

Bayside Performance Park Enhancement Project and Port Master Plan Amendment Final Environmental Impact Report

Second Errata (January 4, 2018)

Chapter 4.2 (Air Quality): Table 4.2-5 (Summary of Project Operational Emissions) was revised to include a determination of significance and a footnote clarifying why 106 pounds per day of PM₁₀ emissions exceeding the screening threshold of 100 pounds per day is not considered a significant air quality impact.

**Table 4.2-5
Summary of Project Operational Emissions
(pounds per day)**

Source	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	1	>1	>1	>1	>1	>1
Energy Sources	>1	>1	>1	>1	>1	>1
Mobile Sources	23	118	368	1	106	29
Total	23	118	369	1	106	29
<i>Screening Threshold</i>	<i>250</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>
Significant?	No	No	No	No	No*	No

NOTE: Totals may vary due to independent rounding.
 * While daily PM₁₀ emissions associated with the project would exceed the applicable daily screening threshold during the maximum potential events (10,000-seat events), which shall only occur 6 times a year, buildout of the project site (i.e. maximum annual attendance) would result in PM₁₀ emissions of 2.7 tons per year (or an average of 15 pounds of PM₁₀ per day); please see Attachment 1, Maximum 2020 Event and 2030 Project Buildout. Therefore, the project would not result in a direct or cumulative contribution to a regional or local exceedance of air quality standards and PM₁₀ emissions are considered less than significant.

This revision was also made to Table 7 in the Air Quality Analysis (Appendix F).

Attachment 1 to the GHG technical report showing the CalEEMod calculations of annual emissions was replicated as an attachment to the Air Quality technical report.