

# **AIR QUALITY**



## **SECTION 6: AIR QUALITY ELEMENT**

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### **INTRODUCTION**

The Air Quality Element addresses local issues and focuses on programs related to the improvement of air quality. The goals and policies of the element meet the underlying goals and requirements of the 1991 regional Air Quality Management Plan (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) which apply to local governments. The Element emphasizes actions that the City shall take programs that will facilitate participation by local industries and residents in improving local and regional air quality. While the City does not regulate air quality in the area or the region, local actions are required in order to demonstrate conformity to the adopted regional Air Quality Management Plan.

The Air Quality Element is not a state-mandated element but is recommended under the *1991 Air Quality Management Plan for the South Coast Air Basin*. The Air Quality Element contains programs that will allow the City of Whittier to contribute to the attainment of state and federal clean air standards. The Element includes standards for stationary source emissions and measures to reduce air pollution directly and indirectly.

A discussion of local and regional air quality and existing uses and programs affecting air quality in Whittier can be found in the Air Quality Element Background Report. A summary of the main issues is provided below.

- The climate of the Los Angeles basin is characterized by warm summers, mild winters, infrequent rainfall, moderate daytime onshore breezes, and moderate humidity. In Whittier, winters are seldom cold, frost is rare, and temperatures do not generally drop below 28°F. Rainfall averages 14.85 inches per year and occurs from late October to early April.
- The South Coast Air Basin, which includes most of the Southern California region, has been experiencing air pollution levels beyond the recommended state and federal standards. The Whittier air monitoring station shows exceedances of ozone and suspended particulates as recent as the late 1980's. Slight improvements in maximum concentrations for carbon monoxide, nitrogen dioxide, and ozone can be observed in recent years.
- Air pollution comes from vehicle exhaust, power generation, natural gas generation, and certain activities and equipment in construction and industry. In Whittier, vehicle emissions, households activities and commercial uses, and industrial and manufacturing uses each contribute about a third of local emissions from the area.
- Ways to reduce these emissions include increased use of public transportation and alternative means of travel; the reduction of truck and vehicle emissions, energy

consumption, and construction emissions; the decrease and shortening of vehicle trips; and public education concerning ways to effectively improve air quality.

## AIR QUALITY GOALS AND POLICIES

The following goals and policies have been developed to correspond to ways that the City of Whittier can help improve air quality. These include measures relating to automobile travel, truck traffic, vehicle emissions, parking, growth management, energy consumption, particulate emissions, building and design standards, and regional cooperation. A brief discussion of each issue is provided below, followed by the goals and policies of the City of Whittier regarding the issue. The goals and policies are expected to make the City more aware of air quality impacts and to work towards the reduction of locally generated air pollution.

### *Issue: Automobile Travel*

Automobiles are a major source of ozone and carbon monoxide pollution. The reduction of trips and trip lengths will reduce pollutant emissions associated with automobile use. This reduction in the dependence on private automobiles may be achieved through the use of public transit and alternative forms of transit.

- Goal 1      Reduce emissions associated with single-occupancy automobile use.
- Policy 1.1    Enhance transit service and make the system user-friendly.
  - Policy 1.2    Promote transit service and availability.
  - Policy 1.3    Support development of a transit center linking local and regional bus service that provides a safe, attractive place to wait.
  - Policy 1.4    Support trip-reduction programs, such as longer day, shorter week work schedules.
  - Policy 1.5    Encourage participation in Transportation Management Associations/Organizations.
  - Policy 1.6    Encourage walking and bicycling.
  - Policy 1.7    Encourage local merchants to offer incentives to customers who use transit or walk or bicycle to shop.

***Issue: Truck Traffic***

Trucks increase congestion on City streets and add to vehicle idling and slow travel. By diverting truck traffic, hydrocarbon and carbon monoxide emissions could be reduced and travel time can be shortened.

