

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/Firestone Boulevard – AM Peak Hour	9	6	6	6.6	4.3	4.5
Long Beach Boulevard/Firestone Boulevard –PM Peak Hour	10	6	6	6.7	4.2	4.2
State Street/Firestone Boulevard – PM Peak Hour	9	6	6	6.6	4.3	4.2
Alameda Street/Southern Avenue-92nd Street – PM Peak Hour	10	6	6	6.7	4.2	4.2
State Standard	20			9.0		
/a/ Existing concentrations include year 2009 one- and eight-hour ambient concentrations of 9 and 6.4 ppm, respectively. No Project and Project concentrations include year 2016 one- and eight-hour ambient concentrations of 6 and 4.1 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.

Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes and automotive repair facilities. The proposed project would not include any of these potential sources, although minimal emissions may result from the use of consumer products (e.g., aerosol sprays). It was expected that the proposed project would not release substantial amounts of TACs, and no significant impact on human health would occur.

The CARB has published guidelines that recommend not locating new sensitive receptors, including schools and playgrounds, within 500 feet of a high-volume roadway or 1,000 feet of a distribution center that accommodates more than 100 trucks per day. The guidance does include a distance recommendation for rail yards but not for standard rail tracks. Both the proposed classroom and the play field are over 750 feet from the Alameda Corridor and consistent with the CARB distance guidelines regarding the Corridor. The play field would be adjacent to existing UPPR tracks. These tracks are used infrequently and