950	0.0172	0.9799	0.0563	1.0361	0.2646	0.0518	0.3163		1,570.9182	1,570.9182	0.0462		1,571.8888

3.12 Phase 2c - English&Art Constuction - 2017

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	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490

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
Vendor	0.3860	3.0365	4.9630	8.2700e-003	0.2323	0.0440	0.2763	0.0663	0.0405	0.1067		814.6385	814.6385	6.2600e-003		814.7701
Worker	0.3055	0.3807	3.5597	8.8900e-003	0.7475	5.4400e-003	0.7530	0.1983	5.0100e-003	0.2033		713.5748	713.5748	0.0366		714.3442
Total	0.6914	3.4172	8.5227	0.0172	0.9799	0.0494	1.0293	0.2646	0.0455	0.3100		1,528.2133	1,528.2133	0.0429		1,529.1143

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	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490

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
Vendor	0.3860	3.0365	4.9630	8.2700e-003	0.2323	0.0440	0.2763	0.0663	0.0405	0.1067		814.6385	814.6385	6.2600e-003		814.7701
Worker	0.3055	0.3807	3.5597	8.8900e-003	0.7475	5.4400e-003	0.7530	0.1983	5.0100e-003	0.2033		713.5748	713.5748	0.0366		714.3442
Total	0.6914	3.4172	8.5227	0.0172	0.9799	0.0494	1.0293	0.2646	0.0455	0.3100		1,528.2133	1,528.2133	0.0429		1,529.1143

3.13 Phase 2d - English&Art Architectural Coating - 2017

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	35.4975					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	35.8298	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721

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
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
Worker	0.0604	0.0753	0.7041	1.7600e-003	0.1479	1.0800e-003	0.1489	0.0392	9.9000e-004	0.0402		141.1467	141.1467	7.2500e-003		141.2989
Total	0.0604	0.0753	0.7041	1.7600e-003	0.1479	1.0800e-003	0.1489	0.0392	9.9000e-004	0.0402		141.1467	141.1467	7.2500e-003		141.2989

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	35.4975					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	35.8298	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721

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
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
Worker	0.0604	0.0753	0.7041	1.7600e-003	0.1479	1.0800e-003	0.1489	0.0392	9.9000e-004	0.0402		141.1467	141.1467	7.2500e-003		141.2989
Total	0.0604	0.0753	0.7041	1.7600e-003	0.1479	1.0800e-003	0.1489	0.0392	9.9000e-004	0.0402		141.1467	141.1467	7.2500e-003		141.2989

3.14 Phase 2e - English&Art Landscape/Hardscape - 2017

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	1.6554	16.8035	12.4837	0.0186		1.0056	1.0056		0.9269	0.9269		1,873.8264	1,873.8264	0.5588		1,885.5609
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.6554	16.8035	12.4837	0.0186		1.0056	1.0056		0.9269	0.9269		1,873.8264	1,873.8264	0.5588		1,885.5609

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

Attachment to
06-19-14 Minutes
Item 18

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	0.0671	0.0837	0.7823	1.9500e-003	0.1643	1.1900e-003	0.1655	0.0436	1.1000e-003	0.0447	156.8296	156.8296	8.0500e-003	156.9987	
Total	0.0671	0.0837	0.7823	1.9500e-003	0.1643	1.1900e-003	0.1655	0.0436	1.1000e-003	0.0447	156.8296	156.8296	8.0500e-003	156.9987	

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	1.6554	16.8035	12.4837	0.0186		1.0056	1.0056		0.9269	0.9269	0.0000	1,873.8264	1,873.8264	0.5588		1,885.5609
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.6554	16.8035	12.4837	0.0186		1.0056	1.0056		0.9269	0.9269	0.0000	1,873.8264	1,873.8264	0.5588		1,885.5609

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
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
Worker	0.0671	0.0837	0.7823	1.9500e-003	0.1643	1.1900e-003	0.1655	0.0436	1.1000e-003	0.0447	156.8296	156.8296	8.0500e-003	156.9987		
Total	0.0671	0.0837	0.7823	1.9500e-003	0.1643	1.1900e-003	0.1655	0.0436	1.1000e-003	0.0447	156.8296	156.8296	8.0500e-003	156.9987		

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	11.9335	26.4250	120.5518	0.2176	15.4191	0.3401	15.7592	4.1159	0.3124	4.4283		19,523.4290	19,523.4290	0.9043		19,542.4193
Unmitigated	11.9335	26.4250	120.5518	0.2176	15.4191	0.3401	15.7592	4.1159	0.3124	4.4283		19,523.4290	19,523.4290	0.9043		19,542.4193

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High School	2,783.88	993.08	407.00	5,729,839	5,729,839
Total	2,783.88	993.08	407.00	5,729,839	5,729,839

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-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High School	9.50	7.30	7.30	77.80	17.20	5.00	75	19	6

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.509603	0.073619	0.192430	0.134105	0.036943	0.005309	0.012459	0.020989	0.001832	0.002087	0.006541	0.000614	0.003471

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
NaturalGas Unmitigated	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227

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					
High School	3668.57	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Total		0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227

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					
High School	3.66857	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Total		0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003		0.3780
Unmitigated	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003		0.3780

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	1.3713					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Consumer Products	4.6218				0.0000	0.0000		0.0000	0.0000			0.0000		0.0000
Landscaping	0.0170	1.6600e-003	0.1719	1.0000e-005	6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003	0.3780
Total	6.0101	1.6600e-003	0.1719	1.0000e-005	6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003	0.3780

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	1.3713					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6218					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0170	1.6600e-003	0.1719	1.0000e-005	6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003			0.3780
Total	6.0101	1.6600e-003	0.1719	1.0000e-005	6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003			0.3780

7.0 Water Detail

7.1 Mitigation Measures Water

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 Vegetation

San Dieguito Academy - Proposed Master Plan San Diego County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High School	1,628.00	Student	4.96	215,972.07	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2015
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	720.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - From project plans

Demolition -

Vehicle Trips -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	141.00
tblConstructionPhase	NumDays	18.00	109.00
tblConstructionPhase	NumDays	230.00	326.00
tblConstructionPhase	NumDays	230.00	75.00

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tblConstructionPhase	NumDays	230.00	260.00
tblConstructionPhase	NumDays	20.00	12.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	18.00	43.00
tblConstructionPhase	NumDays	18.00	14.00
tblConstructionPhase	NumDays	18.00	44.00
tblConstructionPhase	NumDays	5.00	12.00
tblConstructionPhase	NumDays	5.00	29.00
tblConstructionPhase	NumDays	5.00	28.00
tblConstructionPhase	PhaseEndDate	3/29/2018	9/13/2017
tblConstructionPhase	PhaseEndDate	8/11/2015	12/31/2015
tblConstructionPhase	PhaseEndDate	10/24/2017	9/13/2017
tblConstructionPhase	PhaseEndDate	12/4/2015	12/31/2015
tblConstructionPhase	PhaseEndDate	12/4/2014	12/5/2014
tblConstructionPhase	PhaseEndDate	12/31/2015	3/30/2016
tblConstructionPhase	PhaseEndDate	11/13/2017	8/15/2017
tblConstructionPhase	PhaseEndDate	3/2/2016	12/1/2015
tblConstructionPhase	PhaseEndDate	5/10/2016	7/25/2016
tblConstructionPhase	PhaseEndDate	2/9/2016	3/11/2015
tblConstructionPhase	PhaseStartDate	9/14/2017	3/1/2017
tblConstructionPhase	PhaseStartDate	3/12/2015	8/1/2015
tblConstructionPhase	PhaseStartDate	7/26/2016	6/15/2016
tblConstructionPhase	PhaseStartDate	12/6/2014	1/2/2015
tblConstructionPhase	PhaseStartDate	11/19/2014	11/20/2014
tblConstructionPhase	PhaseStartDate	12/2/2015	3/1/2016
tblConstructionPhase	PhaseStartDate	9/14/2017	6/16/2017
tblConstructionPhase	PhaseStartDate	1/1/2016	10/1/2015
tblConstructionPhase	PhaseStartDate	3/31/2016	6/15/2016
tblConstructionPhase	PhaseStartDate	1/1/2016	2/1/2015
tblProjectCharacteristics	OperationalYear	2014	2015

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.2542	2.1642	1.6923	2.3100e-003	0.1524	0.1300	0.2824	0.0709	0.1216	0.1925	0.0000	210.4399	210.4399	0.0419	0.0000	211.3188
2015	3.2267	5.8665	4.7355	7.0200e-003	0.3908	0.3664	0.7572	0.1763	0.3437	0.5200	0.0000	625.5808	625.5808	0.1148	0.0000	627.9914
2016	0.4177	3.6233	2.9587	4.2400e-003	0.3459	0.2127	0.5586	0.1654	0.1988	0.3641	0.0000	376.7002	376.7002	0.0734	0.0000	378.2406
2017	2.9100	3.2524	2.8634	4.8100e-003	0.1012	0.2014	0.3027	0.0273	0.1895	0.2168	0.0000	413.6237	413.6237	0.0709	0.0000	415.1126
Total	6.8085	14.9064	12.2499	0.0184	0.9903	0.9106	1.9009	0.4398	0.8535	1.2933	0.0000	1,626.3446	1,626.3446	0.3009	0.0000	1,632.6635

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					
2014	0.2542	2.1642	1.6923	2.3100e-003	0.1524	0.1300	0.2824	0.0709	0.1216	0.1925	0.0000	210.4397	210.4397	0.0419	0.0000	211.3187
2015	3.2267	5.8665	4.7355	7.0200e-003	0.3908	0.3664	0.7572	0.1763	0.3437	0.5200	0.0000	625.5803	625.5803	0.1148	0.0000	627.9909
2016	0.4176	3.6233	2.9587	4.2400e-003	0.3459	0.2127	0.5586	0.1654	0.1988	0.3641	0.0000	376.6999	376.6999	0.0734	0.0000	378.2403
2017	2.9100	3.2524	2.8634	4.8100e-003	0.1012	0.2014	0.3027	0.0273	0.1895	0.2168	0.0000	413.6233	413.6233	0.0709	0.0000	415.1123

Total	6.8085	14.9064	12.2499	0.0184	0.9903	0.9106	1.9009	0.4398	0.8535	1.2933	0.0000	1,626.343 2	1,626.3432	0.3009	0.0000	1,632.662 2
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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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

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	1.0953	1.5000e- 004	0.0155	0.0000		6.0000e- 005	6.0000e- 005		6.0000e- 005	6.0000e- 005	0.0000	0.0291	0.0291	8.0000e- 005	0.0000	0.0309
Energy	7.2200e- 003	0.0656	0.0551	3.9000e- 004		4.9900e- 003	4.9900e- 003		4.9900e- 003	4.9900e- 003	0.0000	492.1217	492.1217	0.0183	4.8100e- 003	493.9981
Mobile	1.5970	3.7646	16.7709	0.0314	2.1542	0.0484	2.2027	0.5762	0.0445	0.6206	0.0000	2,551.941 6	2,551.9416	0.1172	0.0000	2,554.402 7
Waste						0.0000	0.0000		0.0000	0.0000	60.3106	0.0000	60.3106	3.5643	0.0000	135.1600
Water						0.0000	0.0000		0.0000	0.0000	2.2751	97.4708	99.7459	0.2376	6.3300e- 003	106.6976
Total	2.6995	3.8304	16.8415	0.0317	2.1542	0.0535	2.2077	0.5762	0.0495	0.6257	62.5858	3,141.563 2	3,204.1489	3.9374	0.0111	3,290.289 3

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	1.0953	1.5000e- 004	0.0155	0.0000		6.0000e- 005	6.0000e- 005		6.0000e- 005	6.0000e- 005	0.0000	0.0291	0.0291	8.0000e- 005	0.0000	0.0309

Energy	7.2200e-003	0.0656	0.0551	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	492.1217	492.1217	0.0183	4.8100e-003	493.9981
Mobile	1.5970	3.7646	16.7709	0.0314	2.1542	0.0484	2.2027	0.5762	0.0445	0.6206	0.0000	2,551.9416	2,551.9416	0.1172	0.0000	2,554.4027
Waste						0.0000	0.0000		0.0000	0.0000	60.3106	0.0000	60.3106	3.5643	0.0000	135.1600
Water						0.0000	0.0000		0.0000	0.0000	2.2751	97.4708	99.7459	0.2376	6.3200e-003	106.6940
Total	2.6995	3.8304	16.8415	0.0317	2.1542	0.0535	2.2077	0.5762	0.0495	0.6257	62.5858	3,141.5632	3,204.1489	3.9374	0.0111	3,290.2856

	ROG	NOx	CO	SO2	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	0.09	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Phase 1A1 - Interim Housing Site Prep	Site Preparation	7/1/2014	7/16/2014	5	12	
2	Phase 1A2 - Interim Housing Construction	Building Construction	7/17/2014	10/29/2014	5	75	
3	Phase 1A3 - Interim Housing Paving	Paving	10/30/2014	11/18/2014	5	14	
4	Phase 1B1 - Math&Science Demolition	Demolition	11/20/2014	12/5/2014	5	12	
5	Phase 1B3 - Math&Science Construction	Building Construction	1/2/2015	12/31/2015	5	260	
6	Phase 1B2 - Math&Science Site Prep	Site Preparation	2/1/2015	3/11/2015	5	28	
7	Phase 1B4 - Math&Science Architectural Coating	Architectural Coating	8/1/2015	12/31/2015	5	109	
8	Phase 1B5 - Math&Science Paving/Landscape	Paving	10/1/2015	12/1/2015	5	44	
9	Phase 2a - English&Art Demolition	Demolition	3/1/2016	3/30/2016	5	22	
10	Phase 2b - English&Art Site Prep	Site Preparation	6/15/2016	7/25/2016	5	29	
11	Phase 2c - English&Art Construction	Building Construction	6/15/2016	9/13/2017	5	326	
12	Phase 2d - English&Art Architectural Coating	Architectural Coating	3/1/2017	9/13/2017	5	141	
13	Phase 2e - English&Art Paving/Landscape/Hardscape	Paving	6/16/2017	8/15/2017	5	43	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 323,958; Non-Residential Outdoor: 107,986 (Architectural Coating

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase 1A1 - Interim Housing Site Prep	Rubber Tired Dozers	3	8.00	255	0.40
Phase 1A1 - Interim Housing Site Prep	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Phase 1A2 - Interim Housing	Cranes	1	7.00	226	0.29
Phase 1A2 - Interim Housing	Forklifts	3	8.00	89	0.20
Phase 1A2 - Interim Housing	Generator Sets	1	8.00	84	0.74
Phase 1A2 - Interim Housing	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 1A2 - Interim Housing	Welders	1	8.00	46	0.45
Phase 1A3 - Interim Housing Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Phase 1A3 - Interim Housing Paving	Pavers	1	8.00	125	0.42
Phase 1A3 - Interim Housing Paving	Paving Equipment	2	6.00	130	0.36
Phase 1A3 - Interim Housing Paving	Rollers	2	6.00	80	0.38
Phase 1A3 - Interim Housing Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 1B1 - Math&Science Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Phase 1B1 - Math&Science Demolition	Excavators	3	8.00	162	0.38
Phase 1B1 - Math&Science Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Phase 1B3 - Math&Science	Cranes	1	7.00	226	0.29
Phase 1B3 - Math&Science	Forklifts	3	8.00	89	0.20
Phase 1B3 - Math&Science	Generator Sets	1	8.00	84	0.74
Phase 1B3 - Math&Science	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 1B3 - Math&Science	Welders	1	8.00	46	0.45
Phase 1B2 - Math&Science Site Prep	Rubber Tired Dozers	3	8.00	255	0.40
Phase 1B2 - Math&Science Site Prep	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Phase 1B4 - Math&Science	Air Compressors	1	6.00	78	0.48

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Phase 1B5 - Math&Science Paving/Landscape	Cement and Mortar Mixers	2	6.00	9	0.56
Phase 1B5 - Math&Science Paving/Landscape	Pavers	1	8.00	125	0.42
Phase 1B5 - Math&Science Paving/Landscape	Paving Equipment	2	6.00	130	0.36
Phase 1B5 - Math&Science Paving/Landscape	Rollers	2	6.00	80	0.38
Phase 1B5 - Math&Science Paving/Landscape	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 2a - English&Art Demolition Paving/Landscape	Concrete/Industrial Saws	1	8.00	81	0.73
Phase 2a - English&Art Demolition	Excavators	3	8.00	162	0.38
Phase 2a - English&Art Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Phase 2b - English&Art Site Prep	Rubber Tired Dozers	3	8.00	255	0.40
Phase 2b - English&Art Site Prep	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Phase 2c - English&Art Constuction	Cranes	1	7.00	226	0.29
Phase 2c - English&Art Constuction	Forklifts	3	8.00	89	0.20
Phase 2c - English&Art Constuction	Generator Sets	1	8.00	84	0.74
Phase 2c - English&Art Constuction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 2c - English&Art Constuction	Welders	1	8.00	46	0.45
Phase 2d - English&Art Architectural Coating	Air Compressors	1	6.00	78	0.48
Phase 2e - English&Art Landscape/Hardscape	Cement and Mortar Mixers	2	6.00	9	0.56
Phase 2e - English&Art Landscape/Hardscape	Pavers	1	8.00	125	0.42
Phase 2e - English&Art Landscape/Hardscape	Paving Equipment	2	6.00	130	0.36
Phase 2e - English&Art Landscape/Hardscape	Rollers	2	6.00	80	0.38
Phase 2e - English&Art Landscape/Hardscape	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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
Phase 1A1 - Interim Housing Site Prep	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1A2 - Interim Housing Construction	9	91.00	35.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1A3 - Interim Housing Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1B1 - Math&Science	6	15.00	0.00	45.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1B3 - Math&Science	9	91.00	35.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