**Goal 2**      Reduce truck emissions.

- Policy 2.1      Encourage diversion of peak hour truck traffic, whenever feasible, to off-peak periods to reduce roadway congestion and associated emissions.
- Policy 2.2      Work to improve roadway safety by designing roadways to accommodate trucks and reduce potential for accidents that create congestion and associated emissions.
- Policy 2.3      Encourage trucks operating within the City to maintain safety equipment and to operate at safe speeds so as to reduce the potential for accidents.

***Issue: Vehicle Emissions***

Emissions controls on passenger vehicles are beyond the City's ability to regulate, although the City may help reduce vehicle emissions in its own way. Vehicle emissions can be reduced by using cleaner fuels in City vehicles. Reducing idling time due to traffic congestion on City streets through signal congestion synchronization is another way the City can improve air quality.

**Goal 3**      Reduce directly emitted vehicle emissions.

- Policy 3.1      Reduce idling emissions by improving traffic flow and the level of service through the use of synchronized traffic signals.
- Policy 3.2      Encourage the use of alternative fuels and alternative energy sources in City-owned vehicles.

***Issue: Parking Management***

The 1991 AQMP recommends reductions in parking availability and restrictions on private automobile use designed to discourage single-occupancy automobile trips. Parking lot design that discourages queuing is also promoted.

**Goal 4**      Reduce vehicle emissions through improved parking design and transportation demand management.

- Policy 4.1      Promote parking facility designs which discourage queuing.

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- Policy 4.2 Support easing of parking requirements on a case-by-case basis where a development is in close proximity to public transit and there are safeguards against spillover parking in adjacent areas.
- Policy 4.3 Support community activities where parking is temporarily restricted and walking or public transit is facilitated.
- Policy 4.4 Encourage centrally located parking in Uptown and other shopping areas where shoppers can walk or take the trolley to a number of destinations.
- Policy 4.5 Encourage landscaping in parking areas to reduce fugitive dust and improve local air quality.

*Issue: Growth Management*

When residents have to drive longer distances to places of employment or services, greater pollutant emissions are generated by vehicle trips. Providing opportunities for employment for City residents or housing for Whittier's labor force will help reduce emissions associated with home-to-work trips.

- Goal 5 Reduce emissions associated with vehicle miles traveled by providing a balance of jobs and housing.
  - Policy 5.1 Maintain the City of Whittier's existing favorable balance of job and housing opportunities.
  - Policy 5.2 Work cooperatively with adjacent job-rich communities to improve overall job/housing balance in the subarea.
  - Policy 5.3 Encourage mixed-use developments which combine housing and related commercial uses.
  - Policy 5.4 Encourage residential growth to occur in and around commercial activity centers and transportation node corridors.
  - Policy 5.5 Promote telecommuting and teleconferencing activities.

*Issue: Energy Consumption*

The generation of electricity and natural gas produces emissions at offsite power plants. Thus, energy conservation will indirectly reduce the pollution created by power generation and use within the South Coast Air Basin.

*Section 6: Air Quality Element (continued)*

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**Goal 6** Reduce emissions associated with energy consumption.

- Policy 6.1 Support the use of energy-efficient equipment and design in City facilities and infrastructure.
- Policy 6.2 Encourage incorporation of energy conservation features in new developments and in the renovation of existing development.
- Policy 6.3 Support passive solar design in new construction.
- Policy 6.4 Support public participation in recycling programs to reduce emissions associated with manufacture and waste disposal.
- Policy 6.5 Support use of drought-resistant vegetation in City landscaping areas and new development to reduce energy needed to pump water.

*Issue: Particulate Emissions*

Particulate emissions come from tires, diesel engine exhaust, windblown dust and ash, exposed soils, certain chemical processes and excavation, demolition, and construction activities. The City of Whittier can help control particulate emissions by regulating activities that create these pollutants.

