

**City of Baldwin Park
2020 General Plan**

Air Quality Element

November, 2002

Table of Contents

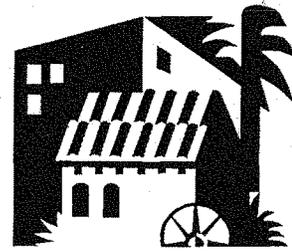
Introduction	AQ-1
Purpose of the Element	AQ-2
Scope and Content of the Element	AQ-2
Related Plans and Programs	AQ-2
Baseline Air Quality Characteristics	AQ-4
Climate	AQ-4
Air Quality Standards	AQ-4
Ambient Air Quality	AQ-5
Air Quality Management	AQ-8
Historical Air Pollution Control Efforts	AQ-8
1997 AQMP Control Strategy	AQ-10
1997 AQMP Control Measures	AQ-12
Issues, Goals and Policies	AQ-15
Land Use Planning	AQ-15
Transportation	AQ-16
Stationary Source Emissions: Dust and Particulates	AQ-18
Local Air Quality Plan	AQ-19
Transportation	AQ-19
Congestion Management Plan	AQ-20
Dust Control and Particulate Emissions	AQ-21

List of Tables

AQ-1	Air Pollution Sources, Effects, and Standards	AQ-6
------	---	------

List of Figures

AQ-1	Air Monitoring Stations Southcoast Air Basin	AQ-7
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AIR QUALITY ELEMENT

Introduction

The State of California has not yet made air quality a mandatory General Plan element. The South Coast Air Quality Management Plan (AQMP) has, however, specified that air quality requirements be included in a jurisdiction's General Plan. The AQMP is prepared for a region designated as a non-attainment area for the purpose of bringing the area into compliance with the requirements for the national and/or state standards. Baldwin Park has created a separate Air Quality Element to adequately address relevant new air quality requirements and issues confronting the community.

Until a local jurisdiction brings its General Plan into compliance with the AQMP, project-by-project review by SCAG of "regionally significant" general development projects for conformance with the AQMP will be required. In addition, local government General Plans are also subject to AQMP conformity review. After a local government updates its Plan to be consistent with the AQMP, conformity review is limited to an annual cumulative impact review performed in conjunction with the Reasonable Further Progress Report prepared by SCAG and submitted to the EPA. Local governments must take at least the following actions prior to certifying that their General Plans are in conformance with the AQMP:

- Adopt an Air Quality Element (or sub-element) that includes objectives consistent with the AQMP and the Air Quality Element Guidelines.
- Commit to implement the appropriate local government measures identified in the Guidelines and the AQMP.
- Adopt any necessary changes to other portions of the General Plan to make them internally consistent with the newly adopted Air Quality Element.

- Approve a schedule and assign staff responsibilities for implementing the adopted local air quality objectives consistent with the AQMP and the Guidelines.

Purpose of the Element

The Air Quality Element is intended to protect public health and welfare by implementing measures that allow the South Coast Air Basin to attain federal and State air quality standards. To achieve this goal, the Element sets forth a number of programs to reduce current pollution emissions and to require new development to include measures to comply with air quality standards. In addition, this Element contains provisions to address new air quality requirements.

Scope and Content of the Element

This Element is divided into five sections: existing air quality characteristics, air quality management, air quality issues, goals and policies, and local air quality plan.

Historical climate and air quality levels in Baldwin Park are examined in the existing air quality characteristics section, and efforts towards managing air pollution and new legislation are discussed in the air quality management section. The air quality issues section utilizes information from the previous sections to define issues which ultimately lead to the formulation of goals and policies. The local air quality plan specifically explains how the goals and policies will be achieved and implemented.

Related Plans and Programs

Local jurisdictions are affected by two primary plans which govern air quality at the local level: the Air Quality Management Plan (AQMP) and the Regional Mobility Plan.