Phase 1B2 - Math&Science Site	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1B4 - Math&Science	1	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1B5 - Math&Science	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2a - English&Art Demolition	6	15.00	0.00	102.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2b - English&Art Site Prep	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2c - English&Art Construction	9	91.00	35.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2d - English&Art Architectural Coating	1	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2e - English&Art Landscape/Hardscape	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Phase 1A1 - Interim Housing Site Prep - 2014

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					0.1084	0.0000	0.1084	0.0596	0.0000	0.0596	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0318	0.3457	0.2578	2.3000e-004		0.0188	0.0188		0.0173	0.0173	0.0000	22.6210	22.6210	6.6800e-003	0.0000	22.7614
Total	0.0318	0.3457	0.2578	2.3000e-004	0.1084	0.0188	0.1272	0.0596	0.0173	0.0769	0.0000	22.6210	22.6210	6.6800e-003	0.0000	22.7614

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					

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Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	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	4.5000e-004	6.0000e-004	5.7600e-003	1.0000e-005	8.7000e-004	1.0000e-005	8.7000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	0.8655	0.8655	5.0000e-005	0.0000	0.8665
Total	4.5000e-004	6.0000e-004	5.7600e-003	1.0000e-005	8.7000e-004	1.0000e-005	8.7000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	0.8655	0.8655	5.0000e-005	0.0000	0.8665

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					0.1084	0.0000	0.1084	0.0596	0.0000	0.0596	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0318	0.3457	0.2578	2.3000e-004		0.0188	0.0188		0.0173	0.0173	0.0000	22.6209	22.6209	6.6800e-003	0.0000	22.7613
Total	0.0318	0.3457	0.2578	2.3000e-004	0.1084	0.0188	0.1272	0.0596	0.0173	0.0769	0.0000	22.6209	22.6209	6.6800e-003	0.0000	22.7613

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	4.5000e-004	6.0000e-004	5.7600e-003	1.0000e-005	8.7000e-004	1.0000e-005	8.7000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	0.8655	0.8655	5.0000e-005	0.0000	0.8665

Total	4.5000e-004	6.0000e-004	5.7600e-003	1.0000e-005	8.7000e-004	1.0000e-005	8.7000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	0.8655	0.8655	5.0000e-005	0.0000	0.8665
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3.3 Phase 1A2 - Interim Housing Construction - 2014

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	0.1451	1.1720	0.7099	1.0100e-003		0.0836	0.0836		0.0787	0.0787	0.0000	92.1653	92.1653	0.0234	0.0000	92.6575
Total	0.1451	1.1720	0.7099	1.0100e-003		0.0836	0.0836		0.0787	0.0787	0.0000	92.1653	92.1653	0.0234	0.0000	92.6575

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	0.0196	0.1726	0.2119	3.1000e-004	8.5400e-003	3.2500e-003	0.0118	2.4400e-003	2.9800e-003	5.4300e-003	0.0000	29.0361	29.0361	3.0000e-004	0.0000	29.0423
Worker	0.0142	0.0189	0.1820	3.4000e-004	0.0274	2.4000e-004	0.0276	7.2700e-003	2.1000e-004	7.4900e-003	0.0000	27.3461	27.3461	1.5900e-003	0.0000	27.3796
Total	0.0338	0.1915	0.3939	6.5000e-004	0.0359	3.4900e-003	0.0394	9.7100e-003	3.1900e-003	0.0129	0.0000	56.3822	56.3822	1.8900e-003	0.0000	56.4219

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	0.1451	1.1720	0.7099	1.0100e-003		0.0836	0.0836		0.0787	0.0787	0.0000	92.1652	92.1652	0.0234	0.0000	92.6574
Total	0.1451	1.1720	0.7099	1.0100e-003		0.0836	0.0836		0.0787	0.0787	0.0000	92.1652	92.1652	0.0234	0.0000	92.6574

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	0.0196	0.1726	0.2119	3.1000e-004	8.5400e-003	3.2500e-003	0.0118	2.4400e-003	2.9800e-003	5.4300e-003	0.0000	29.0361	29.0361	3.0000e-004	0.0000	29.0423
Worker	0.0142	0.0189	0.1820	3.4000e-004	0.0274	2.4000e-004	0.0276	7.2700e-003	2.1000e-004	7.4900e-003	0.0000	27.3461	27.3461	1.5900e-003	0.0000	27.3796
Total	0.0338	0.1915	0.3939	6.5000e-004	0.0359	3.4900e-003	0.0394	9.7100e-003	3.1900e-003	0.0129	0.0000	56.3822	56.3822	1.8900e-003	0.0000	56.4219

3.4 Phase 1A3 - Interim Housing Paving - 2014

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					

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Off-Road	0.0140	0.1470	0.0887	1.3000e-004		8.8000e-003	8.8000e-003		8.1100e-003	8.1100e-003	0.0000	12.3210	12.3210	3.5500e-003	0.0000	12.3955
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0140	0.1470	0.0887	1.3000e-004		8.8000e-003	8.8000e-003		8.1100e-003	8.1100e-003	0.0000	12.3210	12.3210	3.5500e-003	0.0000	12.3955

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	7.8000e-004	7.4600e-003	1.0000e-005	1.1200e-003	1.0000e-005	1.1300e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	1.1219	1.1219	7.0000e-005	0.0000	1.1233
Total	5.8000e-004	7.8000e-004	7.4600e-003	1.0000e-005	1.1200e-003	1.0000e-005	1.1300e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	1.1219	1.1219	7.0000e-005	0.0000	1.1233

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	0.0140	0.1470	0.0887	1.3000e-004		8.8000e-003	8.8000e-003		8.1100e-003	8.1100e-003	0.0000	12.3210	12.3210	3.5500e-003	0.0000	12.3955
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0140	0.1470	0.0887	1.3000e-004		8.8000e-003	8.8000e-003		8.1100e-003	8.1100e-003	0.0000	12.3210	12.3210	3.5500e-003	0.0000	12.3955

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	7.8000e-004	7.4600e-003	1.0000e-005	1.1200e-003	1.0000e-005	1.1300e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	1.1219	1.1219	7.0000e-005	0.0000	1.1233
Total	5.8000e-004	7.8000e-004	7.4600e-003	1.0000e-005	1.1200e-003	1.0000e-005	1.1300e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	1.1219	1.1219	7.0000e-005	0.0000	1.1233

3.5 Phase 1B1 - Math&Science Demolition - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.9800e-003	0.0000	4.9800e-003	7.5000e-004	0.0000	7.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0276	0.2973	0.2177	2.4000e-004		0.0152	0.0152		0.0142	0.0142	0.0000	22.6656	22.6656	6.1200e-003	0.0000	22.7942
Total	0.0276	0.2973	0.2177	2.4000e-004	4.9800e-003	0.0152	0.0201	7.5000e-004	0.0142	0.0149	0.0000	22.6656	22.6656	6.1200e-003	0.0000	22.7942

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.2000e-004	8.8900e-003	6.3400e-003	2.0000e-005	3.8000e-004	1.6000e-004	5.4000e-004	1.1000e-004	1.4000e-004	2.5000e-004	0.0000	1.5762	1.5762	1.0000e-005	0.0000	1.5765
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	5.0000e-004	4.8000e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.7212	0.7212	4.0000e-005	0.0000	0.7221
Total	1.0000e-003	9.3900e-003	0.0111	3.0000e-005	1.1000e-003	1.7000e-004	1.2700e-003	3.0000e-004	1.5000e-004	4.5000e-004	0.0000	2.2975	2.2975	5.0000e-005	0.0000	2.2986

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					4.9800e-003	0.0000	4.9800e-003	7.5000e-004	0.0000	7.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0276	0.2973	0.2177	2.4000e-004		0.0152	0.0152		0.0142	0.0142	0.0000	22.6655	22.6655	6.1200e-003	0.0000	22.7942
Total	0.0276	0.2973	0.2177	2.4000e-004	4.9800e-003	0.0152	0.0201	7.5000e-004	0.0142	0.0149	0.0000	22.6655	22.6655	6.1200e-003	0.0000	22.7942

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.2000e-004	8.8900e-003	6.3400e-003	2.0000e-005	3.8000e-004	1.6000e-004	5.4000e-004	1.1000e-004	1.4000e-004	2.5000e-004	0.0000	1.5762	1.5762	1.0000e-005	0.0000	1.5765

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	5.0000e-004	4.8000e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.7212	0.7212	4.0000e-005	0.0000	0.7221
Total	1.0000e-003	9.3900e-003	0.0111	3.0000e-005	1.1000e-003	1.7000e-004	1.2700e-003	3.0000e-004	1.5000e-004	4.5000e-004	0.0000	2.2975	2.2975	5.0000e-005	0.0000	2.2986

3.6 Phase 1B3 - Math&Science Construction - 2015

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	0.4757	3.9039	2.4368	3.4900e-003		0.2752	0.2752		0.2588	0.2588	0.0000	317.1926	317.1926	0.0796	0.0000	318.8639
Total	0.4757	3.9039	2.4368	3.4900e-003		0.2752	0.2752		0.2588	0.2588	0.0000	317.1926	317.1926	0.0796	0.0000	318.8639

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	0.0586	0.5119	0.6729	1.0800e-003	0.0296	8.1700e-003	0.0378	8.4700e-003	7.5100e-003	0.0160	0.0000	99.3354	99.3354	8.7000e-004	0.0000	99.3537
Worker	0.0446	0.0591	0.5663	1.1700e-003	0.0949	7.6000e-004	0.0956	0.0252	7.0000e-004	0.0259	0.0000	91.6143	91.6143	5.0600e-003	0.0000	91.7206
Total	0.1032	0.5709	1.2392	2.2500e-003	0.1245	8.9300e-003	0.1334	0.0337	8.2100e-003	0.0419	0.0000	190.9497	190.9497	5.9300e-003	0.0000	191.0743

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	0.4757	3.9039	2.4368	3.4900e-003		0.2752	0.2752		0.2588	0.2588	0.0000	317.1923	317.1923	0.0796	0.0000	318.8635
Total	0.4757	3.9039	2.4368	3.4900e-003		0.2752	0.2752		0.2588	0.2588	0.0000	317.1923	317.1923	0.0796	0.0000	318.8635

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	0.0586	0.5119	0.6729	1.0800e-003	0.0296	8.1700e-003	0.0378	8.4700e-003	7.5100e-003	0.0160	0.0000	99.3354	99.3354	8.7000e-004	0.0000	99.3537
Worker	0.0446	0.0591	0.5663	1.1700e-003	0.0949	7.6000e-004	0.0956	0.0252	7.0000e-004	0.0259	0.0000	91.6143	91.6143	5.0600e-003	0.0000	91.7206
Total	0.1032	0.5709	1.2392	2.2500e-003	0.1245	8.9300e-003	0.1334	0.0337	8.2100e-003	0.0419	0.0000	190.9497	190.9497	5.9300e-003	0.0000	191.0743

3.7 Phase 1B2 - Math&Science Site Prep - 2015

Unmitigated Construction On-Site

Off-Road	0.0737	0.7965	0.5968	5.5000e-004		0.0432	0.0432		0.0398	0.0398	0.0000	52.2215	52.2215	0.0156	0.0000	52.5489
Total	0.0737	0.7965	0.5968	5.5000e-004	0.2529	0.0432	0.2962	0.1390	0.0398	0.1788	0.0000	52.2215	52.2215	0.0156	0.0000	52.5489

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	9.5000e-004	1.2600e-003	0.0121	2.0000e-005	2.0200e-003	2.0000e-005	2.0400e-003	5.4000e-004	1.0000e-005	5.5000e-004	0.0000	1.9516	1.9516	1.1000e-004	0.0000	1.9538
Total	9.5000e-004	1.2600e-003	0.0121	2.0000e-005	2.0200e-003	2.0000e-005	2.0400e-003	5.4000e-004	1.0000e-005	5.5000e-004	0.0000	1.9516	1.9516	1.1000e-004	0.0000	1.9538

3.8 Phase 1B4 - Math&Science Architectural Coating - 2015

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	2.5026					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0222	0.1401	0.1037	1.6000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	13.9152	13.9152	1.8100e-003	0.0000	13.9533
Total	2.5247	0.1401	0.1037	1.6000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	13.9152	13.9152	1.8100e-003	0.0000	13.9533

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-003	4.9000e-003	0.0470	1.0000e-004	7.8700e-003	6.0000e-005	7.9300e-003	2.0900e-003	6.0000e-005	2.1500e-003	0.0000	7.5971	7.5971	4.2000e-004	0.0000	7.6059
Total	3.7000e-003	4.9000e-003	0.0470	1.0000e-004	7.8700e-003	6.0000e-005	7.9300e-003	2.0900e-003	6.0000e-005	2.1500e-003	0.0000	7.5971	7.5971	4.2000e-004	0.0000	7.6059

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	2.5026					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0222	0.1401	0.1037	1.6000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	13.9152	13.9152	1.8100e-003	0.0000	13.9533
Total	2.5247	0.1401	0.1037	1.6000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	13.9152	13.9152	1.8100e-003	0.0000	13.9533

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
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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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-003	4.9000e-003	0.0470	1.0000e-004	7.8700e-003	6.0000e-005	7.9300e-003	2.0900e-003	6.0000e-005	2.1500e-003	0.0000	7.5971	7.5971	4.2000e-004	0.0000	7.6059
Total	3.7000e-003	4.9000e-003	0.0470	1.0000e-004	7.8700e-003	6.0000e-005	7.9300e-003	2.0900e-003	6.0000e-005	2.1500e-003	0.0000	7.5971	7.5971	4.2000e-004	0.0000	7.6059

3.9 Phase 1B5 - Math&Science Paving/Landscape - 2015

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	0.0431	0.4467	0.2790	4.1000e-004		0.0269	0.0269		0.0248	0.0248	0.0000	38.3456	38.3456	0.0112	0.0000	38.5798
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0431	0.4467	0.2790	4.1000e-004		0.0269	0.0269		0.0248	0.0248	0.0000	38.3456	38.3456	0.0112	0.0000	38.5798

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Worker	1.6600e-003	2.2000e-003	0.0211	4.0000e-005	3.5300e-003	3.0000e-005	3.5600e-003	9.4000e-004	3.0000e-005	9.6000e-004	0.0000	3.4075	3.4075	1.9000e-004	0.0000	3.4114
Total	1.6600e-003	2.2000e-003	0.0211	4.0000e-005	3.5300e-003	3.0000e-005	3.5600e-003	9.4000e-004	3.0000e-005	9.6000e-004	0.0000	3.4075	3.4075	1.9000e-004	0.0000	3.4114

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	0.0431	0.4467	0.2790	4.1000e-004		0.0269	0.0269		0.0248	0.0248	0.0000	38.3456	38.3456	0.0112	0.0000	38.5798
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0431	0.4467	0.2790	4.1000e-004		0.0269	0.0269		0.0248	0.0248	0.0000	38.3456	38.3456	0.0112	0.0000	38.5798

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6600e-003	2.2000e-003	0.0211	4.0000e-005	3.5300e-003	3.0000e-005	3.5600e-003	9.4000e-004	3.0000e-005	9.6000e-004	0.0000	3.4075	3.4075	1.9000e-004	0.0000	3.4114
Total	1.6600e-003	2.2000e-003	0.0211	4.0000e-005	3.5300e-003	3.0000e-005	3.5600e-003	9.4000e-004	3.0000e-005	9.6000e-004	0.0000	3.4075	3.4075	1.9000e-004	0.0000	3.4114

3.10 Phase 2a - English&Art Demolition - 2016

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					0.0112	0.0000	0.0112	1.6900e-003	0.0000	1.6900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0472	0.5022	0.3853	4.4000e-004		0.0252	0.0252		0.0235	0.0235	0.0000	40.8071	40.8071	0.0111	0.0000	41.0401
Total	0.0472	0.5022	0.3853	4.4000e-004	0.0112	0.0252	0.0364	1.6900e-003	0.0235	0.0252	0.0000	40.8071	40.8071	0.0111	0.0000	41.0401

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	1.0700e-003	0.0148	0.0122	4.0000e-005	8.7000e-004	2.0000e-004	1.0700e-003	2.4000e-004	1.8000e-004	4.2000e-004	0.0000	3.4836	3.4836	2.0000e-005	0.0000	3.4841
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	7.5000e-004	7.1300e-003	2.0000e-005	1.3200e-003	1.0000e-005	1.3300e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.2331	1.2331	7.0000e-005	0.0000	1.2344
Total	1.6400e-003	0.0156	0.0193	6.0000e-005	2.1900e-003	2.1000e-004	2.4000e-003	5.9000e-004	1.9000e-004	7.8000e-004	0.0000	4.7166	4.7166	9.0000e-005	0.0000	4.7185