**Goal 7** Reduce fugitive dust emissions.

- Policy 7.1 Encourage feasible fugitive dust reduction techniques to be utilized during construction activities.
- Policy 7.2 Support the use of efficient equipment procedures in cleaning streets and parking areas.
- Policy 7.3 Support subdivision design which minimizes grading and maintains the natural topography to the maximum extent feasible.

*Issue: Building and Design Standards to Reduce Operational Emissions*

Paints and wall finishes used in building construction also generate particulate matter and toxic emissions. Building and siting standards can reduce these hazards as well as prevent exposure to sensitive receptors.

**Goal 8:** Reduce potential air pollution emissions and impacts through siting and building design standards.

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- Policy 8.1 Support the use of low polluting construction materials and coatings.
- Policy 8.2 Assess the air pollution impacts of all projects uniformly.
- Policy 8.3 Actively encourage the separation of sensitive receptors, such as schools and hospitals, from sources of toxic emissions.
- Policy 8.4 Actively encourage the separation of sensitive receptors from potential carbon monoxide hotspots.
- Policy 8.5 Encourage the provision of bus shelters, turn-out lanes, etc. in new developments to promote the use of public transit.

***Issue: Intergovernmental Cooperation***

Air quality is a regional issue that the City of Whittier cannot address alone. Regional and interagency cooperation is needed if programs are to be successful and beneficial to the South Coast Air Basin.

**Goal 9:** Maximize the effectiveness of air quality control programs through coordination with other government agencies.

- Policy 9.1 Participate in the SCAQMD rule development process on regulations which impact the City of Whittier to ensure that City concerns are resolved early in the process.
- Policy 9.2 Verify that new local commercial and industrial establishments obtain all necessary SCAQMD permits prior to development.
- Policy 9.3 Support state and federal legislation that results in improved air quality in the South Coast Air Basin.
- Policy 9.4 Participate with neighboring cities in efforts to improve regional and subregional transit.

**IMPLEMENTATION PROGRAMS**

The Air Quality goals and policies will be implemented through a variety of programs and measures. Table 6-1 identifies the specific programs that address each policy. A discussion of each program can be found in Section 10.

Section 6: Air Quality Element (continued)

| <b>TABLE 6-1<br/>AIR QUALITY IMPLEMENTATION</b>     |  |  |
|---|--|--|
| <b>Goal</b>   | <b>Policy</b>  | <b>Implementation Measure</b>  |
| 1. Reduce emissions associated with automobile use. | 1.1 Enhance transit service.   | Public Transit   |
|   | 1.2 Promote transit service & availability.  | Public Transit<br>SCAQMD Funds   |
|   | 1.3. Support development of a transit center.  | Southern Pacific Railroad Depot  |
|   | 1.4 Support trip-reduction programs.   | Flextime Work Schedules  |
|   | 1.5 Encourage participation in Transportation Management Associations/Organizations (TMA/TMO).             | Transportation Management Associations                                   |
|   | 1.6 Encourage walking and bicycling.   | Bikeways & Equestrian Trails<br>Pedestrian & Bicycle Routes              |
|   | 1.7 Encourage local merchants to offer incentives to customers who use transit or walk or bicycle to shop. | Bicycle Facilities   |
| 2. Reduce truck emissions.                          | 2.1 Encourage diversion of peak hour truck traffic.  | Through Truck Routes   |
|   | 2.2 Work to improve roadway safety by designing roadways to accommodate trucks.                            | Traffic Safety Programs  |
|   | 2.3 Encourage trucks operating within the City to maintain safety equipment and operate at safe speeds.    | Traffic Safety Programs  |
| 3. Reduce directly emitted vehicle emissions.       | 3.1 Reduce idling emissions by improving traffic flow.   | Synchronized Signals<br>Signal Controls Analysis<br>Traffic Improvements |
|   | 3.2 Encourage the use of alternative fuels in City vehicles.   | City Vehicles & Equipment  |

