



## 4.3 AIR QUALITY

<i>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:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓		
d. Expose sensitive receptors to substantial pollutant concentrations?		✓		
e. Create objectionable odors affecting a substantial number of people?			✓	

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

**Less Than Significant Impact.** The proposed project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). Consistency with the SCAQMD *2016 Air Quality Management Plan for the South Coast Air Basin (2016 AQMP)* means that a project is consistent with the goals, objectives, and assumptions set forth in the *2016 AQMP* that are designed to achieve Federal and State air quality standards. According to the SCAQMD CEQA Air Quality Handbook, in order to determine consistency with the *2016 AQMP*, two main criteria must be addressed:

**Criterion 1:**

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

*a) Would the project result in an increase in the frequency or severity of existing air quality violations?*

Since the consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Response 4.3(d), below, localized concentrations of carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) would be less than significant. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations. Because reactive organic gasses (ROGs) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROGs plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.

*b) Would the project cause or contribute to new air quality violations?*

As discussed below in Response 4.3(b), the proposed project would result in emissions that would be below the SCAQMD thresholds. Therefore, the proposed project would not have the potential to cause or affect a violation of the ambient air quality standards.



- c) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

The proposed project would result in less than significant impacts with regard to localized concentrations during project construction. As such, the proposed project would not delay the timely attainment of air quality standards or 2016 AQMP emissions reductions.

**Criterion 2:**

With respect to the second criterion for determining consistency with SCAQMD and Southern California Association of Governments (SCAG) air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2016 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

- a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

A project is consistent with the AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2016 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the *City of Long Beach General Plan (General Plan)*, SCAG's *Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG)*, and SCAG's *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*. The RTP/SCS also provides socioeconomic forecast projections of regional population growth.

The project proposes the construction of the MUST facility and associated conveyance facilities to divert and treat urban runoff from tributary areas in the project area in an effort to improve water quality within the LA River and Long Beach Harbor. As discussed in [Section 4.13, \*Population and Housing\*](#), the project would not have the capacity to result in significant population growth as the estimated population growth associated with the project would be at most up to 10 employees; two shifts of three operators Monday through Friday, two shifts of two operators Saturday and Sunday, and the facility would be open to the public on a limited basis. Therefore, the proposed project is considered consistent with the *General Plan*, and is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RCPG. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City. Additionally, as the SCAQMD has incorporated these same projections into the 2016 AQMP, it can be concluded that the proposed project would be consistent with the projections.

- b) *Would the project implement all feasible air quality mitigation measures?*

The proposed project would result in less than significant air quality impacts. Compliance with emission reduction measures identified by the SCAQMD would be required as identified below in Response 4.3(b). As such, the proposed project meets this AQMP consistency criterion.

- c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

The proposed project would serve to implement various policies set forth by the City and SCAG. The proposed project is located within a developed portion of the City and would provide a solution to meeting



clean water mandates within the City. The proposed MUST facility would be located on vacant land and the conveyance facilities would be located within existing public right-of-way. The project site is in the vicinity of a mix of uses including industrial, residential, recreational, and institutional.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. As discussed above, the proposed project's long-term influence would also be consistent with the goals and policies of the AQMP and is, therefore, considered consistent with the SCAQMD's 2016 AQMP.

**Mitigation Measures:** No mitigation is required.

b) ***Violate any air quality standard or contribute substantially to an existing or projected air quality violation?***

**Less Than Significant Impact With Mitigation Incorporated.**

**Short-Term (Construction) Emissions**

Construction Emissions

Future construction of the project site would generate short-term air quality impacts. Construction equipment would include excavators, concrete/industrial saws, excavators, rubber tired dozers, tractors, loaders, and backhoes. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Table 4.3-1, Construction Air Emissions, presents the anticipated daily short-term construction emissions.

*Fugitive Dust Emissions*

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading, excavation, and construction is expected to be short-term and would cease upon project completion. Additionally, most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM<sub>10</sub> (particulate matter smaller than 10 microns) generated as a part of fugitive dust emissions. PM<sub>10</sub> poses a serious health hazard alone or in combination with other pollutants. PM<sub>2.5</sub> is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. PM<sub>2.5</sub> is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO<sub>x</sub> and sulfur oxides (SO<sub>x</sub>) combining with ammonia. PM<sub>2.5</sub> components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.