Air Quality Management Plan

The Air Quality Management Plan for the South Coast Air Basin is administered by the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD). The AQMP identifies seven control measures for which local government has been assigned primary responsibility for action, and over thirty other control measures for which other implementing agencies (i.e., Caltrans, SCAG, etc.) assume primary responsibility and local governments maintain secondary responsibility. The goal of these measures is to achieve federal and State standards for healthful air quality in the basin. AQMP control measures are focused on vehicle trip reduction, traffic flow improvements, and reduced stationary source emissions as these are the most effective methods available to local governments.

Regional Mobility Plan

The Southern California Association of Governments has adopted a Regional Mobility Plan to address transportation issues on a regional basis. The Plan includes growth management, demand management, system management, and facilities development strategies to recapture and retain the transportation mobility levels of 1984 in the SCAG region. The Regional Mobility Plan is adopted with the AQMP, and its measures are included within the AQMP.

Baseline Air Quality Characteristics

Air quality conditions in Baldwin Park are influenced by many factors, including the topography, climate, and the number and type of pollution producers.

Climate

Baldwin Park is located within the South Coast Air Basin. This basin is a 6,600-square-mile area bounded by the Pacific Ocean to the west with the San Gabriel, San Bernardino and San Jacinto mountains to the north and east. The basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino counties.

The climate for the City is influenced by its location within the San Gabriel Valley, with the San Gabriel Mountains forming the northern perimeter. Most of the annual rainfall in the basin occurs from November through April. The dominant daily wind pattern is a daytime sea breeze and a nighttime land breeze, except when winterstorms or northeasterly Santa Ana winds flow from the mountains and deserts north of the basin to the ocean. The transport of ocean air across the basin easterly over the mountains moves air quality pollutants out of the basin. However, when westerly winds are stagnant or inversions occur, pollutants become trapped within the basin, resulting in higher levels of pollutants.

Air Quality Standards

The topography and climate of Southern California combine to make the basin an area of air pollution potential. During the summer months, a warm air mass frequently descends over the cool moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cup over the cool marine layer and prevents pollutants from dispersing upward and allows pollutants to accumulate within the lower layer. This situation is called a temporary inversion. In addition, light winds during the summer further limit ventilation.

Because of the low average wind speeds in the summer and a persistent daytime temperature inversion, emissions of hydrocarbons and oxides of nitrogen have an opportunity to combine with sunlight in a complex series of reactions producing photochemical oxidant (smog). The smog potential is increased in the basin because the South Coast region experiences more days of sunlight than any other major urban area except Phoenix, Arizona.

The South Coast Air Basin has the worst air quality problem in the nation. Despite implementing many strict controls, the basin still fails to meet the federal air quality standards for four of the six criteria pollutants including ozone, nitrogen dioxide, carbon monoxide and fine particulate matter. Because federal and State pollution standards have not been achieved, the basin is considered a "non-attainment" area.

Both the federal and State governments have set health-based ambient air quality standards for the following pollutants: sulfur dioxide, lead, ozone, carbon monoxide, nitrogen dioxide, total suspended particulates, and PM10 (dust particles about 10 microns or less in diameter). These standards are designed to protect the most sensitive persons from illness or discomfort with a margin of safety. The California Standards are more stringent than the Federal Standards, and in the case of PM10 and sulphur dioxide, far more stringent. California has also set standards for sulfate, visibility, hydrogen sulfide, and vinyl chloride. Table AQ-1 on the following page outlines the current federal and state ambient air quality standards.