Section 6: Air Quality Element (continued)

| <b>TABLE 6-1</b><br><b>AIR QUALITY IMPLEMENTATION (continued)</b> |  |   |
|---|--|---|
| <b>Goal</b>   | <b>Policy</b>  | <b>Implementation Measure</b>               |
| 4. Reduce vehicle emissions through parking design.               | 4.1 Promote parking facility designs.  | Parking Standards Review                    |
|   | 4.2 Support easing of parking requirements on a case-by-case basis.  | Parking Standards Review                    |
|   | 4.3 Support community activities where parking is temporarily restricted.  | Temporary Parking                           |
|   | 4.4 Encourage centrally located parking in Uptown and other shopping areas.  | Uptown Parking                              |
|   | 4.5 Encourage landscaping in parking areas.  | Construction-related air quality impacts    |
| 5. Reduce emissions associated with vehicle miles traveled.       | 5.1 Maintain the City of Whittier's existing favorable balance of job and housing opportunities.                       | Jobs/Housing Balance                        |
|   | 5.2 Work cooperatively with adjacent job-rich communities.   | Jobs/Housing Balance                        |
|   | 5.3 Encourage mixed-use developments.  | General Plan & Zoning Ordinance Consistency |
|   | 5.4 Encourage residential growth to occur in and around commercial activity centers and transportation node corridors. | General Plan & Zoning Ordinance Consistency |
|   | 5.5 Promote telecommuting and teleconferencing activities.   | Telecommuting & Teleconferencing            |

Section 6: Air Quality Element (continued)

| TABLE 6-1<br>AIR QUALITY IMPLEMENTATION (continued)               |   |   |
|---|---|---|
| Goal  | Policy  | Implementation Measure                          |
| 6. Reduce emissions associated with energy consumption.           | 6.1 Support the use of energy-efficient equipment and design.   | Energy Conservation                             |
|   | 6.2 Encourage energy conservation features in new developments.                                       | Energy Conservation                             |
|   | 6.3 Support passive solar design in new construction.   | Energy Conservation                             |
|   | 6.4 Support public participation in recycling programs.   | Source Reduction & Recycling Element            |
|   | 6.5 Support use of drought-resistant vegetation.  | Water Conservation                              |
| 7. Reduce fugitive dust emissions.                                | 7.1 Encourage feasible fugitive dust reduction techniques.  | Construction-related air quality impacts        |
|   | 7.2 Support the use of efficient equipment and practices.   | City Vehicles & Equipment<br>Hillside Standards |
|   | 7.3 Support subdivision design which minimizes grading and maintains the natural topography.          |   |
| 8. Reduce emissions through siting and building design standards. | 8.1 Support the use of low polluting construction materials and coatings.                             | Low-Polluting Materials                         |
|   | 8.2 Assess the air pollution impacts of all projects uniformly.                                       | Environmental Review                            |
|   | 8.3 Actively encourage the separation of sensitive receptors, from sources of toxic emissions.        | Toxic Emissions<br>Landfill Monitoring System   |
|   | 8.4 Actively encourage the separation of sensitive receptors from potential carbon monoxide hotspots. | Carbon Monoxide Hotspots                        |
|   | 8.5 Encourage the provision of bus shelters, turn-out lanes, etc. in new developments.                | Public Transit Facilities                       |

| TABLE 6-1<br>AIR QUALITY IMPLEMENTATION (continued)            |   |  |
|--|---|--|
| Goal   | Policy  | Implementation Measure                               |
| 9. Maximize the effectiveness of air quality control programs. | 9.1 Participate in the SCAQMD rule development process.                 | Air Quality Coordinator<br>Inter-Agency Coordination |
|  | 9.2 Verify that new establishments obtain all necessary SCAQMD permits. | SCAQMD Permits                                       |
|  | 9.3 Support state and federal legislation on air quality.               | Air Quality Coordinator<br>Environmental Regulations |
|  | 9.4 Participate with neighboring cities.                                | Public Transit Program                               |

**AIR QUALITY MANAGEMENT PROGRAM**

There are a variety of state and federal regulations relating to air quality and the reduction in air pollution for the improvement of the environment. The City of Whittier is committed to an active role in the improvement of air quality in the region through this Air Quality Element. It shall coordinate with various regulatory agencies in implementing air quality management programs for the City and surrounding area. Current air quality regulations are summarized below.