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
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Category	tons/yr										MT/yr					
	Fugitive Dust					0.0112	0.0000	0.0112	1.6900e-003	0.0000	1.6900e-003	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0472	0.5022	0.3853	4.4000e-004		0.0252	0.0252		0.0235	0.0235	0.0000	40.8071	40.8071	0.0111	0.0000	41.0401
Total	0.0472	0.5022	0.3853	4.4000e-004	0.0112	0.0252	0.0364	1.6900e-003	0.0235	0.0252	0.0000	40.8071	40.8071	0.0111	0.0000	41.0401

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	1.0700e-003	0.0148	0.0122	4.0000e-005	8.7000e-004	2.0000e-004	1.0700e-003	2.4000e-004	1.8000e-004	4.2000e-004	0.0000	3.4836	3.4836	2.0000e-005	0.0000	3.4841
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.7000e-004	7.5000e-004	7.1300e-003	2.0000e-005	1.3200e-003	1.0000e-005	1.3300e-003	3.5000e-004	1.0000e-005	3.6000e-004	0.0000	1.2331	1.2331	7.0000e-005	0.0000	1.2344
Total	1.6400e-003	0.0156	0.0193	6.0000e-005	2.1900e-003	2.1000e-004	2.4000e-003	5.9000e-004	1.9000e-004	7.8000e-004	0.0000	4.7166	4.7166	9.0000e-005	0.0000	4.7185

3.11 Phase 2b - English&Art Site Prep - 2016

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Fugitive Dust					0.2620	0.0000	0.2620	0.1440	0.0000	0.1440	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0736	0.7922	0.5960	5.7000e-004		0.0426	0.0426		0.0392	0.0392	0.0000	53.4718	53.4718	0.0161	0.0000	53.8105

Total	0.0736	0.7922	0.5960	5.7000e-004	0.2620	0.0426	0.3046	0.1440	0.0392	0.1832	0.0000	53.4718	53.4718	0.0161	0.0000	53.8105
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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	9.0000e-004	1.1800e-003	0.0113	3.0000e-005	2.0900e-003	2.0000e-005	2.1100e-003	5.6000e-004	1.0000e-005	5.7000e-004	0.0000	1.9505	1.9505	1.0000e-004	0.0000	1.9526
Total	9.0000e-004	1.1800e-003	0.0113	3.0000e-005	2.0900e-003	2.0000e-005	2.1100e-003	5.6000e-004	1.0000e-005	5.7000e-004	0.0000	1.9505	1.9505	1.0000e-004	0.0000	1.9526

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					0.2620	0.0000	0.2620	0.1440	0.0000	0.1440	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0736	0.7922	0.5960	5.7000e-004		0.0426	0.0426		0.0392	0.0392	0.0000	53.4717	53.4717	0.0161	0.0000	53.8105
Total	0.0736	0.7922	0.5960	5.7000e-004	0.2620	0.0426	0.3046	0.1440	0.0392	0.1832	0.0000	53.4717	53.4717	0.0161	0.0000	53.8105

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	9.0000e-004	1.1800e-003	0.0113	3.0000e-005	2.0900e-003	2.0000e-005	2.1100e-003	5.6000e-004	1.0000e-005	5.7000e-004	0.0000	1.9505	1.9505	1.0000e-004	0.0000	1.9526
Total	9.0000e-004	1.1800e-003	0.0113	3.0000e-005	2.0900e-003	2.0000e-005	2.1100e-003	5.6000e-004	1.0000e-005	5.7000e-004	0.0000	1.9505	1.9505	1.0000e-004	0.0000	1.9526

3.12 Phase 2c - English&Art Constuction - 2016

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	0.2436	2.0382	1.3232	1.9200e-003		0.1407	0.1407		0.1322	0.1322	0.0000	173.1398	173.1398	0.0429	0.0000	174.0416
Total	0.2436	2.0382	1.3232	1.9200e-003		0.1407	0.1407		0.1322	0.1322	0.0000	173.1398	173.1398	0.0429	0.0000	174.0416

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					

Attachment to
06-19-14 Minutes
Item 18

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0285	0.2445	0.3425	5.9000e-004	0.0163	3.6000e-003	0.0199	4.6600e-003	3.3100e-003	7.9700e-003	0.0000	53.9906	53.9906	4.2000e-004	0.0000	53.9995
Worker	0.0223	0.0295	0.2810	6.4000e-004	0.0522	4.0000e-004	0.0526	0.0139	3.7000e-004	0.0142	0.0000	48.6238	48.6238	2.5700e-003	0.0000	48.6777
Total	0.0508	0.2740	0.6236	1.2300e-003	0.0685	4.0000e-003	0.0725	0.0185	3.6800e-003	0.0222	0.0000	102.6144	102.6144	2.9900e-003	0.0000	102.6772

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	0.2435	2.0382	1.3232	1.9200e-003		0.1407	0.1407		0.1322	0.1322	0.0000	173.1396	173.1396	0.0429	0.0000	174.0414
Total	0.2435	2.0382	1.3232	1.9200e-003		0.1407	0.1407		0.1322	0.1322	0.0000	173.1396	173.1396	0.0429	0.0000	174.0414

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	0.0285	0.2445	0.3425	5.9000e-004	0.0163	3.6000e-003	0.0199	4.6600e-003	3.3100e-003	7.9700e-003	0.0000	53.9906	53.9906	4.2000e-004	0.0000	53.9995
Worker	0.0223	0.0295	0.2810	6.4000e-004	0.0522	4.0000e-004	0.0526	0.0139	3.7000e-004	0.0142	0.0000	48.6238	48.6238	2.5700e-003	0.0000	48.6777

Total	0.0508	0.2740	0.6236	1.2300e-003	0.0685	4.0000e-003	0.0725	0.0185	3.6800e-003	0.0222	0.0000	102.6144	102.6144	2.9900e-003	0.0000	102.6772
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3.12 Phase 2c - English&Art Constuction - 2017

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	0.2839	2.4161	1.6588	2.4500e-003		0.1630	0.1630		0.1531	0.1531	0.0000	219.1234	219.1234	0.0539	0.0000	220.2559
Total	0.2839	2.4161	1.6588	2.4500e-003		0.1630	0.1630		0.1531	0.1531	0.0000	219.1234	219.1234	0.0539	0.0000	220.2559

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	0.0333	0.2797	0.4142	7.6000e-004	0.0208	4.0000e-003	0.0248	5.9600e-003	3.6800e-003	9.6400e-003	0.0000	67.9250	67.9250	5.1000e-004	0.0000	67.9358
Worker	0.0259	0.0343	0.3242	8.2000e-004	0.0668	5.0000e-004	0.0673	0.0177	4.6000e-004	0.0182	0.0000	59.8206	59.8206	3.0400e-003	0.0000	59.8845
Total	0.0592	0.3140	0.7383	1.5800e-003	0.0876	4.5000e-003	0.0921	0.0237	4.1400e-003	0.0278	0.0000	127.7456	127.7456	3.5500e-003	0.0000	127.8202

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	0.2839	2.4161	1.6588	2.4500e-003		0.1630	0.1630		0.1531	0.1531	0.0000	219.1231	219.1231	0.0539	0.0000	220.2557
Total	0.2839	2.4161	1.6588	2.4500e-003		0.1630	0.1630		0.1531	0.1531	0.0000	219.1231	219.1231	0.0539	0.0000	220.2557

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	0.0333	0.2797	0.4142	7.6000e-004	0.0208	4.0000e-003	0.0248	5.9600e-003	3.6800e-003	9.6400e-003	0.0000	67.9250	67.9250	5.1000e-004	0.0000	67.9358
Worker	0.0259	0.0343	0.3242	8.2000e-004	0.0668	5.0000e-004	0.0673	0.0177	4.6000e-004	0.0182	0.0000	59.8206	59.8206	3.0400e-003	0.0000	59.8845
Total	0.0592	0.3140	0.7383	1.5800e-003	0.0876	4.5000e-003	0.0921	0.0237	4.1400e-003	0.0278	0.0000	127.7456	127.7456	3.5500e-003	0.0000	127.8202

3.13 Phase 2d - English&Art Architectural Coating - 2017

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					

Attachment to
06-19-14 Minutes
Item 18

Archit. Coating	2.5026					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0234	0.1540	0.1317	2.1000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	18.0004	18.0004	1.9000e-003	0.0000	18.0404
Total	2.5260	0.1540	0.1317	2.1000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	18.0004	18.0004	1.9000e-003	0.0000	18.0404

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9400e-003	5.2300e-003	0.0494	1.3000e-004	0.0102	8.0000e-005	0.0103	2.7000e-003	7.0000e-005	2.7700e-003	0.0000	9.1170	9.1170	4.6000e-004	0.0000	9.1267
Total	3.9400e-003	5.2300e-003	0.0494	1.3000e-004	0.0102	8.0000e-005	0.0103	2.7000e-003	7.0000e-005	2.7700e-003	0.0000	9.1170	9.1170	4.6000e-004	0.0000	9.1267

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	2.5026					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0234	0.1540	0.1317	2.1000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	18.0004	18.0004	1.9000e-003	0.0000	18.0403
Total	2.5260	0.1540	0.1317	2.1000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	18.0004	18.0004	1.9000e-003	0.0000	18.0403

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9400e-003	5.2300e-003	0.0494	1.3000e-004	0.0102	8.0000e-005	0.0103	2.7000e-003	7.0000e-005	2.7700e-003	0.0000	9.1170	9.1170	4.6000e-004	0.0000	9.1267
Total	3.9400e-003	5.2300e-003	0.0494	1.3000e-004	0.0102	8.0000e-005	0.0103	2.7000e-003	7.0000e-005	2.7700e-003	0.0000	9.1170	9.1170	4.6000e-004	0.0000	9.1267

3.14 Phase 2e - English&Art Landscape/Hardscape - 2017

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	0.0356	0.3613	0.2684	4.0000e-004		0.0216	0.0216		0.0199	0.0199	0.0000	36.5480	36.5480	0.0109	0.0000	36.7769
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0356	0.3613	0.2684	4.0000e-004		0.0216	0.0216		0.0199	0.0199	0.0000	36.5480	36.5480	0.0109	0.0000	36.7769

Unmitigated Construction Off-Site

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	1.3400e-003	1.7700e-003	0.0167	4.0000e-005	3.4500e-003	3.0000e-005	3.4700e-003	9.2000e-004	2.0000e-005	9.4000e-004	0.0000	3.0893	3.0893	1.6000e-004	0.0000	3.0926
Total	1.3400e-003	1.7700e-003	0.0167	4.0000e-005	3.4500e-003	3.0000e-005	3.4700e-003	9.2000e-004	2.0000e-005	9.4000e-004	0.0000	3.0893	3.0893	1.6000e-004	0.0000	3.0926

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5970	3.7646	16.7709	0.0314	2.1542	0.0484	2.2027	0.5762	0.0445	0.6206	0.0000	2,551.9416	2,551.9416	0.1172	0.0000	2,554.4027
Unmitigated	1.5970	3.7646	16.7709	0.0314	2.1542	0.0484	2.2027	0.5762	0.0445	0.6206	0.0000	2,551.9416	2,551.9416	0.1172	0.0000	2,554.4027

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High School	2,783.88	993.08	407.00	5,729,839	5,729,839
Total	2,783.88	993.08	407.00	5,729,839	5,729,839

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
High School	9.50	7.30	7.30	77.80	17.20	5.00	75	19	6

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.509603	0.073619	0.192430	0.134105	0.036943	0.005309	0.012459	0.020989	0.001832	0.002087	0.006541	0.000614	0.003471

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	420.6661	420.6661	0.0169	3.5000e-003	422.1077
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	420.6661	420.6661	0.0169	3.5000e-003	422.1077
NaturalGas Mitigated	7.2200e-003	0.0656	0.0551	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	71.4556	71.4556	1.3700e-003	1.3100e-003	71.8904
NaturalGas Unmitigated	7.2200e-003	0.0656	0.0551	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	71.4556	71.4556	1.3700e-003	1.3100e-003	71.8904

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					
High School	1.33903e+006	7.2200e-003	0.0656	0.0551	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	71.4556	71.4556	1.3700e-003	1.3100e-003	71.8904

Total		7.2200e-003	0.0656	0.0551	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	71.4556	71.4556	1.3700e-003	1.3100e-003	71.8904
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Mitigated

	Natural Gas 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					
High School	1.33903e+006	7.2200e-003	0.0656	0.0551	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	71.4556	71.4556	1.3700e-003	1.3100e-003	71.8904
Total		7.2200e-003	0.0656	0.0551	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	71.4556	71.4556	1.3700e-003	1.3100e-003	71.8904

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High School	1.28719e+006	420.6661	0.0169	3.5000e-003	422.1077
Total		420.6661	0.0169	3.5000e-003	422.1077

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High School	1.28719e+006	420.6661	0.0169	3.5000e-003	422.1077
Total		420.6661	0.0169	3.5000e-003	422.1077

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0953	1.5000e-004	0.0155	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0291	0.0291	8.0000e-005	0.0000	0.0309
Unmitigated	1.0953	1.5000e-004	0.0155	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0291	0.0291	8.0000e-005	0.0000	0.0309

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
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SubCategory	tons/yr										MT/yr					
	Architectural Coating	0.2503					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8435					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Landscaping	1.5300e-003	1.5000e-004	0.0155	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0291	0.0291	8.0000e-005	0.0000	0.0309
Total	1.0953	1.5000e-004	0.0155	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0291	0.0291	8.0000e-005	0.0000	0.0309

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
	tons/yr										MT/yr						
Architectural Coating	0.2503						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Consumer Products	0.8435						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Landscaping	1.5300e-003	1.5000e-004	0.0155	0.0000			6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0291	0.0291	8.0000e-005	0.0000	0.0309
Total	1.0953	1.5000e-004	0.0155	0.0000			6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0291	0.0291	8.0000e-005	0.0000	0.0309

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	99.7459	0.2376	6.3200e-003	106.6940

Unmitigated	99.7459	0.2376	6.3300e-003	106.6976
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7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High School	7.17127 / 18.4404	99.7459	0.2376	6.3300e-003	106.6976
Total		99.7459	0.2376	6.3300e-003	106.6976

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High School	7.17127 / 18.4404	99.7459	0.2376	6.3200e-003	106.6940
Total		99.7459	0.2376	6.3200e-003	106.6940

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	60.3106	3.5643	0.0000	135.1600
Unmitigated	60.3106	3.5643	0.0000	135.1600

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High School	297.11	60.3106	3.5643	0.0000	135.1600
Total		60.3106	3.5643	0.0000	135.1600

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e

Land Use	tons	MT/yr			
High School	297.11	60.3106	3.5643	0.0000	135.1600
Total		60.3106	3.5643	0.0000	135.1600

9.0 Operational Offroad

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

San Dieguito Academy - Proposed Master Plan San Diego County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High School	1,628.00	Student	4.96	215,972.07	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2015
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	720.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - From project plans

Demolition -

Vehicle Trips -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	135.00
tblConstructionPhase	NumDays	230.00	386.00
tblConstructionPhase	NumDays	20.00	15.00
tblConstructionPhase	NumDays	18.00	44.00
tblConstructionPhase	NumDays	5.00	29.00

tblConstructionPhase	NumDays	20.00	7.00
tblConstructionPhase	NumDays	5.00	21.00
tblConstructionPhase	NumDays	18.00	44.00
tblConstructionPhase	PhaseEndDate	6/12/2020	12/7/2019
tblConstructionPhase	PhaseEndDate	1/16/2020	12/7/2019
tblConstructionPhase	PhaseEndDate	9/13/2019	11/7/2019
tblConstructionPhase	PhaseEndDate	8/15/2018	7/25/2018
tblConstructionPhase	PhaseEndDate	12/17/2019	6/25/2019
tblConstructionPhase	PhaseEndDate	7/24/2019	7/15/2019
tblConstructionPhase	PhaseEndDate	1/8/2020	11/7/2019
tblConstructionPhase	PhaseStartDate	12/8/2019	6/2/2019
tblConstructionPhase	PhaseStartDate	7/26/2018	6/15/2018
tblConstructionPhase	PhaseStartDate	7/16/2019	9/8/2019
tblConstructionPhase	PhaseStartDate	7/6/2018	6/15/2018
tblConstructionPhase	PhaseStartDate	12/8/2019	6/15/2019
tblConstructionPhase	PhaseStartDate	6/26/2019	6/15/2019
tblConstructionPhase	PhaseStartDate	11/8/2019	9/8/2019
tblProjectCharacteristics	OperationalYear	2014	2015

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	11.2312	109.2529	93.9003	0.1285	19.7892	5.7230	25.5122	10.3429	5.3166	15.6595	0.0000	12,482.1087	12,482.1087	3.0201	0.0000	12,545.5307
2019	47.7117	102.1320	92.6946	0.1319	19.4650	5.2549	24.7199	10.3064	4.8893	15.1956	0.0000	12,561.1304	12,561.1304	3.0315	0.0000	12,624.7909

