

## 2. Air Quality (Operational)

### Environmental Setting

See *Section IV.B.1, Air Quality (Construction)*, page 46, for discussion of existing environmental setting and daily emissions in the vicinity of the project site.

Currently, the northern 18 acres of the site is developed with approximately 277,776 square feet of development, including medical, residential, service/administration, and activity/recreational uses. The central 15.8 acres of the site are used for agricultural crops. The southern 6 acres are currently undeveloped. The current use of the project site generates 4,659 vehicle trips per day.

Carbon monoxide concentrations are typically used as the sole indicator of conformity with the California Ambient Air Quality Standard (CAAS) because (1) CO levels are directly related to vehicular traffic volumes, the main source of air pollutants, and (2) CO concentrations and characteristics can be modeled using USEPA and SCAQMD methods. Therefore, the operational air quality impacts associated with a project are generally best reflected through the estimated changes in related CO concentrations.

The ambient, or background, concentration of CO is typically defined as the average of each year's second-highest eight-hour readings over the past three years.<sup>1</sup> A review of data from the Reseda monitoring station for the 1996 through 1998 period indicates that the average eight-hour background concentration was 10.4 ppm.<sup>2</sup> Assuming a typical persistence factor of 0.7, the estimated one-hour background concentration would be 7.3 ppm.

There is a direct relationship between traffic/circulation congestion and CO impacts since exhaust fumes from vehicular traffic is the main source of CO. Carbon monoxide is a localized gas which dissipates very quickly under normal meteorological conditions. Therefore, CO concentrations decrease substantially as distance from the source (intersection) increases. The highest concentrations of CO would be found along sidewalks locations directly adjacent to congested roadway intersections.

---

<sup>1</sup> Caltrans: Air Quality Technical Analysis Notes, June 1988.

<sup>2</sup> *Appendix C*

To provide a worst case simulation of CO concentrations within the area that may be affected by the project, CO concentrations were evaluated along the sidewalks of eight intersections. The study intersections were selected based on proximity to sensitive land uses, traffic volume, and level of service (LOS). At each intersection, traffic related CO contributions were added to the background conditions discussed above. Traffic CO contributions were estimated using the CAL3QHC dispersion model, which utilizes traffic volume inputs. Existing conditions at the study intersections are shown on **Table 19, Existing Carbon Monoxide (CO) Concentrations**, page 61. Presently, four of the eight study intersections exceed the State one-hour CO concentration standard of 20 ppm, and each of the eight study intersections exceed the State eight-hour CO concentration standard of 9 ppm.

### **Significance Criteria**

The South Coast Air Quality Management District has established that a project would have a significant impact if its daily operational emissions were to exceed thresholds for carbon monoxide (CO), reactive organic gas (ROG), nitrogen oxides (NO<sub>x</sub>), sulfur oxides (SO<sub>x</sub>), and particulates (PM<sub>10</sub>). These thresholds are measured in pounds per day, as shown on **Table 20, SCAQMD Threshold Criteria (Operational)**, page 61.

### Carbon Monoxide (CO) Hot Spots

CO is the primary pollutant created by vehicular travel associated with development and infrastructure projects. A project would have a significant impact if it would cause a violation of the California Ambient Air Quality Standard (CAAS) for either the one-hour or the eight-hour period, which is 20 parts per million (ppm) and 9.0 ppm, respectively. If there are currently violations of the CAAS, then a 1.0 ppm increase for the one-hour period, and a 0.45 ppm increase for the eight-hour period would be considered a significant impact contributed by the project.

### **Environmental Impacts**

Long-term project emissions would be generated by motor vehicles (mobile sources) as well as from the consumption of natural gas and electricity (stationary sources). The traffic report prepared by Linscott, Law & Greenspan Engineers indicates that the proposed MPTF Master Plan would generate an additional 2,708 daily vehicular trips.

