CO concentrations in 2015 are expected to be lower than existing conditions due to stringent State and federal mandates for lowering vehicle emissions. Although traffic volumes would be higher in the future both without and with the implementation of the proposed project, CO emissions from mobile sources are expected to be much lower due to technological advances in vehicle emissions systems, as well as from normal turnover in the vehicle fleet. Accordingly, increases in traffic volumes are expected to be offset by increases in cleaner-running cars as a percentage of the entire vehicle fleet on the road.

The State one- and eight-hour CO standards may potentially be exceeded at congested intersections with high traffic volumes. An exceedance of the State CO standards at an intersection is referred to as a CO hotspot. The SCAQMD recommends a CO hotspot evaluation of potential localized CO impacts when V/C ratios are increased by two percent at intersections with a LOS of D or worse. SCAQMD also recommends a CO hotspot evaluation when an intersection decreases in LOS by one level beginning when LOS changes from C to D.

Based on the traffic study, the selected intersections are as follows:

- Ford Boulevard/I-710 Northbound On-Ramp – PM Peak Hour
- Bleakwood Avenue and Floral Drive – AM Peak Hour
- Bleakwood Avenue and Floral Drive – PM Peak Hour
- 1st Street/SR 60 Westbound Off-Ramp and Atlantic Boulevard – AM Peak Hour
- 1st Street/SR 60 Westbound Off-Ramp and Atlantic Boulevard – PM Peak Hour

The USEPA CAL3QHC micro-scale dispersion model was used to calculate CO concentrations for 2015 conditions. CO concentrations at the analyzed intersections are shown in **Table 4.2-10**. One-hour CO concentrations under project conditions would be approximately 4 ppm at worst-case sidewalk receptors. Eight-hour CO concentrations under project conditions would range from approximately 2.2 to 2.4 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 4.2-10: 2009 AND 2015 CARBON MONOXIDE CONCENTRATIONS /a/

	1-hour (parts per million)			8-hour (parts per million)		
Intersection	**Existing (2009)**	**Pre-Project (2015)**	**Project (2015)**	**Existing (2009)**	**Pre-Project (2015)**	**Project (2015)**
Ford Boulevard/I-710 Northbound On-Ramp – PM Peak Hour	4	4	4	3.1	2.2	2.2
Bleakwood Avenue and Floral Drive – AM Peak Hour	4	4	4	3.0	2.2	2.2
Bleakwood Avenue and Floral Drive – PM Peak Hour	4	4	4	3.0	2.2	2.3
1st Street/SR 60 Westbound Off-Ramp and Atlantic Boulevard – AM Peak Hour	5	4	4	3.2	2.3	2.3
1st Street/SR 60 Westbound Off-Ramp and Atlantic Boulevard – PM Peak Hour	5	4	4	3.2	2.4	2.4
State Standard	**20**			**9.0**		

/a/ Existing concentrations include year 2009 one- and eight-hour ambient concentrations of 4 and 2.8 ppm, respectively. No Project and Project concentrations include year 2015 one- and eight-hour ambient concentrations of 3 and 2.1 ppm, respectively.
SOURCE: TAHA, 2010.

The proposed project includes a four-story parking structure which would be built on the south side of the campus (Lot No. 4). This parking structure would be approximately 470,000 square feet in size, and would provide 1,574 parking stalls. A localized CO analysis was completed to identify potential impacts