Total	58.9429	211.3848	186.5949	0.2604	39.2543	10.9779	50.2321	20.6492	10.2058	30.8551	0.0000	25,043.23	25,043.239	6.0516	0.0000	25,170.321
												91	1			7

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					
2018	11.2312	109.2529	93.9003	0.1285	19.7892	5.7230	25.5122	10.3429	5.3166	15.6595	0.0000	12,482.1087	12,482.1087	3.0201	0.0000	12,545.5307
2019	47.7117	102.1320	92.6946	0.1319	19.4650	5.2549	24.7199	10.3064	4.8893	15.1956	0.0000	12,561.1304	12,561.1304	3.0315	0.0000	12,624.7909
Total	58.9429	211.3848	186.5949	0.2604	39.2543	10.9779	50.2321	20.6492	10.2058	30.8551	0.0000	25,043.2391	25,043.2391	6.0516	0.0000	25,170.3217

	ROG	NOx	CO	SO2	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

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	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003		0.3780
Energy	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Mobile	11.1262	24.8689	114.5544	0.2289	15.4191	0.3380	15.7571	4.1159	0.3105	4.4264		20,524.3399	20,524.3399	0.9038		20,543.3188
Total	17.1758	25.2303	115.0284	0.2311	15.4191	0.3660	15.7851	4.1159	0.3384	4.4543		20,956.2923	20,956.2923	0.9131	7.9100e-003	20,977.9195

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	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003		0.3780
Energy	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Mobile	11.1262	24.8689	114.5544	0.2289	15.4191	0.3380	15.7571	4.1159	0.3105	4.4264		20,524.3399	20,524.3399	0.9038		20,543.3188
Total	17.1758	25.2303	115.0284	0.2311	15.4191	0.3660	15.7851	4.1159	0.3384	4.4543		20,956.2923	20,956.2923	0.9131	7.9100e-003	20,977.9195

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Phase 3A1 - Gym&Field Demolition	Demolition	6/15/2018	7/5/2018	5	15	
2	Phase 3A2 - Gym&Field Site Prep	Site Preparation	6/15/2018	7/25/2018	5	29	
3	Phase 3A3 - Gym&Field Construction	Building Construction	6/15/2018	12/7/2019	5	386	
4	Phase 3A4 - Gym&Field Architectural Coating	Architectural Coating	6/2/2019	12/7/2019	5	135	
5	Phase 3B1 - Field B Demolition	Demolition	6/15/2019	6/25/2019	5	7	
6	Phase 3B2 - Field B Site Prep	Site Preparation	6/15/2019	7/15/2019	5	21	
7	Phase 3A5 - Gym&Field Landscape/Hardscape	Paving	9/8/2019	11/7/2019	5	44	
8	Phase 3B3 - Field B Landscape/Hardscape	Paving	9/8/2019	11/7/2019	5	44	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 323,958; Non-Residential Outdoor: 107,986 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase 3A1 - Gym&Field Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Phase 3A1 - Gym&Field Demolition	Excavators	3	8.00	162	0.38
Phase 3A1 - Gym&Field Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Phase 3A2 - Gym&Field Site Prep	Rubber Tired Dozers	3	8.00	255	0.40
Phase 3A2 - Gym&Field Site Prep	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Phase 3A3 - Gym&Field Construction	Cranes	1	7.00	226	0.29
Phase 3A3 - Gym&Field Construction	Forklifts	3	8.00	89	0.20
Phase 3A3 - Gym&Field Construction	Generator Sets	1	8.00	84	0.74
Phase 3A3 - Gym&Field Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 3A3 - Gym&Field Construction	Welders	1	8.00	46	0.45
Phase 3A4 - Gym&Field Architectural	Air Compressors	1	6.00	78	0.48
Phase 3A5 - Gym&Field	Cement and Mortar Mixers	2	6.00	9	0.56
Phase 3A5 - Gym&Field	Pavers	1	8.00	125	0.42
Phase 3A5 - Gym&Field	Paving Equipment	2	6.00	130	0.36
Phase 3A5 - Gym&Field	Rollers	2	6.00	80	0.38
Phase 3A5 - Gym&Field	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 3B3 - Field B	Cement and Mortar Mixers	2	6.00	9	0.56
Phase 3B1 - Field B Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Phase 3B1 - Field B Demolition	Excavators	3	8.00	162	0.38
Phase 3B3 - Field B	Pavers	1	8.00	125	0.42
Phase 3B3 - Field B	Paving Equipment	2	6.00	130	0.36
Phase 3B3 - Field B	Rollers	2	6.00	80	0.38

Phase 3B1 - Field B Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Phase 3B2 - Field B Site Prep	Rubber Tired Dozers	3	8.00	255	0.40
Phase 3B3 - Field B Landscape/Hardscape	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 3B2 - Field B Site Prep	Tractors/Loaders/Backhoes	4	8.00	97	0.37

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
Phase 3A1 - Gym&Field Demolition	6	15.00	0.00	30.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3A2 - Gym&Field Site Prep	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3A3 - Gym&Field	9	91.00	35.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3A4 - Gym&Field	1	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3A5 - Gym&Field	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3B1 - Field B Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3B3 - Field B Landscape/Hardscape	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3B2 - Field B Site Prep	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Phase 3A1 - Gym&Field Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4372	0.0000	0.4372	0.0662	0.0000	0.0662			0.0000			0.0000
Off-Road	3.5606	36.8310	31.7250	0.0399		1.8090	1.8090		1.6856	1.6856		3,983.3282	3,983.3282	1.1015		4,006.4585
Total	3.5606	36.8310	31.7250	0.0399	0.4372	1.8090	2.2461	0.0662	1.6856	1.7518		3,983.3282	3,983.3282	1.1015		4,006.4585

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	0.0357	0.4510	0.3712	1.4900e-003	0.0349	6.6400e-003	0.0415	9.5400e-003	6.1100e-003	0.0157		145.6296	145.6296	1.0300e-003		145.6512
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
Worker	0.0435	0.0510	0.5510	1.5600e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		120.5544	120.5544	5.6200e-003		120.6724
Total	0.0791	0.5021	0.9221	3.0500e-003	0.1581	7.5200e-003	0.1656	0.0422	6.9200e-003	0.0492		266.1841	266.1841	6.6500e-003		266.3236

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4372	0.0000	0.4372	0.0662	0.0000	0.0662			0.0000			0.0000
Off-Road	3.5606	36.8310	31.7250	0.0399		1.8090	1.8090		1.6856	1.6856	0.0000	3,983.3282	3,983.3282	1.1015		4,006.4585
Total	3.5606	36.8310	31.7250	0.0399	0.4372	1.8090	2.2461	0.0662	1.6856	1.7518	0.0000	3,983.3282	3,983.3282	1.1015		4,006.4585

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	0.0357	0.4510	0.3712	1.4900e-003	0.0349	6.6400e-003	0.0415	9.5400e-003	6.1100e-003	0.0157		145.6296	145.6296	1.0300e-003		145.6512
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
Worker	0.0435	0.0510	0.5510	1.5600e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		120.5544	120.5544	5.6200e-003		120.6724
Total	0.0791	0.5021	0.9221	3.0500e-003	0.1581	7.5200e-003	0.1656	0.0422	6.9200e-003	0.0492		266.1841	266.1841	6.6500e-003		266.3236

3.3 Phase 3A2 - Gym&Field Site Prep - 2018

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.2921	45.6088	36.2346	0.0391		2.3654	2.3654		2.1762	2.1762		3,939.7731	3,939.7731	1.2265		3,965.5297
Total	4.2921	45.6088	36.2346	0.0391	18.0663	2.3654	20.4317	9.9307	2.1762	12.1069		3,939.7731	3,939.7731	1.2265		3,965.5297

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

Attachment to
06-19-14 Minutes
Item 18

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	0.0521	0.0612	0.6611	1.8700e-003	0.1479	1.0500e-003	0.1489	0.0392	9.8000e-004	0.0402		144.6653	144.6653	6.7400e-003		144.8069
Total	0.0521	0.0612	0.6611	1.8700e-003	0.1479	1.0500e-003	0.1489	0.0392	9.8000e-004	0.0402		144.6653	144.6653	6.7400e-003		144.8069

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.2921	45.6088	36.2346	0.0391		2.3654	2.3654		2.1762	2.1762	0.0000	3,939.7731	3,939.7731	1.2265		3,965.5297
Total	4.2921	45.6088	36.2346	0.0391	18.0663	2.3654	20.4317	9.9307	2.1762	12.1069	0.0000	3,939.7731	3,939.7731	1.2265		3,965.5297

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
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
Worker	0.0521	0.0612	0.6611	1.8700e-003	0.1479	1.0500e-003	0.1489	0.0392	9.8000e-004	0.0402		144.6653	144.6653	6.7400e-003		144.8069
Total	0.0521	0.0612	0.6611	1.8700e-003	0.1479	1.0500e-003	0.1489	0.0392	9.8000e-004	0.0402		144.6653	144.6653	6.7400e-003		144.8069

3.4 Phase 3A3 - Gym&Field Construction - 2018

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	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387			2,623.3517
Total	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387			2,623.3517

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
Vendor	0.3150	2.6793	3.4824	8.3000e-003	0.2323	0.0404	0.2727	0.0663	0.0372	0.1035		806.8554	806.8554	5.9800e-003			806.9810
Worker	0.2636	0.3096	3.3424	9.4700e-003	0.7475	5.3300e-003	0.7529	0.1983	4.9300e-003	0.2032		731.3636	731.3636	0.0341			732.0793
Total	0.5786	2.9889	6.8248	0.0178	0.9798	0.0458	1.0256	0.2646	0.0421	0.3067		1,538.2191	1,538.2191	0.0401			1,539.0603

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
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Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517

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
Vendor	0.3150	2.6793	3.4824	8.3000e-003	0.2323	0.0404	0.2727	0.0663	0.0372	0.1035		806.8554	806.8554	5.9800e-003		806.9810
Worker	0.2636	0.3096	3.3424	9.4700e-003	0.7475	5.3300e-003	0.7529	0.1983	4.9300e-003	0.2032		731.3636	731.3636	0.0341		732.0793
Total	0.5786	2.9889	6.8248	0.0178	0.9798	0.0458	1.0256	0.2646	0.0421	0.3067		1,538.2191	1,538.2191	0.0401		1,539.0603

3.4 Phase 3A3 - Gym&Field Construction - 2019

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	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083		2,580.7618	2,580.7618	0.6279		2,593.9479
Total	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083		2,580.7618	2,580.7618	0.6279		2,593.9479

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
Vendor	0.2950	2.4392	3.3090	8.2900e-003	0.2323	0.0376	0.2699	0.0663	0.0346	0.1008		792.9581	792.9581	5.8300e-003		793.0806
Worker	0.2450	0.2861	3.0826	9.4700e-003	0.7475	5.3000e-003	0.7528	0.1983	4.9100e-003	0.2032		704.9337	704.9337	0.0321		705.6069
Total	0.5400	2.7253	6.3915	0.0178	0.9798	0.0429	1.0227	0.2645	0.0395	0.3040		1,497.8918	1,497.8918	0.0379		1,498.6874

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	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083	0.0000	2,580.7618	2,580.7618	0.6279		2,593.9479
Total	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083	0.0000	2,580.7618	2,580.7618	0.6279		2,593.9479

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
Vendor	0.2950	2.4392	3.3090	8.2900e-003	0.2323	0.0376	0.2699	0.0663	0.0346	0.1008		792.9581	792.9581	5.8300e-003			793.0806
Worker	0.2450	0.2861	3.0826	9.4700e-003	0.7475	5.3000e-003	0.7528	0.1983	4.9100e-003	0.2032		704.9337	704.9337	0.0321			705.6069
Total	0.5400	2.7253	6.3915	0.0178	0.9798	0.0429	1.0227	0.2645	0.0395	0.3040		1,497.8918	1,497.8918	0.0379			1,498.6874

3.5 Phase 3A4 - Gym&Field Architectural Coating - 2019

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	37.0752					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238			281.9473
Total	37.3416	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238			281.9473

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					

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Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	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	0.0485	0.0566	0.6097	1.8700e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		139.4374	139.4374	6.3400e-003		139.5706
Total	0.0485	0.0566	0.6097	1.8700e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		139.4374	139.4374	6.3400e-003		139.5706

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	37.0752					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		281.9473
Total	37.3416	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		281.9473

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
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
Worker	0.0485	0.0566	0.6097	1.8700e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		139.4374	139.4374	6.3400e-003		139.5706
Total	0.0485	0.0566	0.6097	1.8700e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		139.4374	139.4374	6.3400e-003		139.5706

3.6 Phase 3B1 - Field B Demolition - 2019

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	3.3224	33.9413	30.8050	0.0399		1.6448	1.6448		1.5316	1.5316		3,929.2327	3,929.2327	1.0974		3,952.2774
Total	3.3224	33.9413	30.8050	0.0399		1.6448	1.6448		1.5316	1.5316		3,929.2327	3,929.2327	1.0974		3,952.2774

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
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
Worker	0.0404	0.0472	0.5081	1.5600e-003	0.1232	8.7000e-004	0.1241	0.0327	8.1000e-004	0.0335		116.1979	116.1979	5.2800e-003		116.3088
Total	0.0404	0.0472	0.5081	1.5600e-003	0.1232	8.7000e-004	0.1241	0.0327	8.1000e-004	0.0335		116.1979	116.1979	5.2800e-003		116.3088

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	3.3224	33.9413	30.8050	0.0399		1.6448	1.6448		1.5316	1.5316	0.0000	3,929.2327	3,929.2327	1.0974		3,952.2774
Total	3.3224	33.9413	30.8050	0.0399		1.6448	1.6448		1.5316	1.5316	0.0000	3,929.2327	3,929.2327	1.0974		3,952.2774

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
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
Worker	0.0404	0.0472	0.5081	1.5600e-003	0.1232	8.7000e-004	0.1241	0.0327	8.1000e-004	0.0335		116.1979	116.1979	5.2800e-003		116.3088
Total	0.0404	0.0472	0.5081	1.5600e-003	0.1232	8.7000e-004	0.1241	0.0327	8.1000e-004	0.0335		116.1979	116.1979	5.2800e-003		116.3088

3.7 Phase 3B2 - Field B Site Prep - 2019

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000

Off-Road	4.0188	42.5046	34.8088	0.0391		2.1505	2.1505		1.9784	1.9784		3,876.7233	3,876.7233	1.2266		3,902.4810
Total	4.0188	42.5046	34.8088	0.0391	18.0663	2.1505	20.2167	9.9307	1.9784	11.9091		3,876.7233	3,876.7233	1.2266		3,902.4810

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
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
Worker	0.0485	0.0566	0.6097	1.8700e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		139.4374	139.4374	6.3400e-003		139.5706
Total	0.0485	0.0566	0.6097	1.8700e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		139.4374	139.4374	6.3400e-003		139.5706

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0188	42.5046	34.8088	0.0391		2.1505	2.1505		1.9784	1.9784	0.0000	3,876.7233	3,876.7233	1.2266		3,902.4810
Total	4.0188	42.5046	34.8088	0.0391	18.0663	2.1505	20.2167	9.9307	1.9784	11.9091	0.0000	3,876.7233	3,876.7233	1.2266		3,902.4810

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
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
Worker	0.0485	0.0566	0.6097	1.8700e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		139.4374	139.4374	6.3400e-003		139.5706
Total	0.0485	0.0566	0.6097	1.8700e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		139.4374	139.4374	6.3400e-003		139.5706

3.8 Phase 3A5 - Gym&Field Landscape/Hardscape - 2019

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	1.2520	12.5889	12.1441	0.0187		0.7111	0.7111		0.6560	0.6560		1,816.2490	1,816.2490	0.5585		1,827.9782
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2520	12.5889	12.1441	0.0187		0.7111	0.7111		0.6560	0.6560		1,816.2490	1,816.2490	0.5585		1,827.9782

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					

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Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	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	0.0538	0.0629	0.6775	2.0800e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0800e-003	0.0447		154.9305	154.9305	7.0400e-003		155.0784
Total	0.0538	0.0629	0.6775	2.0800e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0800e-003	0.0447		154.9305	154.9305	7.0400e-003		155.0784

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	1.2520	12.5889	12.1441	0.0187		0.7111	0.7111		0.6560	0.6560	0.0000	1,816.2490	1,816.2490	0.5585		1,827.9782
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2520	12.5889	12.1441	0.0187		0.7111	0.7111		0.6560	0.6560	0.0000	1,816.2490	1,816.2490	0.5585		1,827.9782

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
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
Worker	0.0538	0.0629	0.6775	2.0800e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0800e-003	0.0447		154.9305	154.9305	7.0400e-003		155.0784
Total	0.0538	0.0629	0.6775	2.0800e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0800e-003	0.0447		154.9305	154.9305	7.0400e-003		155.0784

3.9 Phase 3B3 - Field B Landscape/Hardscape - 2019

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	1.2520	12.5889	12.1441	0.0187		0.7111	0.7111		0.6560	0.6560		1,816.2490	1,816.2490	0.5585		1,827.9782
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2520	12.5889	12.1441	0.0187		0.7111	0.7111		0.6560	0.6560		1,816.2490	1,816.2490	0.5585		1,827.9782