<b>TABLE 19 EXISTING CARBON MONOXIDE (CO) CONCENTRATIONS<sup>1</sup></b>		
<b>Intersection</b>	<b>1-hour</b>	<b>8-hour</b>
101 on/off ramp @ Calabasas Road	18.5	13.0
Valmar Road @ Mulholland Drive	19.4	13.6
Valley Circle Boulevard @ Long Valley	23.7	16.6
Valley Circle Boulevard @ Burbank Boulevard	23.5	16.5
Valmar Road @ Brenford Street	19.1	13.4
Mulholland Drive @ Calabasas Road	24.1	16.9
El Canon Avenue @ Calabasas Road	15.0	10.5
Valley Circle Boulevard @ Ventura Boulevard	28.3	19.8
State Standard	<b>20.0</b>	<b>9.0</b>
Ambient Concentration <sup>2</sup>	10.4	7.3

<sup>1</sup> CO concentrations are in parts per million (ppm)  
<sup>2</sup> All concentrations include ambient concentrations.  
**Source:** Terry A. Hayes Associates, CAL3QHC output, see *Appendix C*.

<b>TABLE 20 SCAQMD THRESHOLD CRITERIA (OPERATIONAL)</b>	
<b>POLLUTANT</b>	<b>DAILY EMISSION</b>
Carbon Monoxide (CO)	550 pounds
Reactive Organic Gases (ROG)	55 pounds
Nitrogen Oxides (NO <sub>x</sub> )	55 pounds
Sulfur Dioxide (SO <sub>x</sub> )	150 pounds
Particulates (PM <sub>10</sub> )	150 pounds

Operational emissions were estimated using the California Air Resources Board’s URBEMIS 7G operational emissions model, which considers the type of land use, vehicle mix, and average trip lengths. The results, shown on **Table 21, Daily Operations Emissions**, page 62, indicate that operational emissions from the Proposed Project are not anticipated to exceed any SCAQMD significance threshold for criteria pollutants. Therefore, the Proposed Project would not result in a significant operational air quality impact.

<b>TABLE 21 DAILY OPERATIONS EMISSIONS (POUNDS PER DAY)</b>				
<b>Project</b>	<b>Pollutant</b>			
	<b>CO</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>
MPTF Proposed Master Plan	42	8	4	0
<b>SCAQMD Threshold</b>	<b>550</b>	<b>55</b>	<b>55</b>	<b>150</b>
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

**Source:** Terry A. Hayes Associates, URBEMIS 7G Output, see *Appendix C*.

Carbon Monoxide (CO) Hot Spots

CO concentrations were calculated using the US Environmental Protection Agency’s CAL3QHC micro scale dispersion model. As indicated on **Table 22, 2015 Carbon Monoxide (CO) Concentrations**, page 63, the Proposed Project CO concentrations would range from 7.3 ppm to 12.5 ppm for one-hour concentrations; and from 5.1 ppm to 8.8 ppm for eight-hour concentrations. The project CO concentrations reflect the related projects as well as the proposed MPTF project. There would be no violation of the 20 ppm one-hour standard, nor the eight-hour standard of 9.0 ppm at sidewalk receptor locations. Therefore, the Proposed Project would not result in a significant CO hot spot impact.

Consistency with the AQMP

*The Air Quality Management Plan (AQMP)*

Criteria for determining consistency with the AQMP is defined in Chapter 12, Section 12.2 and Section 12.3 of the South Coast Air Quality Management District’s CEQA Air Quality Handbook as the following:

<b>TABLE 22</b>				
<b>2015 CARBON MONOXIDE (CO) CONCENTRATIONS</b>				
<b>Intersection</b>	<b>1-Hour Concentrations</b>		<b>8-Hour Concentrations</b>	
	<b>No Project</b>	<b>Project</b>	<b>No Project</b>	<b>Project</b>
101 on/off ramp @ Calabasas Road	7.9	7.9	5.5	5.5
Valmar Road @ Mulholland Drive	7.7	7.7	5.4	5.4
Valley Circle Blvd @ Long Valley	12.2	12.5	8.5	8.8
Valley Circle Blvd @ Burbank Blvd	9.3	9.3	6.5	6.5
Valmar Road @ Brenford Street	7.5	7.6	5.3	5.3
Mulholland Dr @ Calabasas Rd	9.8	9.9	6.9	6.9
El Canon Avenue @ Calabasas Rd	6.2	7.3	4.3	5.1
Valley Circle Blvd @ Ventura Blvd	11.6	11.7	8.1	8.2
State Standard	20.0		9.0	
Ambient Concentration	4.4		3.1	
<b>Note:</b> CO concentrations are in parts per million (ppm)				
<b>Source:</b> Terry A. Hayes Associates, CAL3QHC output, see <i>Appendix C</i>				

*Consistency Criterion No. 1:* The project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

*Consistency Criterion No. 2:* The project will not exceed the assumptions in the AQMP in 2010 or increments based on the year of project build-out phase.