*Federal Clean Air Act*

The federal Clean Air Act (1977 Amendments) stated that designated agencies in any area of the nation, not meeting national clean air standards, must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards by December 31, 1987. The South Coast Air Basin could not meet the deadline for ozone, nitrogen dioxide, carbon monoxide, or PM<sub>10</sub>. Congress enacted amendments to the Clean Air Act in October 1990 that extend this deadline to 2010 for all areas, including Southern California, that have severely degraded air quality.

In the South Coast Air Basin, the agencies designated by the governor to develop regional air quality plans are the South Coast Air Quality Management District and the Southern California Association of Governments (SCAG). The two agencies adopted a revised Air Quality Management Plan (AQMP) in July, 1991.

*California Clean Air Act*

In 1988, the California Legislature enacted the California Clean Air Act (CCAA). The CCAA amended the enabling authority for air pollution control districts in California. The legislature gave these districts, including the SCAQMD, broad new authority through the CCAA to regulate

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motor vehicle use with indirect source controls in areas that have not met national or state ambient air quality standards.

The CCAA requires that regional emissions be reduced by 5 percent per year, averaged over 3 year periods, until attainment can be demonstrated. Each area that does not currently meet a national or state ambient air quality standard is to prepare a plan which demonstrates how the 5 percent reductions will be achieved. A plan was to be locally adopted and submitted to the California Air Resources Board (ARB) by June 30, 1991. Areas, including the South Coast Air Basin, with the most heavily degraded air quality are required by the CCAA to reduce emissions 50 percent from 1987 levels by December 31, 2000. Plans must be updated in 1998 if attainment cannot be demonstrated by the year 2000.

*1991 Air Quality Management Plan*

In July 1991, the South Coast Air Quality Management District adopted the 1991 Air Quality Management Plan, which was prepared to address the requirements of the California Clean Air Act. Local governments are required by the 1991 AQMP to implement specified AQMP measures, but the 1991 AQMP differs from the earlier 1989 AQMP in how local governments must comply. Truck restriction and parking management, including policies to revise parking codes, are the only measures required by the 1991 AQMP for inclusion in an air quality element for a city without a large special event center. Bicycle routes which facilitate home/work commuting are required in a general plan, although not necessarily in an air quality element. Other measures can be implemented through adoption of ordinances at least as stringent as model ordinances to be developed by the SCAQMD.

The 1991 AQMP requires local governments to adopt ordinances for the following strategies:

- Person work trip reduction;
- Non-motorized transportation;
- Employer rideshare and transit incentives;
- Auto use restrictions;
- Parking management;
- Merchant transportation incentives;
- Auto use restrictions; and
- Truck dispatching, rescheduling, and rerouting.

The SCAQMD declared its intent to adopt backstop rules that would be imposed in any city where implementation ordinances are determined by the SCAQMD to be inadequate. Additional local government measures, including control of emissions associated with new construction and reducing emissions from energy use, are also suggested in the AQMP. Measures for which the SCAQMD intends to adopt model ordinances are described below and are summarized in Table 6-2.