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
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
Worker	0.0538	0.0629	0.6775	2.0800e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0800e-003	0.0447		154.9305	154.9305	7.0400e-003		155.0784
Total	0.0538	0.0629	0.6775	2.0800e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0800e-003	0.0447		154.9305	154.9305	7.0400e-003		155.0784

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	1.2520	12.5889	12.1441	0.0187		0.7111	0.7111		0.6560	0.6560	0.0000	1,816.2490	1,816.2490	0.5585		1,827.9782
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2520	12.5889	12.1441	0.0187		0.7111	0.7111		0.6560	0.6560	0.0000	1,816.2490	1,816.2490	0.5585		1,827.9782

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
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
Worker	0.0538	0.0629	0.6775	2.0800e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0800e-003	0.0447		154.9305	154.9305	7.0400e-003		155.0784
Total	0.0538	0.0629	0.6775	2.0800e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0800e-003	0.0447		154.9305	154.9305	7.0400e-003		155.0784

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	lb/day										lb/day			
	Mitigated	11.1262	24.8689	114.5544	0.2289	15.4191	0.3380	15.7571	4.1159	0.3105	4.4264	20,524.3399	20,524.3399	0.9038
Unmitigated	11.1262	24.8689	114.5544	0.2289	15.4191	0.3380	15.7571	4.1159	0.3105	4.4264	20,524.3399	20,524.3399	0.9038	20,543.3188

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High School	2,783.88	993.08	407.00	5,729,839	5,729,839
Total	2,783.88	993.08	407.00	5,729,839	5,729,839

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-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High School	9.50	7.30	7.30	77.80	17.20	5.00	75	19	6

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.509603	0.073619	0.192430	0.134105	0.036943	0.005309	0.012459	0.020989	0.001832	0.002087	0.006541	0.000614	0.003471

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Category	lb/day										lb/day					

NaturalGas Mitigated	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
NaturalGas Unmitigated	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227

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					
High School	3668.57	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Total		0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227

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					
High School	3.66857	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Total		0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003		0.3780
Unmitigated	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003		0.3780

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	1.3713					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6218					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0170	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003		0.3780
Total	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003		0.3780

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	1.3713				0.0000	0.0000			0.0000	0.0000			0.0000	
Consumer Products	4.6218				0.0000	0.0000			0.0000	0.0000			0.0000		0.0000
Landscaping	0.0170	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003	0.3780
Total	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003	0.3780

7.0 Water Detail

7.1 Mitigation Measures Water

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 Vegetation

San Dieguito Academy - Proposed Master Plan San Diego County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High School	1,628.00	Student	4.96	215,972.07	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2015
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	720.49	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - From project plans

Demolition -

Vehicle Trips -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	135.00
tblConstructionPhase	NumDays	230.00	386.00
tblConstructionPhase	NumDays	20.00	15.00
tblConstructionPhase	NumDays	18.00	44.00

tblConstructionPhase	NumDays	5.00	29.00
tblConstructionPhase	NumDays	20.00	7.00
tblConstructionPhase	NumDays	5.00	21.00
tblConstructionPhase	NumDays	18.00	44.00
tblConstructionPhase	PhaseEndDate	6/12/2020	12/7/2019
tblConstructionPhase	PhaseEndDate	1/16/2020	12/7/2019
tblConstructionPhase	PhaseEndDate	9/13/2019	11/7/2019
tblConstructionPhase	PhaseEndDate	8/15/2018	7/25/2018
tblConstructionPhase	PhaseEndDate	12/17/2019	6/25/2019
tblConstructionPhase	PhaseEndDate	7/24/2019	7/15/2019
tblConstructionPhase	PhaseEndDate	1/8/2020	11/7/2019
tblConstructionPhase	PhaseStartDate	12/8/2019	6/2/2019
tblConstructionPhase	PhaseStartDate	7/26/2018	6/15/2018
tblConstructionPhase	PhaseStartDate	7/16/2019	9/8/2019
tblConstructionPhase	PhaseStartDate	7/6/2018	6/15/2018
tblConstructionPhase	PhaseStartDate	12/8/2019	6/15/2019
tblConstructionPhase	PhaseStartDate	6/26/2019	6/15/2019
tblConstructionPhase	PhaseStartDate	11/8/2019	9/8/2019
tblProjectCharacteristics	OperationalYear	2014	2015

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	11.3009	109.3810	95.1074	0.1277	19.7892	5.7234	25.5126	10.3429	5.3170	15.6599	0.0000	12,414.7852	12,414.7852	3.0203	0.0000	12,478.2111

2019	47.7739	102.2417	93.7277	0.1309	19.4650	5.2553	24.7203	10.3064	4.8896	15.1960	0.0000	12,487.88 83	12,487.888 3	3.0316	0.0000	12,551.55 25
Total	59.0747	211.6227	188.8351	0.2587	39.2543	10.9787	50.2329	20.6492	10.2066	30.8558	0.0000	24,902.67 35	24,902.673 5	6.0519	0.0000	25,029.76 36

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					
2018	11.3009	109.3810	95.1074	0.1277	19.7892	5.7234	25.5126	10.3429	5.3170	15.6599	0.0000	12,414.78 52	12,414.785 2	3.0203	0.0000	12,478.21 11
2019	47.7739	102.2417	93.7277	0.1309	19.4650	5.2553	24.7203	10.3064	4.8896	15.1960	0.0000	12,487.88 83	12,487.888 3	3.0316	0.0000	12,551.55 25
Total	59.0747	211.6227	188.8351	0.2587	39.2543	10.9787	50.2329	20.6492	10.2066	30.8558	0.0000	24,902.67 35	24,902.673 5	6.0519	0.0000	25,029.76 36

	ROG	NOx	CO	SO2	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

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	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003		0.3780
Energy	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Mobile	11.9335	26.4250	120.5518	0.2176	15.4191	0.3401	15.7592	4.1159	0.3124	4.4283		19,523.42 90	19,523.429 0	0.9043		19,542.41 93

Total	17.9831	26.7863	121.0258	0.2198	15.4191	0.3681	15.7872	4.1159	0.3404	4.4563		19,955.38	19,955.381	0.9136	7.9100e-003	19,977.02
												14	4		003	00

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	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003		0.3780
Energy	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Mobile	11.9335	26.4250	120.5518	0.2176	15.4191	0.3401	15.7592	4.1159	0.3124	4.4283		19,523.4290	19,523.4290	0.9043		19,542.4193
Total	17.9831	26.7863	121.0258	0.2198	15.4191	0.3681	15.7872	4.1159	0.3404	4.4563		19,955.3814	19,955.3814	0.9136	7.9100e-003	19,977.0200

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Phase 3A1 - Gym&Field Demolition	Demolition	6/15/2018	7/5/2018	5	15	
2	Phase 3A2 - Gym&Field Site Prep	Site Preparation	6/15/2018	7/25/2018	5	29	
3	Phase 3A3 - Gym&Field Construction	Building Construction	6/15/2018	12/7/2019	5	386	
4	Phase 3A4 - Gym&Field Architectural Coating	Architectural Coating	6/2/2019	12/7/2019	5	135	
5	Phase 3B1 - Field B Demolition	Demolition	6/15/2019	6/25/2019	5	7	
6	Phase 3B2 - Field B Site Prep	Site Preparation	6/15/2019	7/15/2019	5	21	

7	Phase 3A5 - Gym&Field Landscape/Hardscape	Paving	9/8/2019	11/7/2019	5	44
8	Phase 3B3 - Field B Landscape/Hardscape	Paving	9/8/2019	11/7/2019	5	44

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 323,958; Non-Residential Outdoor: 107,986 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase 3A1 - Gym&Field Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Phase 3A1 - Gym&Field Demolition	Excavators	3	8.00	162	0.38
Phase 3A1 - Gym&Field Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Phase 3A2 - Gym&Field Site Prep	Rubber Tired Dozers	3	8.00	255	0.40
Phase 3A2 - Gym&Field Site Prep	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Phase 3A3 - Gym&Field Construction	Cranes	1	7.00	226	0.29
Phase 3A3 - Gym&Field Construction	Forklifts	3	8.00	89	0.20
Phase 3A3 - Gym&Field Construction	Generator Sets	1	8.00	84	0.74
Phase 3A3 - Gym&Field Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 3A3 - Gym&Field Construction	Welders	1	8.00	46	0.45
Phase 3A4 - Gym&Field Architectural Coating	Air Compressors	1	6.00	78	0.48
Phase 3A5 - Gym&Field Landscape/Hardscape	Cement and Mortar Mixers	2	6.00	9	0.56
Phase 3A5 - Gym&Field Landscape/Hardscape	Pavers	1	8.00	125	0.42
Phase 3A5 - Gym&Field Landscape/Hardscape	Paving Equipment	2	6.00	130	0.36
Phase 3A5 - Gym&Field Landscape/Hardscape	Rollers	2	6.00	80	0.38
Phase 3A5 - Gym&Field Landscape/Hardscape	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 3B3 - Field B Landscape/Hardscape	Cement and Mortar Mixers	2	6.00	9	0.56
Phase 3B1 - Field B Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Phase 3B1 - Field B Demolition	Excavators	3	8.00	162	0.38
Phase 3B3 - Field B Landscape/Hardscape	Pavers	1	8.00	125	0.42

Phase 3B3 - Field B Landscape/Hardscape	Paving Equipment	2	6.00	130	0.36
Phase 3B3 - Field B Landscape/Hardscape	Rollers	2	6.00	80	0.38
Phase 3B1 - Field B Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Phase 3B2 - Field B Site Prep	Rubber Tired Dozers	3	8.00	255	0.40
Phase 3B3 - Field B Landscape/Hardscape	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 3B2 - Field B Site Prep	Tractors/Loaders/Backhoes	4	8.00	97	0.37

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
Phase 3A1 - Gym&Field Demolition	6	15.00	0.00	30.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3A2 - Gym&Field Site Prep	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3A3 - Gym&Field	9	91.00	35.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3A4 - Gym&Field	1	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3A5 - Gym&Field	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3B1 - Field B Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3B3 - Field B Landscape/Hardscape	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3B2 - Field B Site Prep	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Phase 3A1 - Gym&Field Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4372	0.0000	0.4372	0.0662	0.0000	0.0662			0.0000			0.0000

Attachment to
06-19-14 Minutes
Item 18

Off-Road	3.5606	36.8310	31.7250	0.0399		1.8090	1.8090		1.6856	1.6856		3,983.328 2	3,983.3282	1.1015		4,006.458 5
Total	3.5606	36.8310	31.7250	0.0399	0.4372	1.8090	2.2461	0.0662	1.6856	1.7518		3,983.328 2	3,983.3282	1.1015		4,006.458 5

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	0.0394	0.4655	0.4829	1.4900e-003	0.0349	6.6600e-003	0.0415	9.5400e-003	6.1300e-003	0.0157		145.2872	145.2872	1.0400e-003		145.3091
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
Worker	0.0458	0.0573	0.5299	1.4600e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		113.2044	113.2044	5.6200e-003		113.3224
Total	0.0851	0.5228	1.0128	2.9500e-003	0.1581	7.5400e-003	0.1656	0.0422	6.9400e-003	0.0492		258.4916	258.4916	6.6600e-003		258.6314

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4372	0.0000	0.4372	0.0662	0.0000	0.0662			0.0000			0.0000
Off-Road	3.5606	36.8310	31.7250	0.0399		1.8090	1.8090		1.6856	1.6856	0.0000	3,983.328 2	3,983.3282	1.1015		4,006.458 5
Total	3.5606	36.8310	31.7250	0.0399	0.4372	1.8090	2.2461	0.0662	1.6856	1.7518	0.0000	3,983.328 2	3,983.3282	1.1015		4,006.458 5

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	0.0394	0.4655	0.4829	1.4900e-003	0.0349	6.6600e-003	0.0415	9.5400e-003	6.1300e-003	0.0157		145.2872	145.2872	1.0400e-003		145.3091
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
Worker	0.0458	0.0573	0.5299	1.4600e-003	0.1232	8.8000e-004	0.1241	0.0327	8.1000e-004	0.0335		113.2044	113.2044	5.6200e-003		113.3224
Total	0.0851	0.5228	1.0128	2.9500e-003	0.1581	7.5400e-003	0.1656	0.0422	6.9400e-003	0.0492		258.4916	258.4916	6.6600e-003		258.6314

3.3 Phase 3A2 - Gym&Field Site Prep - 2018

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.2921	45.6088	36.2346	0.0391		2.3654	2.3654		2.1762	2.1762		3,939.7731	3,939.7731	1.2265		3,965.5297
Total	4.2921	45.6088	36.2346	0.0391	18.0663	2.3654	20.4317	9.9307	2.1762	12.1069		3,939.7731	3,939.7731	1.2265		3,965.5297

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
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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
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	0.0549	0.0687	0.6359	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.8000e-004	0.0402	135.8453	135.8453	6.7400e-003	135.9868	
Total	0.0549	0.0687	0.6359	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.8000e-004	0.0402	135.8453	135.8453	6.7400e-003	135.9868	

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.2921	45.6088	36.2346	0.0391		2.3654	2.3654		2.1762	2.1762	0.0000	3,939.7731	3,939.7731	1.2265		3,965.5297
Total	4.2921	45.6088	36.2346	0.0391	18.0663	2.3654	20.4317	9.9307	2.1762	12.1069	0.0000	3,939.7731	3,939.7731	1.2265		3,965.5297

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
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

Worker	0.0549	0.0687	0.6359	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.8000e-004	0.0402		135.8453	135.8453	6.7400e-003		135.9868
Total	0.0549	0.0687	0.6359	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.8000e-004	0.0402		135.8453	135.8453	6.7400e-003		135.9868

3.4 Phase 3A3 - Gym&Field Construction - 2018

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	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387			2,623.3517
Total	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387			2,623.3517

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
Vendor	0.3618	2.7415	4.7517	8.2600e-003	0.2323	0.0408	0.2731	0.0663	0.0376	0.1038		800.6349	800.6349	6.1500e-003		800.7640
Worker	0.2776	0.3474	3.2148	8.8900e-003	0.7475	5.3300e-003	0.7529	0.1983	4.9300e-003	0.2032		686.7732	686.7732	0.0341		687.4889
Total	0.6395	3.0889	7.9665	0.0172	0.9798	0.0462	1.0260	0.2646	0.0425	0.3071		1,487.4081	1,487.4081	0.0402		1,488.2529

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	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387			2,623.3517
Total	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387			2,623.3517

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
Vendor	0.3618	2.7415	4.7517	8.2600e-003	0.2323	0.0408	0.2731	0.0663	0.0376	0.1038		800.6349	800.6349	6.1500e-003			800.7640
Worker	0.2776	0.3474	3.2148	8.8900e-003	0.7475	5.3300e-003	0.7529	0.1983	4.9300e-003	0.2032		686.7732	686.7732	0.0341			687.4889
Total	0.6395	3.0889	7.9665	0.0172	0.9798	0.0462	1.0260	0.2646	0.0425	0.3071		1,487.4081	1,487.4081	0.0402			1,488.2529

3.4 Phase 3A3 - Gym&Field Construction - 2019

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
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Category	lb/day										lb/day				
Off-Road	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083	2,580.7618	2,580.7618	0.6279		2,593.9479
Total	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083	2,580.7618	2,580.7618	0.6279		2,593.9479

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
Vendor	0.3374	2.4946	4.5432	8.2400e-003	0.2323	0.0380	0.2702	0.0663	0.0349	0.1012		786.8315	786.8315	6.0000e-003		786.9575
Worker	0.2577	0.3210	2.9537	8.8900e-003	0.7475	5.3000e-003	0.7528	0.1983	4.9100e-003	0.2032		661.9231	661.9231	0.0321		662.5963
Total	0.5950	2.8155	7.4969	0.0171	0.9798	0.0433	1.0231	0.2645	0.0398	0.3044		1,448.7546	1,448.7546	0.0381		1,449.5538

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	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083	0.0000	2,580.7618	2,580.7618	0.6279		2,593.9479
Total	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083	0.0000	2,580.7618	2,580.7618	0.6279		2,593.9479

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
Vendor	0.3374	2.4946	4.5432	8.2400e-003	0.2323	0.0380	0.2702	0.0663	0.0349	0.1012		786.8315	786.8315	6.0000e-003		786.9575
Worker	0.2577	0.3210	2.9537	8.8900e-003	0.7475	5.3000e-003	0.7528	0.1983	4.9100e-003	0.2032		661.9231	661.9231	0.0321		662.5963
Total	0.5950	2.8155	7.4969	0.0171	0.9798	0.0433	1.0231	0.2645	0.0398	0.3044		1,448.7546	1,448.7546	0.0381		1,449.5538

3.5 Phase 3A4 - Gym&Field Architectural Coating - 2019

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	37.0752					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473
Total	37.3416	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473

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
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
Worker	0.0510	0.0635	0.5842	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		130.9299	130.9299	6.3400e-003		131.0630
Total	0.0510	0.0635	0.5842	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		130.9299	130.9299	6.3400e-003		131.0630

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	37.0752					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		281.9473
Total	37.3416	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		281.9473