Ambient Air Quality

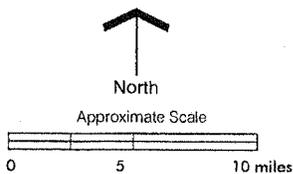
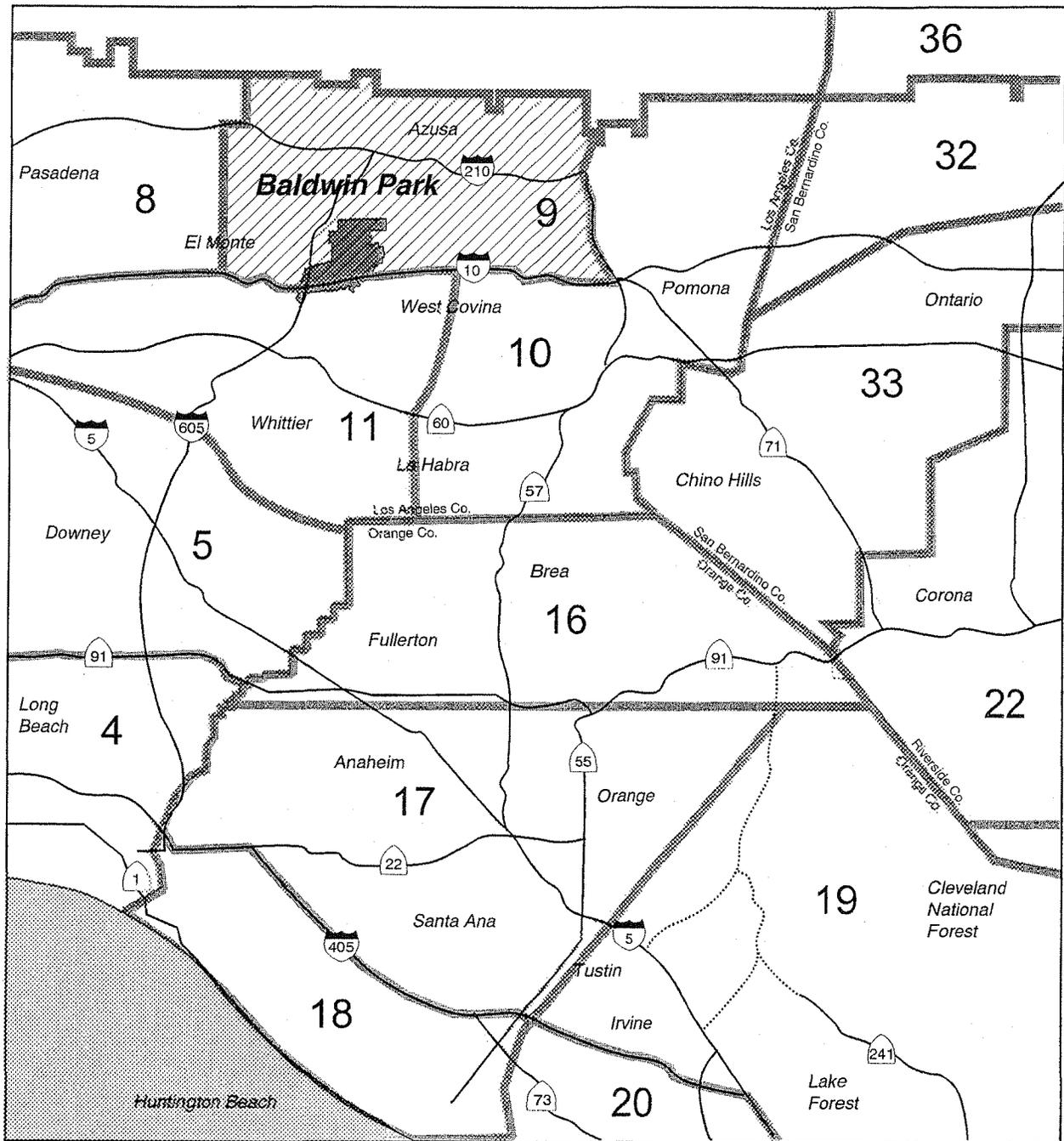
The South Coast Air Quality Management District (SCAQMD) monitors air quality throughout the basin at various monitoring stations. The SCAQMD has divided the basin into 38 separate monitoring areas. Figure AQ-1 illustrates the areas served by each monitoring station in the vicinity of Baldwin Park. Within each monitoring area, the District operates a monitoring station to measure local pollutant levels. Data gathered at these monitoring stations is considered representative of air quality levels for the entire monitoring area.