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| TABLE 6-2<br>LOCAL ACTIONS REQUIRED OR RECOMMENDED BY 1991 AQMP                                  |           |          |              |       |
|--|-----------|----------|--------------|-------|
| AQMP STRATEGY  | ORDINANCE |          | GENERAL PLAN | OTHER |
|  | Required  | Optional |              |       |
| Alternative work weeks, telecommuting by government employees                                    | X         |          |              |       |
| Alternative work weeks, telecommuting, trip reduction by local employers                         | X         |          |              |       |
| Telecommuting centers for new developments   | X         |          |              |       |
| Set-aside local resident space for employers with multiple facilities                            | X         |          |              |       |
| Zoning and licensing to allow telecommuting and home employment                                  | X         |          |              |       |
| Non-work trip reduction programs for special event centers                                       | X         |          |              |       |
| Bicycle routes that support job and non-work trips   |           |          | X            |       |
| Parking for bicycles, showers and locker facilities for new commercial and industrial facilities | X         |          |              |       |
| Trip reduction plans for employers of 100 and buildings housing 100                              | X         |          |              |       |
| Support for Transportation Management Association formation                                      |           | X        |              |       |
| Parking management practices   |           |          | X            |       |
| Revised parking codes  |           |          | X            |       |
| Clean Streets Program  | X         |          |              |       |
| Auto-free zones for special event centers (where applicable)                                     |           |          | X            |       |
| Customer mode-shift incentives for large retail establishments                                   | X         |          |              |       |
| Improved truck routing, delivery scheduling and shipping and receiving plans                     | X         |          | X            |       |
| Supplemental development standards   | X         |          |              |       |
| Actions to facilitate transit for regional shopping centers                                      | X         |          |              |       |
| Local implementation of Regulation XV  |           | X        |              |       |
| Data collection for SCAQMD   |           |          |              | X     |

Source: South Coast Air Quality Management District. 1991 AQMP Appendices IV-C and IV-E.

*Section 6: Air Quality Element (continued)*

**Indirect Source Program**

The 1991 AQMP set forth the following local government measures as constituting its indirect source program, as required by the California Clean Air Act. The AQMP gives local governments the option of also adopting these measures and implementing them at the local level, or letting the SCAQMD adopt and implement them.

- Environmental review program;
- Trip reduction for schools;
- Supplemental development standards;
- Special activity centers;
- Enhanced Regulation XV;
- Truck programs;
- Registration program; and
- Sensitive receptor review for risks from toxic air contaminants.

**AQMP Conformity**

The U.S. Environmental Protection Agency requires that local and regional components of state implementation plans (SIPs) that are developed to meet federal standards include conformity procedures for evaluating federally funded projects. Conformity demonstration procedures for the 1989 AQMP extended these demonstration requirements to non-federally funded capacity-enhancing wastewater treatment projects and to regionally significant transportation and general development projects. Guidelines for demonstrating this conformity were developed by SCAG and approved by the SCAQMD and ARB. These conformity requirements were also extended to the 1991 AQMP. Criteria for determining whether a project is required to demonstrate conformity are shown in Table 6-3.

| TABLE 6-3<br>SIZE CRITERIA FOR PROJECTS<br>REQUIRING AQMP CONFORMITY REVIEW |  |
|---|--|
| 1.  | Airports with at least 50 based aircraft, 25,000 annual itinerant operations or 35,000 local operations  |
| 2.  | Airports served by a CAB or PUC certified carrier  |
| 3.  | Public use airports more than 20 miles away from the nearest airport meeting the above criteria  |
| 4.  | Sports, entertainment or recreation facilities that accommodate at least 4,000 people per performance, or that contain 1,500 fixed seats or more   |
| 5.  | Office building or office parks that employ more than 1,000 people or contain over 250,000 square feet.  |
| 6.  | Hotels or motels with 500 rooms or more  |
| 7.  | New electrical generating facilities or expansion of existing generating facilities  |
| 8.  | Transmission lines with capacity of 22 kw or more  |
| 9.  | Flood control project, dams, reservoirs or debris basins on or affecting a major water body that has a tributary area greater than 20,000 acres at the county line, or facilities on a drainage course having a tributary basin greater than 50,000 acres and draining directly into the ocean |
| 10.   | Projects in an area that is designated to be of regional significance and concern in the SCAG-adopted Conservation and Open Space Plan   |

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**TABLE 6-3  
 SIZE CRITERIA FOR PROJECTS  
 REQUIRING AQMP CONFORMITY REVIEW (continued)**