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					

Attachment to
06-19-14 Minutes
Item 18

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	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	0.0510	0.0635	0.5842	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		130.9299	130.9299	6.3400e-003		131.0630
Total	0.0510	0.0635	0.5842	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		130.9299	130.9299	6.3400e-003		131.0630

3.6 Phase 3B1 - Field B Demolition - 2019

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	3.3224	33.9413	30.8050	0.0399		1.6448	1.6448		1.5316	1.5316		3,929.2327	3,929.2327	1.0974			3,952.2774
Total	3.3224	33.9413	30.8050	0.0399		1.6448	1.6448		1.5316	1.5316		3,929.2327	3,929.2327	1.0974			3,952.2774

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
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
Worker	0.0425	0.0529	0.4869	1.4600e-003	0.1232	8.7000e-004	0.1241	0.0327	8.1000e-004	0.0335		109.1082	109.1082	5.2800e-003		109.2192

Total	0.0425	0.0529	0.4869	1.4600e-003	0.1232	8.7000e-004	0.1241	0.0327	8.1000e-004	0.0335		109.1082	109.1082	5.2800e-003		109.2192
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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	3.3224	33.9413	30.8050	0.0399		1.6448	1.6448		1.5316	1.5316	0.0000	3,929.2327	3,929.2327	1.0974		3,952.2774
Total	3.3224	33.9413	30.8050	0.0399		1.6448	1.6448		1.5316	1.5316	0.0000	3,929.2327	3,929.2327	1.0974		3,952.2774

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
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
Worker	0.0425	0.0529	0.4869	1.4600e-003	0.1232	8.7000e-004	0.1241	0.0327	8.1000e-004	0.0335		109.1082	109.1082	5.2800e-003		109.2192
Total	0.0425	0.0529	0.4869	1.4600e-003	0.1232	8.7000e-004	0.1241	0.0327	8.1000e-004	0.0335		109.1082	109.1082	5.2800e-003		109.2192

3.7 Phase 3B2 - Field B Site Prep - 2019

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0188	42.5046	34.8088	0.0391		2.1505	2.1505		1.9784	1.9784		3,876.7233	3,876.7233	1.2266		3,902.4810
Total	4.0188	42.5046	34.8088	0.0391	18.0663	2.1505	20.2167	9.9307	1.9784	11.9091		3,876.7233	3,876.7233	1.2266		3,902.4810

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
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
Worker	0.0510	0.0635	0.5842	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		130.9299	130.9299	6.3400e-003		131.0630
Total	0.0510	0.0635	0.5842	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		130.9299	130.9299	6.3400e-003		131.0630

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0188	42.5046	34.8088	0.0391		2.1505	2.1505		1.9784	1.9784	0.0000	3,876.7233	3,876.7233	1.2266		3,902.4810
Total	4.0188	42.5046	34.8088	0.0391	18.0663	2.1505	20.2167	9.9307	1.9784	11.9091	0.0000	3,876.7233	3,876.7233	1.2266		3,902.4810

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
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
Worker	0.0510	0.0635	0.5842	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		130.9299	130.9299	6.3400e-003		131.0630
Total	0.0510	0.0635	0.5842	1.7600e-003	0.1479	1.0500e-003	0.1489	0.0392	9.7000e-004	0.0402		130.9299	130.9299	6.3400e-003		131.0630

3.8 Phase 3A5 - Gym&Field Landscape/Hardscape - 2019

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	1.2520	12.5889	12.1441	0.0187		0.7111	0.7111		0.6560	0.6560		1,816.2490	1,816.2490	0.5585		1,827.9782
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2520	12.5889	12.1441	0.0187		0.7111	0.7111		0.6560	0.6560		1,816.2490	1,816.2490	0.5585		1,827.9782

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
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
Worker	0.0566	0.0705	0.6492	1.9500e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0800e-003	0.0447		145.4776	145.4776	7.0400e-003		145.6256
Total	0.0566	0.0705	0.6492	1.9500e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0800e-003	0.0447		145.4776	145.4776	7.0400e-003		145.6256

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	1.2520	12.5889	12.1441	0.0187		0.7111	0.7111		0.6560	0.6560	0.0000	1,816.2490	1,816.2490	0.5585		1,827.9782
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2520	12.5889	12.1441	0.0187		0.7111	0.7111		0.6560	0.6560	0.0000	1,816.2490	1,816.2490	0.5585		1,827.9782

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
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
Worker	0.0566	0.0705	0.6492	1.9500e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0800e-003	0.0447		145.4776	145.4776	7.0400e-003		145.6256
Total	0.0566	0.0705	0.6492	1.9500e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0800e-003	0.0447		145.4776	145.4776	7.0400e-003		145.6256

3.9 Phase 3B3 - Field B Landscape/Hardscape - 2019

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	1.2520	12.5889	12.1441	0.0187		0.7111	0.7111		0.6560	0.6560		1,816.2490	1,816.2490	0.5585		1,827.9782
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2520	12.5889	12.1441	0.0187		0.7111	0.7111		0.6560	0.6560		1,816.2490	1,816.2490	0.5585		1,827.9782

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

Attachment to
06-19-14 Minutes
Item 18

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	0.0566	0.0705	0.6492	1.9500e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0800e-003	0.0447	145.4776	145.4776	7.0400e-003	145.6256	
Total	0.0566	0.0705	0.6492	1.9500e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0800e-003	0.0447	145.4776	145.4776	7.0400e-003	145.6256	

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	1.2520	12.5889	12.1441	0.0187		0.7111	0.7111		0.6560	0.6560	0.0000	1,816.2490	1,816.2490	0.5585		1,827.9782
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2520	12.5889	12.1441	0.0187		0.7111	0.7111		0.6560	0.6560	0.0000	1,816.2490	1,816.2490	0.5585		1,827.9782

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
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
Worker	0.0566	0.0705	0.6492	1.9500e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0800e-003	0.0447	145.4776	145.4776	7.0400e-003	145.6256		
Total	0.0566	0.0705	0.6492	1.9500e-003	0.1643	1.1600e-003	0.1655	0.0436	1.0800e-003	0.0447	145.4776	145.4776	7.0400e-003	145.6256		

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	11.9335	26.4250	120.5518	0.2176	15.4191	0.3401	15.7592	4.1159	0.3124	4.4283		19,523.4290	19,523.4290	0.9043		19,542.4193
Unmitigated	11.9335	26.4250	120.5518	0.2176	15.4191	0.3401	15.7592	4.1159	0.3124	4.4283		19,523.4290	19,523.4290	0.9043		19,542.4193

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High School	2,783.88	993.08	407.00	5,729,839	5,729,839
Total	2,783.88	993.08	407.00	5,729,839	5,729,839

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-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High School	9.50	7.30	7.30	77.80	17.20	5.00	75	19	6

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.509603	0.073619	0.192430	0.134105	0.036943	0.005309	0.012459	0.020989	0.001832	0.002087	0.006541	0.000614	0.003471

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
NaturalGas Unmitigated	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227

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					
High School	3668.57	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Total		0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227

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					
High School	3.66857	0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227
Total		0.0396	0.3597	0.3021	2.1600e-003		0.0273	0.0273		0.0273	0.0273		431.5961	431.5961	8.2700e-003	7.9100e-003	434.2227

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Mitigated	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003			0.3780
Unmitigated	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003			0.3780

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	1.3713					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Consumer Products	4.6218				0.0000	0.0000		0.0000	0.0000			0.0000		0.0000
Landscaping	0.0170	1.6600e-003	0.1719	1.0000e-005	6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003	0.3780
Total	6.0101	1.6600e-003	0.1719	1.0000e-005	6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003	0.3780

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	1.3713					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Consumer Products	4.6218					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Landscaping	0.0170	1.6600e-003	0.1719	1.0000e-005	6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004			0.3563	0.3563	1.0300e-003			0.3780
Total	6.0101	1.6600e-003	0.1719	1.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004		0.3563	0.3563	1.0300e-003			0.3780

7.0 Water Detail

7.1 Mitigation Measures Water

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 Vegetation

San Dieguito Academy - Proposed Master Plan San Diego County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High School	1,628.00	Student	4.96	215,972.07	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2015
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	720.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - From project plans

Demolition -

Vehicle Trips -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	18.00	135.00
tblConstructionPhase	NumDays	230.00	386.00
tblConstructionPhase	NumDays	20.00	15.00
tblConstructionPhase	NumDays	18.00	44.00

tblConstructionPhase	NumDays	5.00	29.00
tblConstructionPhase	NumDays	20.00	7.00
tblConstructionPhase	NumDays	5.00	21.00
tblConstructionPhase	NumDays	18.00	44.00
tblConstructionPhase	PhaseEndDate	6/12/2020	12/7/2019
tblConstructionPhase	PhaseEndDate	1/16/2020	12/7/2019
tblConstructionPhase	PhaseEndDate	9/13/2019	11/7/2019
tblConstructionPhase	PhaseEndDate	8/15/2018	7/25/2018
tblConstructionPhase	PhaseEndDate	12/17/2019	6/25/2019
tblConstructionPhase	PhaseEndDate	7/24/2019	7/15/2019
tblConstructionPhase	PhaseEndDate	1/8/2020	11/7/2019
tblConstructionPhase	PhaseStartDate	12/8/2019	6/2/2019
tblConstructionPhase	PhaseStartDate	7/26/2018	6/15/2018
tblConstructionPhase	PhaseStartDate	7/16/2019	9/8/2019
tblConstructionPhase	PhaseStartDate	7/6/2018	6/15/2018
tblConstructionPhase	PhaseStartDate	12/8/2019	6/15/2019
tblConstructionPhase	PhaseStartDate	6/26/2019	6/15/2019
tblConstructionPhase	PhaseStartDate	11/8/2019	9/8/2019
tblProjectCharacteristics	OperationalYear	2014	2015

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.3223	2.8142	2.5594	4.0400e-003	0.3365	0.1573	0.4938	0.1638	0.1470	0.3108	0.0000	347.0820	347.0820	0.0675	0.0000	348.4992

2019	2.9906	4.1537	4.1597	7.1800e-003	0.3252	0.2305	0.5557	0.1409	0.2161	0.3569	0.0000	601.8023	601.8023	0.1134	0.0000	604.1829
Total	3.3129	6.9679	6.7191	0.0112	0.6617	0.3878	1.0495	0.3046	0.3631	0.6677	0.0000	948.8843	948.8843	0.1809	0.0000	952.6821

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					
2018	0.3223	2.8142	2.5594	4.0400e-003	0.3365	0.1573	0.4938	0.1638	0.1470	0.3108	0.0000	347.0817	347.0817	0.0675	0.0000	348.4989
2019	2.9906	4.1537	4.1597	7.1800e-003	0.3252	0.2305	0.5557	0.1409	0.2161	0.3569	0.0000	601.8018	601.8018	0.1134	0.0000	604.1824
Total	3.3129	6.9679	6.7191	0.0112	0.6617	0.3878	1.0495	0.3046	0.3631	0.6677	0.0000	948.8835	948.8835	0.1809	0.0000	952.6813

	ROG	NOx	CO	SO2	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

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	1.0953	1.5000e-004	0.0155	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0291	0.0291	8.0000e-005	0.0000	0.0309
Energy	7.2200e-003	0.0656	0.0551	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	492.1217	492.1217	0.0183	4.8100e-003	493.9981
Mobile	1.5970	3.7646	16.7709	0.0314	2.1542	0.0484	2.2027	0.5762	0.0445	0.6206	0.0000	2,551.9416	2,551.9416	0.1172	0.0000	2,554.4027

Waste						0.0000	0.0000		0.0000	0.0000	60.3106	0.0000	60.3106	3.5643	0.0000	135.1600
Water						0.0000	0.0000		0.0000	0.0000	2.2751	97.4708	99.7459	0.2376	6.3300e-003	106.6976
Total	2.6995	3.8304	16.8415	0.0317	2.1542	0.0535	2.2077	0.5762	0.0495	0.6257	62.5858	3,141.5632	3,204.1489	3.9374	0.0111	3,290.2893

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	1.0953	1.5000e-004	0.0155	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0291	0.0291	8.0000e-005	0.0000	0.0309
Energy	7.2200e-003	0.0656	0.0551	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	492.1217	492.1217	0.0183	4.8100e-003	493.9981
Mobile	1.5970	3.7646	16.7709	0.0314	2.1542	0.0484	2.2027	0.5762	0.0445	0.6206	0.0000	2,551.9416	2,551.9416	0.1172	0.0000	2,554.4027
Waste						0.0000	0.0000		0.0000	0.0000	60.3106	0.0000	60.3106	3.5643	0.0000	135.1600
Water						0.0000	0.0000		0.0000	0.0000	2.2751	97.4708	99.7459	0.2376	6.3200e-003	106.6940
Total	2.6995	3.8304	16.8415	0.0317	2.1542	0.0535	2.2077	0.5762	0.0495	0.6257	62.5858	3,141.5632	3,204.1489	3.9374	0.0111	3,290.2856

	ROG	NOx	CO	SO2	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	0.09	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Phase 3A1 - Gym&Field Demolition	Demolition	6/15/2018	7/5/2018	5	15	

2	Phase 3A2 - Gym&Field Site Prep	Site Preparation	6/15/2018	7/25/2018	5	29
3	Phase 3A3 - Gym&Field Construction	Building Construction	6/15/2018	12/7/2019	5	386
4	Phase 3A4 - Gym&Field Architectural Coating	Architectural Coating	6/2/2019	12/7/2019	5	135
5	Phase 3B1 - Field B Demolition	Demolition	6/15/2019	6/25/2019	5	7
6	Phase 3B2 - Field B Site Prep	Site Preparation	6/15/2019	7/15/2019	5	21
7	Phase 3A5 - Gym&Field Landscape/Hardscape	Paving	9/8/2019	11/7/2019	5	44
8	Phase 3B3 - Field B Landscape/Hardscape	Paving	9/8/2019	11/7/2019	5	44

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 323,958; Non-Residential Outdoor: 107,986 (Architectural Coating)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase 3A1 - Gym&Field Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Phase 3A1 - Gym&Field Demolition	Excavators	3	8.00	162	0.38
Phase 3A1 - Gym&Field Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Phase 3A2 - Gym&Field Site Prep	Rubber Tired Dozers	3	8.00	255	0.40
Phase 3A2 - Gym&Field Site Prep	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Phase 3A3 - Gym&Field Construction	Cranes	1	7.00	226	0.29
Phase 3A3 - Gym&Field Construction	Forklifts	3	8.00	89	0.20
Phase 3A3 - Gym&Field Construction	Generator Sets	1	8.00	84	0.74
Phase 3A3 - Gym&Field Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Phase 3A3 - Gym&Field Construction	Welders	1	8.00	46	0.45
Phase 3A4 - Gym&Field Architectural Coating	Air Compressors	1	6.00	78	0.48
Phase 3A5 - Gym&Field Landscape/Hardscape	Cement and Mortar Mixers	2	6.00	9	0.56
Phase 3A5 - Gym&Field Landscape/Hardscape	Pavers	1	8.00	125	0.42
Phase 3A5 - Gym&Field Landscape/Hardscape	Paving Equipment	2	6.00	130	0.36
Phase 3A5 - Gym&Field Landscape/Hardscape	Rollers	2	6.00	80	0.38

Phase 3A5 - Gym&Field Landscape/Hardscape	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 3B3 - Field B Landscape/Hardscape	Cement and Mortar Mixers	2	6.00	9	0.56
Phase 3B1 - Field B Demolition Landscape/Hardscape	Concrete/Industrial Saws	1	8.00	81	0.73
Phase 3B1 - Field B Demolition	Excavators	3	8.00	162	0.38
Phase 3B3 - Field B Landscape/Hardscape	Pavers	1	8.00	125	0.42
Phase 3B3 - Field B Landscape/Hardscape	Paving Equipment	2	6.00	130	0.36
Phase 3B3 - Field B Landscape/Hardscape	Rollers	2	6.00	80	0.38
Phase 3B1 - Field B Demolition Landscape/Hardscape	Rubber Tired Dozers	2	8.00	255	0.40
Phase 3B2 - Field B Site Prep	Rubber Tired Dozers	3	8.00	255	0.40
Phase 3B3 - Field B Landscape/Hardscape	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 3B2 - Field B Site Prep	Tractors/Loaders/Backhoes	4	8.00	97	0.37

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
Phase 3A1 - Gym&Field Demolition	6	15.00	0.00	30.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3A2 - Gym&Field Site Prep	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3A3 - Gym&Field	9	91.00	35.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3A4 - Gym&Field	1	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3A5 - Gym&Field	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3B1 - Field B Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3B3 - Field B Landscape/Hardscape	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 3B2 - Field B Site Prep	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Phase 3A1 - Gym&Field Demolition - 2018

Unmitigated Construction On-Site

Off-Road	0.0267	0.2762	0.2379	3.0000e-004		0.0136	0.0136		0.0126	0.0126	0.0000	27.1021	27.1021	7.4900e-003	0.0000	27.2595
Total	0.0267	0.2762	0.2379	3.0000e-004	3.2800e-003	0.0136	0.0169	5.0000e-004	0.0126	0.0131	0.0000	27.1021	27.1021	7.4900e-003	0.0000	27.2595