**Table 4.3-1  
Construction Air Emissions**

Construction Emissions Source	Pollutant (pounds/day) <sup>1</sup>					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Year 1</b>						
Unmitigated Emissions	3.82	38.68	23.05	0.04	2.33	1.89
Mitigated Emissions <sup>2</sup>	3.82	38.68	23.05	0.04	2.22	1.87
SCAQMD Thresholds	75	100	550	150	150	55
<b>Is Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Year 2</b>						
Unmitigated Emissions	3.60	36.11	22.73	0.04	2.19	1.75
Mitigated Emissions <sup>2</sup>	3.60	36.11	22.73	0.04	2.08	1.74
SCAQMD Thresholds	75	100	550	150	150	55
<b>Is Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Year 3</b>						
Unmitigated Emissions	4.55	50.32	32.71	0.06	8.45	5.38
Mitigated Emissions <sup>2</sup>	4.55	50.32	32.71	0.06	4.99	3.48
SCAQMD Thresholds	75	100	550	150	150	55
<b>Is Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Year 4</b>						
Unmitigated Emissions	4.28	46.51	31.57	0.06	8.26	5.20
Mitigated Emissions <sup>2</sup>	4.28	46.51	31.57	0.06	4.80	3.31
SCAQMD Thresholds	75	100	550	150	150	55
<b>Is Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
ROG = reactive organic gases; NO <sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO <sub>2</sub> = sulfur dioxide; PM <sub>10</sub> = particulate matter up to 10 microns; PM <sub>2.5</sub> = particulate matter up to 2.5 microns						
<b>Notes:</b> 1. Emissions were calculated using the California Emissions Estimator Model, as recommended by the SCAQMD. 2. As depicted in this table, the recommended mitigation measures would be required to ensure compliance with SCAQMD Rules and Regulations, which would be verified and enforced through the City's development review process. The reduction/credits for construction emission mitigations are based on mitigation included in CalEEMod and as typically required by the SCAQMD. The mitigation includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. 3. Refer to <a href="#">Appendix A, Air Quality/Greenhouse Gas Data</a> , for assumptions used in this analysis.						

Mitigation Measure AQ-1 would implement dust control techniques (i.e., daily watering), limitations on construction hours, and adherence to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.), to reduce PM<sub>10</sub> and PM<sub>2.5</sub> concentrations. As depicted in [Table 4.3-1](#), total PM<sub>10</sub> and PM<sub>2.5</sub> emissions would not exceed the SCAQMD thresholds during construction. Therefore, impacts would be less than significant.

*Construction Equipment and Worker Vehicle Exhaust*

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, employee commutes to the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in [Table 4.3-1](#), construction equipment and worker vehicle exhaust emissions would not exceed the established SCAQMD threshold for all criteria pollutants. Therefore, impacts in this regard would be less than significant.



### *ROG Emissions*

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O<sub>3</sub> precursors. In accordance with the methodology prescribed by the SCAQMD, the ROG emissions associated with paving have been quantified with CalEEMod. Based on [Table 4.3-1](#), the proposed project would not result in an exceedance of ROG emissions and impacts would be considered less than significant.

### *Naturally Occurring Asbestos*

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the California Air Resources Board in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), serpentinite and ultramafic rocks are not known to occur within the project area. Thus, there would be no impact in this regard.

### *Total Daily Construction Emissions*

In accordance with the SCAQMD Guidelines, CalEEMod was utilized to model construction emissions for ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. CalEEMod allows the user to input mitigation measures such as watering the construction area to limit fugitive dust. Mitigation measures that were input into CalEEMod allow for certain reduction credits and result in a decrease of pollutant emissions. Reduction credits are based upon studies developed by CARB, SCAQMD, and other air quality management districts throughout California, and were programmed within CalEEMod. As indicated in [Table 4.3-1](#), CalEEMod calculates the reduction associated with recommended mitigation measures.

As indicated in [Table 4.3-1](#), impacts would be less than significant for all criteria pollutants during construction. In accordance with SCAQMD Rules 402 and 403, the project would be required to implement Mitigation Measure AQ-1 to reduce PM<sub>10</sub> and PM<sub>2.5</sub> emissions resulting from fugitive dust. Thus, construction related air emissions would be less than significant with mitigation incorporated.