- |     |  |
|-----|--|
| 11. | Industrial plants and industrial parks that employ more than 1,000 people, occupy more than 40 acres of land or contain more than 650,000 square feet of floor space   |
| 12. | Mining operations with more than 40 acres or producing 600,000 short tons annually   |
| 13. | Petroleum or gas refineries, recovery operations, storage facilities or expansion of existing facilities (not gas station storage facilities)  |
| 14. | Designation of a drilling district   |
| 15. | Petroleum and gas pipelines that are part of a national distribution system  |
| 16. | Water ports, or the expansion of an existing port, so that capacity is increased by at least one million short tons of cargo per year  |
| 17. | Small craft harbors with 300 or more boat slips or open water moorage, or expansions of an existing harbor to accommodate at least 300 additional boat slips or open water moorage   |
| 18. | Residential development including mobile home parks with 500 dwelling units or more  |
| 19. | State highways and arterial roads (construction or major modification) or roads that provide primary access to a regionally significant area (designated in the SCAG-adopted Conservation and Open Space Plan)               |
| 20. | Construction of a post-secondary school, public or private, for 3,000 students or more, or expansion of an existing facility having a capacity of 3,000 students or more by an addition of at least 20 percent more students |
| 21. | Sewage treatment facilities with a capacity of at least 750,000 gallons per day, or the expansion of an existing facility by at least that much, and any proposed interceptor  |
| 22. | Shopping centers or trade centers that employ 1,000 persons or more, or contain 500,000 square feet of floor space   |
| 23. | Class I solid waste disposal sites or the expansion of an existing Class I site, or other sites of more than 40 acres, or expansions of sites by at least 40 acres   |
| 24. | Transit projects   |
| 25. | Water treatment facilities with a capacity of 225,000 gallons a day or more, or the expansion of an existing facility by that much, and proposed major arterial water mains  |
| 26. | Construction of a hospital of 500 beds or more, or expansion of a hospital of this size by 20% or more   |

General development projects subject to conformity review must demonstrate that they conform to the subregional job/housing balance goals established in the SCAG Growth Management Plan and incorporated in the AQMP. Such projects that do not conform to these goals must implement trip reduction measures, user fees, or other appropriate mitigation measures which will achieve reductions in vehicle miles traveled (VMT) equivalent to the amount that SCAG estimates would be achieved through meeting the job/housing balance target. The 1991 AQMP simply calls for transportation demand measures equivalent to the job/housing performance goal. These measures must be in addition to all those otherwise required in the AQMP. Job/housing balance is one option for achieving these reductions.

Initially, SCAG performs the conformity review for all applicable projects. Once a city or county has adopted an air quality element consistent with the AQMP, the local jurisdiction takes over the conformity monitoring and SCAG review is no longer required. Each city or county is responsible for monitoring the cumulative impact of small projects within its jurisdiction to determine whether progress is being made towards achieving job/housing balance. Semiannual reports on local actions to implement the Plan, as well as progress towards achieving job/housing balance or equivalent reductions in VMT are required by the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (AQMD) in order to compile reports required by the California Air Resources Board as part of its 1989 AQMP approval action.

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Conformity Procedures for the 1991 AQMP were issued by SCAG in May, 1991. They require that environmental documentation for all regionally significant general development projects be forwarded to SCAG for review through the Inter-Governmental Review process. Staff will complete its review within the California Environmental Quality Act (CEQA) review period, providing the document is received by SCAG at the beginning of the review period. SCAG will charge a fee to cover staff review time and expenses.

Conformity procedures for general development projects are similar to those for the 1989 AQMP. Two areas of difference are (1) that mitigation measures which achieve reductions in vehicle miles traveled equivalent to that which would be achieved through jobs/housing balance can be substituted for a jobs/housing balance demonstration, and (2) the analysis must show the alternative with the least air quality impact rather than showing that the project will result in no significant long term adverse impacts on air quality.

