

APPENDIX B
AIR QUALITY

A. EFFECTS OF TRAFFIC MITIGATION MEASURES ON AIR QUALITY

Chapter 16, “Air Quality” showed the maximum predicted carbon monoxide (CO) concentrations for the proposed actions, and concluded that the proposed actions would not result in any significant adverse air quality impacts. Therefore, no air quality mitigation is required. This section considers the effects on air quality of the proposed actions with implementation of the traffic mitigation measures discussed in Chapter 20, “Mitigation.”

The table presented below illustrates the effect that proposed traffic mitigation measures, developed as part of the traffic analysis for the proposed actions (see Chapter 14, “Traffic and Parking”), would have on maximum predicted pollutant concentrations with the proposed actions at intersections where traffic mitigation is proposed. Table B-1 summarizes the maximum CO build and build with mitigation concentrations.

The values shown are the highest predicted concentrations for the analyzed receptor locations. The results show that with the proposed traffic mitigation measures, future concentrations of pollutants with the proposed actions would be below the National Ambient Air Quality Standards (NAAQS) and would not result in any significant adverse air quality impacts using the *de minimis* thresholds for CO impacts.

Table B-1
Future Maximum Predicted 8-Hour Average Carbon Monoxide
Build and Build with Mitigation Concentrations (parts per million)

Receptor Site	Location	Time Period	8-Hour Concentration (ppm) ⁽¹⁾	
			Build	Build with Mitigation
1	39th Avenue at Union Street	SAT MD	3.4	3.4
2	Roosevelt Avenue at Union Street	SAT MD	3.9	4.0
3	Northern Boulevard at Main Street	PM	5.4	5.4

Note: ¹ 8-hour standard is 9 ppm.

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