### **Long-Term (Operational) Emissions**

Long-term air quality impacts would consist of mobile source emissions generated from project-related trips. The project proposes a MUST facility, which would divert and treat urban runoff from tributary areas in the project area in an effort to improve water quality within the LA River and Long Beach Harbor. The project would only require two shifts of three operators Monday through Friday, two shifts of two operators Saturday and Sunday, and limited public educational tours. Additionally, the proposed MUST facility equipment would be electrical and would not generate any stationary source emissions. However, the proposed project would include the use of two 500 kilowatt (kW) emergency diesel generators, allowing the pump station to run on backup power for operational redundancy. As the backup generator would be installed on-site, the City would be required to obtain the applicable permits from SCAQMD for operation of such equipment. The SCAQMD is responsible for issuing permits for the operation of stationary sources in order to reduce air pollution, and to attain and maintain the national and California ambient air



quality standards in the Basin. Backup generators would be used only in emergency situations and for routine testing and maintenance purposes, and would not contribute substantial emissions capable of exceeding SCAQMD thresholds. Therefore, impacts in this regard would be less than significant.

**Mitigation Measures:**

AQ-1 Prior to issuance of any Grading Permit, the City of Long Beach City Engineer shall confirm that the Grading Plan and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site shall be watered every three hours during daily construction activities and when dust is observed migrating from the project site to prevent excessive amounts of dust;
- Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all parking areas and staging areas. More frequent watering shall occur if dust is observed migrating from the site during site disturbance;
- Any on-site stockpiles of debris, dirt, or other dusty material shall be enclosed, covered, or watered three times daily, or non-toxic soil binders shall be applied;
- All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour;
- Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area;
- Track-out devices such as gravel bed track-out aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) shall be installed to reduce mud/dirt trackout from unpaved truck exit routes;
- On-site vehicle speed shall be limited to 15 miles per hour;
- Visible dust beyond the property line which emanates from the project shall be prevented to the maximum extent feasible;
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site; and
- Trucks associated with soil-hauling activities shall avoid residential streets and utilize City-designated truck routes to the extent feasible.

c) ***Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?***

**Less Than Significant Impact With Mitigation Incorporated.**



## Cumulative Construction Impacts

With respect to the proposed project's construction-period air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the 2016 AQMP pursuant to Federal Clean Air Act (FCAA) mandates. As such, the proposed project would comply with SCAQMD Rule 403 requirements, and implement all feasible mitigation measures (Mitigation Measure AQ-1). Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the proposed project. In addition, the proposed project would comply with the adopted 2016 AQMP emissions control measures. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance, the implementation of all feasible mitigation measures, and compliance with adopted 2016 AQMP emissions control measures) would also be imposed on construction projects throughout the Basin, which would include related projects.

## Cumulative Long-Term Impacts

As discussed previously, the proposed project would not result in long-term air quality impacts, as emissions would not exceed the SCAQMD adopted operational thresholds. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the proposed project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, cumulative operational impacts associated with implementation of the proposed project would be less than significant.

**Mitigation Measures:** Refer to Mitigation Measure AQ-1.

### d) ***Expose sensitive receptors to substantial pollutant concentrations?***

**Less Than Significant Impact With Mitigation Incorporated.** Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The California Air Resources Board (CARB) has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive uses surrounding the project site include residential and institutional uses. Residential uses adjoin conveyance segments 1-7, 9, and 10 and are located approximately 280 feet east of the proposed MUST facility. Jordan High School, located at 6500 Atlantic Avenue, adjoins conveyance segment 2. Los Cerritos Elementary School, located at 515 West San Antonio Drive, adjoins conveyance segment 5. Lafayette Elementary School, located at 2445 Chestnut Avenue, is approximately 330 feet east of conveyance segment 6. Edison Elementary School, located at 625 Maine Avenue, is located approximately 245 feet east of the proposed MUST facility. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction and operations impacts (area sources only). The CO hotspot analysis following the LST analysis addresses localized mobile source impacts.

## Localized Significance Thresholds (LST)

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST lookup tables for one, two, and five acre projects emitting CO, NO<sub>x</sub>, PM<sub>2.5</sub>, or PM<sub>10</sub>. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD notes that any project over five acres may need to perform air quality



dispersion modeling to assess impacts to nearby sensitive receptors. The project is located within Sensitive Receptor Area (SRA) 4, South Los Angeles County Coastal.