Comments are advisory to the lead agency. Failure to respond to SCAG's comments could establish a basis for legal challenge. Staff comments are subject to appeal to the Executive Committee. Once a local jurisdiction finds its general plan to be consistent with the AQMP, it may assume responsibility for making its own conformity findings.

Conformity results when a project is contributing to attainment of the appropriate regional VMT target for its subregion. The VMT reduction target for the Long Beach/Downey subregion is 1,250,000 miles. Transportation control measures used to make this finding must be in excess of current requirements, including Regulation XV, and other AQMP transportation measures. Alternatively, the project may show conformity by contributing to the jobs/housing performance ratio for the subregion.

*Local Facilities*

Whittier's economy is diversified, ranging from educational, medical, and waste disposal facilities, to professional and government offices, to subregional retail centers, to truck distribution centers, to small to medium manufacturing companies. This latter category includes machine shops, printers, metal casters, food processors, building supplies, etc. The largest manufacturer in terms of employees is Calcor Space Facility, Inc. with 330 employees; the largest single source of emissions is CMC Printed Bag.

Many local facilities are covered by SCAQMD regulations. Examples of the types of industries which would be regulated include those which conduct metal plating, manufacture fiberglass and plastic products, use or store organic solvents, utilize degreasing equipment, and use materials which emit hazardous air pollutants. Landfills are subject to regulation. The SCAQMD controls solvent emissions from dry cleaners, print shops, metal platers, etc. Internal combustion engines used in many operations are controlled. Commercial restaurants are subject to SCAQMD regulations covering charbroilers.

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Any new, or modified existing, source of emissions that emits more than one pound a day of a regulated air pollutant is subject to the requirements of the recently revised SCAQMD Regulation XIII, which requires that all increases in emissions be offset by achieving at least an equal amount of reductions from existing sources. Small sources, (i.e. sources emitting less than two tons/year of any regulated contaminant) are eligible to receive these offsets from the Community Bank, which is funded through shutdowns of facilities throughout the Basin. In addition, new or modified equipment is required to install Best Available Control Technology (BACT), as specified by the SCAQMD.

Facilities which do not directly emit pollutants but which attract concentrations of motor vehicles are called indirect sources. Within this category, facilities with 100 or more employees are regulated by the SCAQMD's Regulation XV.

*Regulation XV*

The South Coast Air Quality Management District's Regulation XV applies to all facilities which employ 100 or more persons at a single site. Employers subject to the regulation are required to develop plans which include sufficient incentives to bring the average vehicle ridership in employee vehicles to 1.5 persons. In 1991, there were 35 facilities in the City of Whittier which had 100 or more employees at one site. Some employers, such as the Whittier Unified School District, have several facilities which are subject to the regulation.

*Regional Clean Air Incentives Market*

In March, 1992, the South Coast Air Quality Management District Board authorized staff to begin development of a regulatory system that would be a major departure from the traditional command and control system. The new program is titled RECLAIM, for Regional Clean Air Incentives Market. Companies subject to the new regulations will be able to achieve required emission reductions of reactive organic gasses, nitrogen oxides, and, potentially, sulfur oxides through their choice of add-on controls, use of reformulated products, and/or purchasing excess emission reductions from other sources. Equipment permits will be replaced with facility permits. Emission rates are to be replaced with mass emission limits. Retrofit control rules will be replaced with annual emission reductions.

The District is recommending that source categories with annual emissions equal to or greater than four tons of these pollutants be included in the program. They estimate that the program will apply to approximately 2,000 sources of reactive organic gases (ROG), 700 sources of NO<sub>x</sub> emissions, and possibly 100 sources of SO<sub>x</sub> emissions. Certain essential public services, restaurants, dry cleaners, and gasoline dispensing facilities will be regulated through command and control rules. Additional small source exemptions may also be considered where it appears more cost effective to regulate through source specific rules. Sources that emit less than four tons a year may be included in the program at a later date.