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	2.8000e-004	3.5000e-003	3.3500e-003	1.0000e-005	2.6000e-004	5.0000e-005	3.1000e-004	7.0000e-005	5.0000e-005	1.2000e-004	0.0000	0.9899	0.9899	1.0000e-005	0.0000	0.9900
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	4.2000e-004	3.9600e-003	1.0000e-005	9.0000e-004	1.0000e-005	9.1000e-004	2.4000e-004	1.0000e-005	2.5000e-004	0.0000	0.7779	0.7779	4.0000e-005	0.0000	0.7787
Total	6.0000e-004	3.9200e-003	7.3100e-003	2.0000e-005	1.1600e-003	6.0000e-005	1.2200e-003	3.1000e-004	6.0000e-005	3.7000e-004	0.0000	1.7678	1.7678	5.0000e-005	0.0000	1.7687

3.3 Phase 3A2 - Gym&Field Site Prep - 2018

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					0.2620	0.0000	0.2620	0.1440	0.0000	0.1440	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0622	0.6613	0.5254	5.7000e-004		0.0343	0.0343		0.0316	0.0316	0.0000	51.8245	51.8245	0.0161	0.0000	52.1633
Total	0.0622	0.6613	0.5254	5.7000e-004	0.2620	0.0343	0.2963	0.1440	0.0316	0.1755	0.0000	51.8245	51.8245	0.0161	0.0000	52.1633

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	7.4000e-004	9.8000e-004	9.1900e-003	3.0000e-005	2.0900e-003	2.0000e-005	2.1100e-003	5.6000e-004	1.0000e-005	5.7000e-004	0.0000	1.8047	1.8047	9.0000e-005	0.0000	1.8066
Total	7.4000e-004	9.8000e-004	9.1900e-003	3.0000e-005	2.0900e-003	2.0000e-005	2.1100e-003	5.6000e-004	1.0000e-005	5.7000e-004	0.0000	1.8047	1.8047	9.0000e-005	0.0000	1.8066

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					0.2620	0.0000	0.2620	0.1440	0.0000	0.1440	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0622	0.6613	0.5254	5.7000e-004		0.0343	0.0343		0.0316	0.0316	0.0000	51.8244	51.8244	0.0161	0.0000	52.1632
Total	0.0622	0.6613	0.5254	5.7000e-004	0.2620	0.0343	0.2963	0.1440	0.0316	0.1755	0.0000	51.8244	51.8244	0.0161	0.0000	52.1632

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
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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
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	7.4000e-004	9.8000e-004	9.1900e-003	3.0000e-005	2.0900e-003	2.0000e-005	2.1100e-003	5.6000e-004	1.0000e-005	5.7000e-004	0.0000	1.8047	1.8047	9.0000e-005	0.0000	1.8066
Total	7.4000e-004	9.8000e-004	9.1900e-003	3.0000e-005	2.0900e-003	2.0000e-005	2.1100e-003	5.6000e-004	1.0000e-005	5.7000e-004	0.0000	1.8047	1.8047	9.0000e-005	0.0000	1.8066

3.4 Phase 3A3 - Gym&Field Construction - 2018

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	0.1895	1.6515	1.2448	1.9000e-003		0.1061	0.1061		0.0997	0.0997	0.0000	168.1065	168.1065	0.0411	0.0000	168.9704
Total	0.1895	1.6515	1.2448	1.9000e-003		0.1061	0.1061		0.0997	0.0997	0.0000	168.1065	168.1065	0.0411	0.0000	168.9704

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	0.0243	0.1960	0.3072	5.9000e-004	0.0162	2.8800e-003	0.0191	4.6200e-003	2.6500e-003	7.2800e-003	0.0000	51.8014	51.8014	3.9000e-004	0.0000	51.8096

Worker	0.0183	0.0243	0.2275	6.4000e-004	0.0518	3.8000e-004	0.0522	0.0138	3.5000e-004	0.0141	0.0000	44.6751	44.6751	2.2000e-003	0.0000	44.7212
Total	0.0426	0.2202	0.5347	1.2300e-003	0.0680	3.2600e-003	0.0712	0.0184	3.0000e-003	0.0214	0.0000	96.4765	96.4765	2.5900e-003	0.0000	96.5308

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	0.1895	1.6515	1.2448	1.9000e-003		0.1061	0.1061		0.0997	0.0997	0.0000	168.1063	168.1063	0.0411	0.0000	168.9702
Total	0.1895	1.6515	1.2448	1.9000e-003		0.1061	0.1061		0.0997	0.0997	0.0000	168.1063	168.1063	0.0411	0.0000	168.9702

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	0.0243	0.1960	0.3072	5.9000e-004	0.0162	2.8800e-003	0.0191	4.6200e-003	2.6500e-003	7.2800e-003	0.0000	51.8014	51.8014	3.9000e-004	0.0000	51.8096
Worker	0.0183	0.0243	0.2275	6.4000e-004	0.0518	3.8000e-004	0.0522	0.0138	3.5000e-004	0.0141	0.0000	44.6751	44.6751	2.2000e-003	0.0000	44.7212
Total	0.0426	0.2202	0.5347	1.2300e-003	0.0680	3.2600e-003	0.0712	0.0184	3.0000e-003	0.0214	0.0000	96.4765	96.4765	2.5900e-003	0.0000	96.5308

3.4 Phase 3A3 - Gym&Field Construction - 2019

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	0.2869	2.5577	2.0887	3.2700e-003		0.1568	0.1568		0.1474	0.1474	0.0000	285.6298	285.6298	0.0695	0.0000	287.0892
Total	0.2869	2.5577	2.0887	3.2700e-003		0.1568	0.1568		0.1474	0.1474	0.0000	285.6298	285.6298	0.0695	0.0000	287.0892

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	0.0390	0.3064	0.5038	1.0100e-003	0.0278	4.6000e-003	0.0324	7.9400e-003	4.2400e-003	0.0122	0.0000	87.4771	87.4771	6.5000e-004	0.0000	87.4908
Worker	0.0291	0.0386	0.3596	1.0900e-003	0.0890	6.5000e-004	0.0897	0.0237	6.0000e-004	0.0243	0.0000	73.9886	73.9886	3.5500e-003	0.0000	74.0631
Total	0.0681	0.3450	0.8634	2.1000e-003	0.1168	5.2500e-003	0.1221	0.0316	4.8400e-003	0.0364	0.0000	161.4656	161.4656	4.2000e-003	0.0000	161.5538

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
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Category	tons/yr									MT/yr						
	Off-Road	0.2869	2.5577	2.0887	3.2700e-003		0.1568	0.1568		0.1474	0.1474	0.0000	285.6294	285.6294	0.0695	0.0000
Total	0.2869	2.5577	2.0887	3.2700e-003		0.1568	0.1568		0.1474	0.1474	0.0000	285.6294	285.6294	0.0695	0.0000	287.0888

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	0.0390	0.3064	0.5038	1.0100e-003	0.0278	4.6000e-003	0.0324	7.9400e-003	4.2400e-003	0.0122	0.0000	87.4771	87.4771	6.5000e-004	0.0000	87.4908
Worker	0.0291	0.0386	0.3596	1.0900e-003	0.0890	6.5000e-004	0.0897	0.0237	6.0000e-004	0.0243	0.0000	73.9886	73.9886	3.5500e-003	0.0000	74.0631
Total	0.0681	0.3450	0.8634	2.1000e-003	0.1168	5.2500e-003	0.1221	0.0316	4.8400e-003	0.0364	0.0000	161.4656	161.4656	4.2000e-003	0.0000	161.5538

3.5 Phase 3A4 - Gym&Field Architectural Coating - 2019

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	2.5026					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0180	0.1239	0.1243	2.0000e-004		8.6900e-003	8.6900e-003		8.6900e-003	8.6900e-003	0.0000	17.2345	17.2345	1.4600e-003	0.0000	17.2650

Total	2.5206	0.1239	0.1243	2.0000e-004		8.6900e-003	8.6900e-003		8.6900e-003	8.6900e-003	0.0000	17.2345	17.2345	1.4600e-003	0.0000	17.2650
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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1800e-003	4.2200e-003	0.0394	1.2000e-004	9.7400e-003	7.0000e-005	9.8100e-003	2.5900e-003	7.0000e-005	2.6500e-003	0.0000	8.0973	8.0973	3.9000e-004	0.0000	8.1054
Total	3.1800e-003	4.2200e-003	0.0394	1.2000e-004	9.7400e-003	7.0000e-005	9.8100e-003	2.5900e-003	7.0000e-005	2.6500e-003	0.0000	8.0973	8.0973	3.9000e-004	0.0000	8.1054

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	2.5026					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0180	0.1239	0.1243	2.0000e-004		8.6900e-003	8.6900e-003		8.6900e-003	8.6900e-003	0.0000	17.2344	17.2344	1.4600e-003	0.0000	17.2650
Total	2.5206	0.1239	0.1243	2.0000e-004		8.6900e-003	8.6900e-003		8.6900e-003	8.6900e-003	0.0000	17.2344	17.2344	1.4600e-003	0.0000	17.2650

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.1800e-003	4.2200e-003	0.0394	1.2000e-004	9.7400e-003	7.0000e-005	9.8100e-003	2.5900e-003	7.0000e-005	2.6500e-003	0.0000	8.0973	8.0973	3.9000e-004	0.0000	8.1054
Total	3.1800e-003	4.2200e-003	0.0394	1.2000e-004	9.7400e-003	7.0000e-005	9.8100e-003	2.5900e-003	7.0000e-005	2.6500e-003	0.0000	8.0973	8.0973	3.9000e-004	0.0000	8.1054

3.6 Phase 3B1 - Field B Demolition - 2019

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	0.0116	0.1188	0.1078	1.4000e-004		5.7600e-003	5.7600e-003		5.3600e-003	5.3600e-003	0.0000	12.4759	12.4759	3.4800e-003	0.0000	12.5491
Total	0.0116	0.1188	0.1078	1.4000e-004		5.7600e-003	5.7600e-003		5.3600e-003	5.3600e-003	0.0000	12.4759	12.4759	3.4800e-003	0.0000	12.5491

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					

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Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	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	1.4000e-004	1.8000e-004	1.7000e-003	1.0000e-005	4.2000e-004	0.0000	4.2000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3499	0.3499	2.0000e-005	0.0000	0.3502
Total	1.4000e-004	1.8000e-004	1.7000e-003	1.0000e-005	4.2000e-004	0.0000	4.2000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3499	0.3499	2.0000e-005	0.0000	0.3502

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	0.0116	0.1188	0.1078	1.4000e-004		5.7600e-003	5.7600e-003		5.3600e-003	5.3600e-003	0.0000	12.4759	12.4759	3.4800e-003	0.0000	12.5491
Total	0.0116	0.1188	0.1078	1.4000e-004		5.7600e-003	5.7600e-003		5.3600e-003	5.3600e-003	0.0000	12.4759	12.4759	3.4800e-003	0.0000	12.5491

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	1.4000e-004	1.8000e-004	1.7000e-003	1.0000e-005	4.2000e-004	0.0000	4.2000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3499	0.3499	2.0000e-005	0.0000	0.3502

Total	1.4000e-004	1.8000e-004	1.7000e-003	1.0000e-005	4.2000e-004	0.0000	4.2000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3499	0.3499	2.0000e-005	0.0000	0.3502
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3.7 Phase 3B2 - Field B Site Prep - 2019

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					0.1897	0.0000	0.1897	0.1043	0.0000	0.1043	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0422	0.4463	0.3655	4.1000e-004		0.0226	0.0226		0.0208	0.0208	0.0000	36.9275	36.9275	0.0117	0.0000	37.1729
Total	0.0422	0.4463	0.3655	4.1000e-004	0.1897	0.0226	0.2123	0.1043	0.0208	0.1250	0.0000	36.9275	36.9275	0.0117	0.0000	37.1729

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	6.6000e-004	6.1200e-003	2.0000e-005	1.5200e-003	1.0000e-005	1.5300e-003	4.0000e-004	1.0000e-005	4.1000e-004	0.0000	1.2596	1.2596	6.0000e-005	0.0000	1.2609
Total	5.0000e-004	6.6000e-004	6.1200e-003	2.0000e-005	1.5200e-003	1.0000e-005	1.5300e-003	4.0000e-004	1.0000e-005	4.1000e-004	0.0000	1.2596	1.2596	6.0000e-005	0.0000	1.2609

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					0.1897	0.0000	0.1897	0.1043	0.0000	0.1043	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0422	0.4463	0.3655	4.1000e-004		0.0226	0.0226		0.0208	0.0208	0.0000	36.9275	36.9275	0.0117	0.0000	37.1728
Total	0.0422	0.4463	0.3655	4.1000e-004	0.1897	0.0226	0.2123	0.1043	0.0208	0.1250	0.0000	36.9275	36.9275	0.0117	0.0000	37.1728

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	6.6000e-004	6.1200e-003	2.0000e-005	1.5200e-003	1.0000e-005	1.5300e-003	4.0000e-004	1.0000e-005	4.1000e-004	0.0000	1.2596	1.2596	6.0000e-005	0.0000	1.2609
Total	5.0000e-004	6.6000e-004	6.1200e-003	2.0000e-005	1.5200e-003	1.0000e-005	1.5300e-003	4.0000e-004	1.0000e-005	4.1000e-004	0.0000	1.2596	1.2596	6.0000e-005	0.0000	1.2609

3.8 Phase 3A5 - Gym&Field Landscape/Hardscape - 2019

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					

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Off-Road	0.0275	0.2770	0.2672	4.1000e-004		0.0157	0.0157		0.0144	0.0144	0.0000	36.2488	36.2488	0.0112	0.0000	36.4829
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0275	0.2770	0.2672	4.1000e-004		0.0157	0.0157		0.0144	0.0144	0.0000	36.2488	36.2488	0.0112	0.0000	36.4829

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	1.1500e-003	1.5300e-003	0.0143	4.0000e-005	3.5300e-003	3.0000e-005	3.5500e-003	9.4000e-004	2.0000e-005	9.6000e-004	0.0000	2.9324	2.9324	1.4000e-004	0.0000	2.9353
Total	1.1500e-003	1.5300e-003	0.0143	4.0000e-005	3.5300e-003	3.0000e-005	3.5500e-003	9.4000e-004	2.0000e-005	9.6000e-004	0.0000	2.9324	2.9324	1.4000e-004	0.0000	2.9353

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	0.0275	0.2770	0.2672	4.1000e-004		0.0157	0.0157		0.0144	0.0144	0.0000	36.2488	36.2488	0.0112	0.0000	36.4829
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0275	0.2770	0.2672	4.1000e-004		0.0157	0.0157		0.0144	0.0144	0.0000	36.2488	36.2488	0.0112	0.0000	36.4829

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	1.1500e-003	1.5300e-003	0.0143	4.0000e-005	3.5300e-003	3.0000e-005	3.5500e-003	9.4000e-004	2.0000e-005	9.6000e-004	0.0000	2.9324	2.9324	1.4000e-004	0.0000	2.9353
Total	1.1500e-003	1.5300e-003	0.0143	4.0000e-005	3.5300e-003	3.0000e-005	3.5500e-003	9.4000e-004	2.0000e-005	9.6000e-004	0.0000	2.9324	2.9324	1.4000e-004	0.0000	2.9353

3.9 Phase 3B3 - Field B Landscape/Hardscape - 2019

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	0.0275	0.2770	0.2672	4.1000e-004		0.0157	0.0157		0.0144	0.0144	0.0000	36.2488	36.2488	0.0112	0.0000	36.4829
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0275	0.2770	0.2672	4.1000e-004		0.0157	0.0157		0.0144	0.0144	0.0000	36.2488	36.2488	0.0112	0.0000	36.4829

Unmitigated Construction Off-Site

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	1.1500e-003	1.5300e-003	0.0143	4.0000e-005	3.5300e-003	3.0000e-005	3.5500e-003	9.4000e-004	2.0000e-005	9.6000e-004	0.0000	2.9324	2.9324	1.4000e-004	0.0000	2.9353
Total	1.1500e-003	1.5300e-003	0.0143	4.0000e-005	3.5300e-003	3.0000e-005	3.5500e-003	9.4000e-004	2.0000e-005	9.6000e-004	0.0000	2.9324	2.9324	1.4000e-004	0.0000	2.9353

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5970	3.7646	16.7709	0.0314	2.1542	0.0484	2.2027	0.5762	0.0445	0.6206	0.0000	2,551.9416	2,551.9416	0.1172	0.0000	2,554.4027
Unmitigated	1.5970	3.7646	16.7709	0.0314	2.1542	0.0484	2.2027	0.5762	0.0445	0.6206	0.0000	2,551.9416	2,551.9416	0.1172	0.0000	2,554.4027

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High School	2,783.88	993.08	407.00	5,729,839	5,729,839
Total	2,783.88	993.08	407.00	5,729,839	5,729,839

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
High School	9.50	7.30	7.30	77.80	17.20	5.00	75	19	6

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.509603	0.073619	0.192430	0.134105	0.036943	0.005309	0.012459	0.020989	0.001832	0.002087	0.006541	0.000614	0.003471

