

approximately 4.2 to 4.5 ppm. The State one- and eight-hour standards of 20 and 9.0 ppm, respectively, would not be exceeded at the analyzed intersections. Localized CO concentrations would result in a less-than-significant impact.

TABLE 4.2-8: 2009 AND 2016 CARBON MONOXIDE CONCENTRATIONS /a/						
Intersection	1-hour (parts per million)			8-hour (parts per million)		
	Existing (2009)	Pre-Project (2016)	Project (2016)	Existing (2009)	Pre-Project (2016)	Project (2016)
Alameda Street/Firestone Boulevard – PM Peak Hour	10	6	7	6.7	4.2	4.5
Santa Fe Avenue/Firestone Boulevard – AM Peak Hour	9	6	6	6.6	4.2	4.5
Santa Fe Avenue/Firestone Boulevard – PM Peak Hour	9	6	7	6.6	4.2	4.5

Long Beach Boulevard/FiStreet – PM Peak Hour ent concentration of 6.2 and 24.1 ppm, respectively.

SOURCE: TAHA, 2009.

Toxic Air Contaminant Impacts. The SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops) and has provided guidance for analyzing mobile source diesel emissions. The proposed project would develop an institutional land use on the project site. The institutional land use would not be anticipated to generate a substantial number of daily truck trips. The primary source of potential TACs associated with project operations is diesel particulate from delivery trucks (e.g., truck traffic on local streets and on-site truck idling). Less than five heavy-duty trucks (e.g., delivery trucks) would access the project site on a daily basis, and the trucks that do visit the site would not idle on-site for extended periods of time. Based on the limited activity of these TAC sources, the proposed project would not warrant the need for a health risk assessment associated with on-site activities, and potential TAC impacts are expected to be less than significant.