Construction

Based on the SCAQMD guidance on applying LSTs, project construction would occur on the approximately 11.5 acre site. Based on the CalEEMod equipment modeled and SCAQMD methodology, approximately 4 acres per day would be disturbed. As the SCAQMD LST guidance only has thresholds for 1, 2, and 5 acres, the 2 acre threshold was conservatively used. The nearest sensitive receptor (residential uses) would not be directly affected or disturbed as part of the project, but construction would occur in proximity to the school on other portions of the project site. Given the proximity to the existing residences, the lowest available LST values for 25 meters were used per the LST guidance. Table 4.3-2, Localized Significance of Construction Emissions, shows the localized unmitigated construction-related emissions. It is noted that the localized emissions presented in Table 4.3-2 are less than those in Table 4.3-1 because localized emissions include only on-site emissions (i.e., from construction equipment and fugitive dust), and do not include off-site emissions (i.e., from hauling activities). As seen in Table 4.3-2, mitigated on-site emissions would not exceed the LSTs for SRA 4.

**Table 4.3-2  
Localized Significance of Construction Emissions**

Source	Pollutant (pounds/day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Construction</b>				
<b>Year 1</b>				
Total Unmitigated On-Site Emissions <sup>1</sup>	38.32	22.30	2.14	1.83
Total Mitigated On-Site Emissions <sup>1</sup>	38.32	22.30	2.02	1.82
Localized Significance Threshold <sup>5</sup>	66	827	7	5
<b>Thresholds Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Year 2</b>				
Total Unmitigated On-Site Emissions <sup>2</sup>	35.78	22.06	1.99	1.70
Total Mitigated On-Site Emissions <sup>2</sup>	35.78	22.06	1.88	1.68
Localized Significance Threshold <sup>5</sup>	66	827	7	5
<b>Thresholds Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Year 3</b>				
Total Unmitigated On-Site Emissions <sup>3</sup>	50.20	31.96	8.22	5.31
Total Mitigated On-Site Emissions <sup>3</sup>	50.20	31.96	4.76	3.42
Localized Significance Threshold <sup>5</sup>	66	827	7	5
<b>Thresholds Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Year 4</b>				
Total Unmitigated On-Site Emissions <sup>4</sup>	46.40	30.88	8.03	5.14
Total Mitigated On-Site Emissions <sup>4</sup>	46.40	30.88	4.57	3.24
Localized Significance Threshold <sup>5</sup>	66	827	7	5
<b>Thresholds Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Notes:				
1. For construction Year 1, the demolition phase emissions are presented as the worst case scenario.				
2. For construction Year 2, the demolition phase emissions are presented as the worst case scenarios.				
3. For construction Year 3, the grading phase emissions are presented as the worst case scenarios.				
4. For construction Year 4, the grading phase emissions are presented as the worst case scenarios.				
5. The Localized Significance Threshold was determined using Appendix C of the SCAQMD <i>Final Localized Significant Threshold Methodology</i> guidance document for pollutants NO <sub>x</sub> , CO, PM <sub>10</sub> , and PM <sub>2.5</sub> . The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (approximately 4 acres; therefore the 2-acre threshold was conservatively used), the distance to sensitive receptors, and the source receptor area (SRA 4).				



## Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.). The SCAQMD requires a quantified assessment of CO hotspots when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization [ICU]) by 0.02 (two percent) for any intersection with an existing level of service LOS D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

As noted previously, the project involves the construction of the MUST facility and associated conveyance facilities. Operational vehicle trips would be nominal since the project would require two shifts of three operators Monday through Friday, two shifts of two operators Saturday and Sunday, and the facility would be open to the public on a limited basis. As traffic generation associated with the proposed MUST facilities would be nominal, it would not be of sufficient volume to increase the ICU of nearby intersections to warrant a CO hotspot analysis.

**Mitigation Measures:** Refer to Mitigation Measure AQ-1.

### e) ***Create objectionable odors affecting a substantial number of people?***

**Less Than Significant Impact.** According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors capable of affecting a substantial number of people.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust. Construction-related odors would be short-term in nature and cease upon project completion. Any impacts to existing adjacent land uses would be short-term and are less than significant.

**Mitigation Measures:** No mitigation is required.



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