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	420.6661	420.6661	0.0169	3.5000e-003	422.1077
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	420.6661	420.6661	0.0169	3.5000e-003	422.1077
NaturalGas Mitigated	7.2200e-003	0.0656	0.0551	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	71.4556	71.4556	1.3700e-003	1.3100e-003	71.8904
NaturalGas Unmitigated	7.2200e-003	0.0656	0.0551	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	71.4556	71.4556	1.3700e-003	1.3100e-003	71.8904

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					
High School	1.33903e+006	7.2200e-003	0.0656	0.0551	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	71.4556	71.4556	1.3700e-003	1.3100e-003	71.8904

Total		7.2200e-003	0.0656	0.0551	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	71.4556	71.4556	1.3700e-003	1.3100e-003	71.8904
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Mitigated

	Natural Gas 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					
High School	1.33903e+006	7.2200e-003	0.0656	0.0551	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	71.4556	71.4556	1.3700e-003	1.3100e-003	71.8904
Total		7.2200e-003	0.0656	0.0551	3.9000e-004		4.9900e-003	4.9900e-003		4.9900e-003	4.9900e-003	0.0000	71.4556	71.4556	1.3700e-003	1.3100e-003	71.8904

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High School	1.28719e+006	420.6661	0.0169	3.5000e-003	422.1077
Total		420.6661	0.0169	3.5000e-003	422.1077

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High School	1.28719e+006	420.6661	0.0169	3.5000e-003	422.1077
Total		420.6661	0.0169	3.5000e-003	422.1077

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0953	1.5000e-004	0.0155	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0291	0.0291	8.0000e-005	0.0000	0.0309
Unmitigated	1.0953	1.5000e-004	0.0155	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0291	0.0291	8.0000e-005	0.0000	0.0309

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
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SubCategory	tons/yr										MT/yr					
	Architectural Coating	0.2503					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8435					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Landscaping	1.5300e-003	1.5000e-004	0.0155	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0291	0.0291	8.0000e-005	0.0000	0.0309
Total	1.0953	1.5000e-004	0.0155	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0291	0.0291	8.0000e-005	0.0000	0.0309

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
	tons/yr										MT/yr						
Architectural Coating	0.2503						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Consumer Products	0.8435						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Landscaping	1.5300e-003	1.5000e-004	0.0155	0.0000			6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0291	0.0291	8.0000e-005	0.0000	0.0309
Total	1.0953	1.5000e-004	0.0155	0.0000			6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0291	0.0291	8.0000e-005	0.0000	0.0309

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	99.7459	0.2376	6.3200e-003	106.6940

Unmitigated	99.7459	0.2376	6.3300e-003	106.6976
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7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High School	7.17127 / 18.4404	99.7459	0.2376	6.3300e-003	106.6976
Total		99.7459	0.2376	6.3300e-003	106.6976

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High School	7.17127 / 18.4404	99.7459	0.2376	6.3200e-003	106.6940
Total		99.7459	0.2376	6.3200e-003	106.6940

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	60.3106	3.5643	0.0000	135.1600
Unmitigated	60.3106	3.5643	0.0000	135.1600

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High School	297.11	60.3106	3.5643	0.0000	135.1600
Total		60.3106	3.5643	0.0000	135.1600

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e

Land Use	tons	MT/yr			
High School	297.11	60.3106	3.5643	0.0000	135.1600
Total		60.3106	3.5643	0.0000	135.1600

9.0 Operational Offroad

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

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SDUHSD High School Enrollment Update June 19, 2014

Key Questions to be Addressed

- What is California law related to school enrollment?
- What enrollment options do we have?
- What are the implications of moving to boundary schools?
- How do we proceed after tonight's meeting?

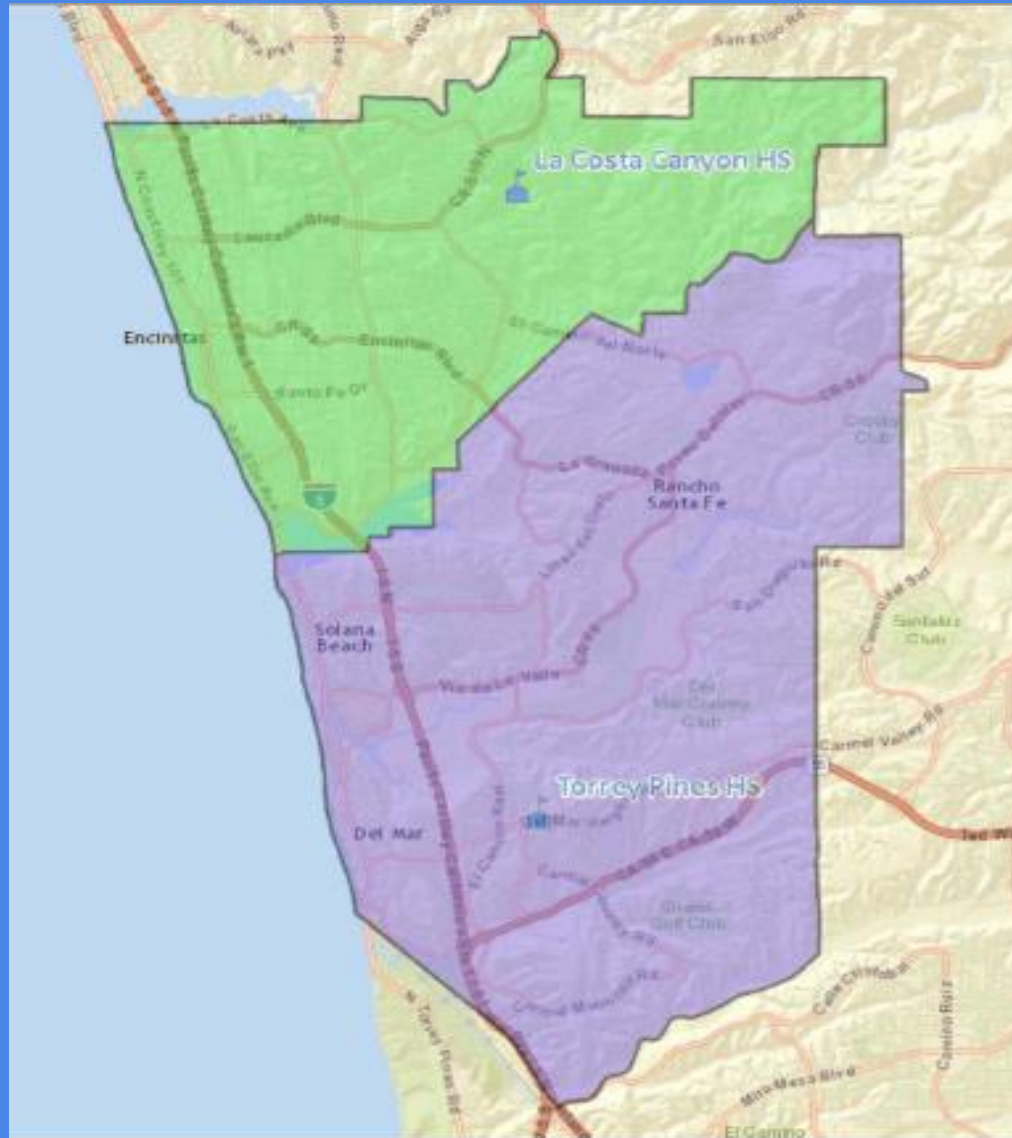
California Law & School Enrollment

- Ed Code 35160.5 is the relevant code
- Districts must allow transfers among schools
- If demand exceeds capacity, must employ a random, unbiased process in which all applicants have an equal chance (lottery)
- Legally allowable exceptions to random lottery:
 - o Special circumstance involving threat of bodily harm
 - o Siblings of current students
 - o Sons/Daughters of employees of the school
- Law doesn't allow geographic proximity as a priority

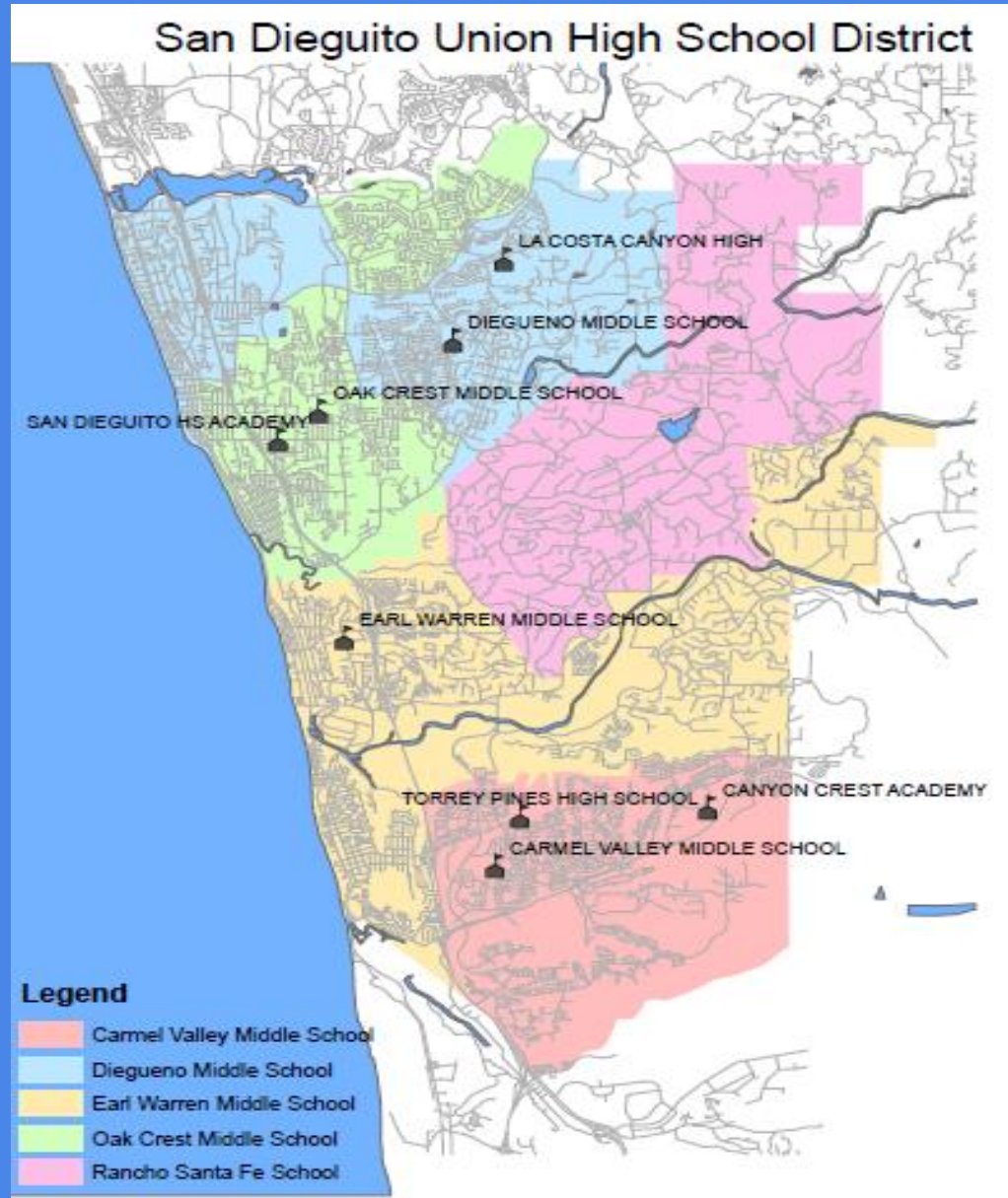
Enrollment Options for SDUHSD

- Have a mix of non-boundary and boundary schools (status quo)
- Make all high schools boundary schools
- Make all high schools non-boundary schools

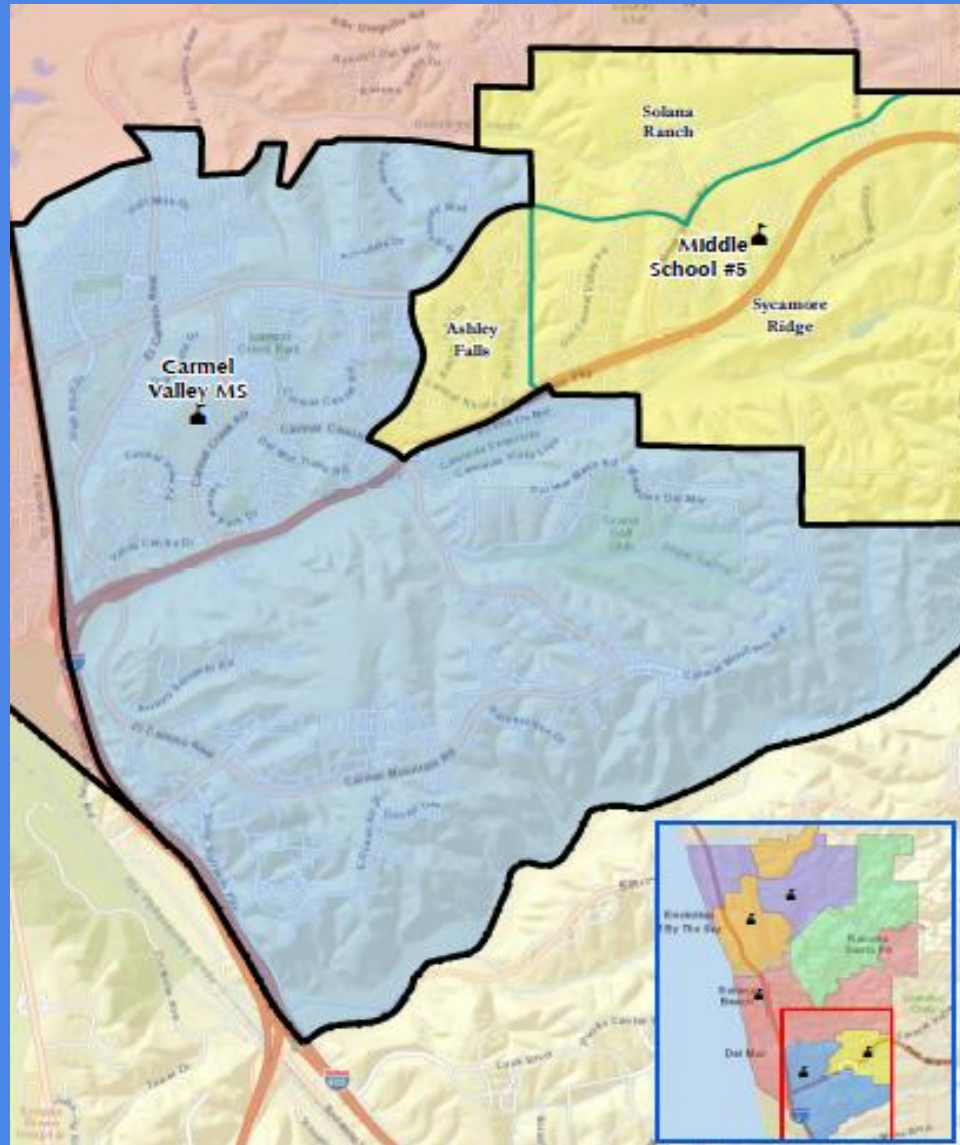
Current LCCHS/TPHS Attendance Areas



SDUHSD Boundary Map - All Schools



SDUHSD Boundary Map - MS #5



Things to Consider re: Boundary Schools

- Long-term demographics & school capacity
- Ethnic/Racial/Socio-Econ diversity and balance
- Community Facility Districts (CFD's/Mello Roos)
- Boundary implications: Elementary, MS & HS boundaries related, neighborhood to regional
- Program implications – schedules, duplication of programs & associated costs, etc.
- Free market vs. boundary simplicity
- Cultural implications for schools

We Face Two Keys Decisions

1. Do we want to have district-wide non-boundary schools in our district or do we want all of our HS be boundary schools?
2. If we want all of our HS to be boundary schools, what are those boundaries?

These questions need to be answered sequentially & with our entire district community.

How Do We Proceed After Tonight?

This is a complex issue impacting all current & future students/families/staff in our district and feeder elementary districts, therefore we should both inform and seek input from all.

Recommendations:

1. Create a task force of representative parents, staff, and students to plan & facilitate community dialogue & input on boundary/non-boundary topic and related topics that impact enrollment.
Members to be selected by application.

Recommendations, cont.

2. Task force should focus on:

- a. HS enrollment options (boundary/non-boundary)
- a. Depending on the recommendations of the task force, the next step for the task force may involve exploration of potential boundaries and/or program recommendations related to enrollment.

Recommendations, cont.

3. Membership should include:

- Elementary, MS, & HS parents
- High school students
- Middle & high school teachers
- Site administrators
- SDUHSD Board members
- District administrators

4. Timeframe: fall 2014

Recommendations, cont.

5. In the mean time, we continue to find ways to ensure that as many students as possible attend 1st choice school by:
 - Expanding capacity at Academies via facility work
 - Expanding capacity at Academies via creative scheduling
 - Programmatic changes to increase demand at LCC/TP and thereby decrease demand at Academies (schedules, academic/elective programs, etc.)
6. Communicate soon with all members of community (families, including elementary, staff, etc.) indicating that we will be exploring this topic and seeking input.