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for projects include forecasts of project emissions in a regional context during construction, and in a regional as well as local context, during project occupancy. These forecasts are provided earlier in this section, and they indicate that, with application of prescribed mitigation measures, daily construction and operations emissions are not anticipated to exceed SCAQMD significance thresholds. Above all, the consistency criteria identified under the first criterion pertain to pollutant concentrations rather than to total regional emissions.

The SCAQMD has identified CO as the best indicator pollutant for determining whether air quality violations would occur, because CO is most directly related to automobile traffic. As indicated above, carbon monoxide emissions were analyzed using the U.S. Environmental Protection Agency's CAL3QHC dispersion model. The analysis indicated that the project would not cause or exacerbate an existing violation of the State carbon monoxide standard; therefore, the Proposed Project can be considered to comply with Criteria 1.

Regarding the project's consistency with AQMP growth assumptions, these assumptions are generated by the Southern California Association of Governments (SCAG). SCAG derives its assumptions, in part, based on the General Plans of cities located within the SCAG region. Therefore, if a project does not exceed the growth projections in the General Plan, it can be assumed to be consistent with growth assumptions in the AQMP.

The residential forecasts contained in the AQMP are based in part upon the growth projections contained in the City of Los Angeles General Plan Framework. As discussed in *Section G, Land Use*, page 106, the Proposed Project is consistent with the types and intensity of land use envisioned for the site vicinity in the General Plan Framework and the Canoga Park-Winnetka-Woodland Hills Community. The City General Plan would permit a population of approximately 1,700 people. Upon build-out of the Proposed Project, total site population would be approximately 673. Thus, the Proposed Project would be consistent with the housing growth projections in the General Plan.

SCAG locates the project site within the west San Fernando Valley subregion. SCAG's Regional Growth Management Chapter (GMC) of the Regional Comprehensive Plan projects that employment in the Canoga Park-Winnetka-Woodland Hills-West Hills Plan area will gain approximately 20,708 jobs between 2000 and 2015. The Proposed Project is projected to result in a net increase of approximately 896 jobs on the project site, or approximately 4% of the total job growth projected for the subregion. Such levels of employment growth would not be sufficiently large to call into question the employment forecasts for the subregion adopted by SCAG. Because the SCAQMD has incorporated these same projections into the AQMP, it can be concluded that the project would be consistent with the projections in the AQMP. Thus, the Proposed Project can be considered in compliance with Consistency Criterion 2.

## **Cumulative Impacts**

Criteria pollutant emissions from all related projects, as well as the MPTF proposed project were modeled using the California Air Resources Board's URBEMIS7G Emissions model to estimate cumulative operational emissions.

As indicated on **Table 23, Cumulative Project Operational Impact Analysis**, page 66, emissions from the Proposed Project would amount to a maximum of 2.8% of the cumulative project emissions. The Proposed Project's incremental contribution to a cumulative operational air quality impact would not be considered cumulatively considerable, as the Proposed Project would comply with the AQMP. Furthermore, the percentage of the cumulative impact generated by the Proposed Project are so small that they make only a de minimis contribution to the significant cumulative impact caused by other projects that would exist in the absence of the Proposed Project.

## **Mitigation Measures**

No mitigation measures are required.

## **Impacts After Mitigation**

Daily operations emissions, from mobile and stationary sources, would not exceed South Coast Air Quality Management District (SCAQMD) significance thresholds for any of the criteria pollutants. Therefore, the Proposed Project would not cause a significant operational air quality impact.

### **3. Meteorology**

The October 4, 1984 and January 22, 1999 Initial Studies conducted by the Los Angeles City Planning Department concluded that because the project does not contain tall or "massive" structures, no-potentially significant diversions or concentrations of wind would be caused by the project.