Baldwin Park is located in monitoring area No. 9. The monitoring station for this area is Number 060, which is located in the adjacent city of Azusa. Historic air quality data indicate that ozone and small particulate matter are the chief pollutants of concern. While ozone concentrations have effectively been reduced following extensive regional efforts to control emissions of ozone-forming compounds, particulate loads have continued to be problematic.

**Table AQ-1
Air Pollution Sources, Effects, and Standards**

Air Pollutant	State Standard	Federal Primary Standard	Sources	Primary Effects
Ozone (O ₃)	0.09 ppm, 1-hour average	0.08 ppm, 8-hour average	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	Aggravation of respiratory and cardiovascular diseases, irritation of eyes, impairment of cardiopulmonary function, plant leaf injury
Carbon Monoxide (CO)	9.0 ppm, 8-hour average 20 ppm, 1-hour average	9.5 ppm, 8-hour average 35 ppm, 1-hour average	Incomplete combustion of fuels and other carbon-containing substances such as motor vehicle exhaust, natural events, such as decomposition of organic matter	Reduced tolerance for exercise, impairment of mental function, impairment of fetal development, death at high levels of exposure, aggravation of some heart diseases (angina)
Nitrogen Dioxide (NO ₂)	0.25 ppm, 1-hour average	0.0534 ppm, annual avg.	Motor vehicle exhaust, high-temperature stationary combustion, atmospheric reactions	Aggravation of respiratory illness, reduced visibility, reduced plant growth, formation of acid rain
Sulfur Dioxide (SO ₂)	0.25 ppm, 1-hr. avg. 0.04 ppm, 24-hr. avg. with ozone > = 0.10 ppm, 1 hr. avg. or TSP > = 100 µg/m ³ , 24-hr. avg.	0.03 ppm, annual arithmetic mean 0.14 ppm, 24-hour average	Combustion of sulfur-containing fossil fuels, smelting of sulfur-bearing metal ores, industrial processes	Aggravation of respiratory diseases (asthma, emphysema), reduced lung function, irritation of eyes, reduced visibility, plant injury, deterioration of metals, textiles, leatherfinishes, coatings, etc.
Fine Particulate Matter (PM ₁₀)	30 µg/m ³ , annual geometric mean > 50 µg/m ³ , 24-hr. avg.	PM ₁₀ : 50µg/m ³ , annual arithmetic mean 150 µg/m ³ , 24-hr. avg. PM _{2.5} : 15 µg/m ³ , annual geometric mean 65 µg/m ³ , 24-hr. avg.	Stationary combustion of solid fuels, construction activities, industrial processes, industrial chemical reactions	Reduced lung function, aggravation of the effects of gaseous pollutants, aggravation of respiratory and cardio-respiratory diseases, increased coughing and chest discomfort, soiling, reduced visibility
Lead	1.5 µg/m ³ , 30-day average	1.5 µg/m ³ , calendar quarter	Contaminated soil	Increased body burden, impairment of blood formation and nerve conduction
Visibility Reducing Particles	Reduces visual range to less than 10 miles at relative humidity less than 70%, 8-hour avg (9am - 5pm).			Visibility impairment on days when relative humidity is less than 70 percent

Source: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993, and updated with current federal ozone and PM 2.5 standards.



 Air Monitoring Area Boundaries

18 Air Monitoring Area Numbers

Source: South Coast Air Quality Management District, 1989

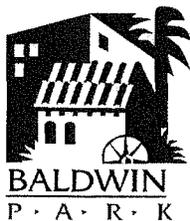


Figure AQ-1
Air Monitoring Boundaries

Air Quality Management

Southern California has historically experienced high air pollution levels which contributed to the South Coast Air Basin's exceedence of State and federal air quality standards. Due to the region's generally poor air quality, efforts to monitor and control air pollution have been continuous.

Historical Air Pollution Control Efforts

The seriousness of the local air pollution problem was recognized in the early 1940s. In the mid-1950s, California established the first state agency to control motor vehicle emissions. Countywide or regional air pollution districts were required throughout the State by 1970.

Nearly all control programs developed to date have relied on the development and application of cleaner technology and add-on emission control devices. Sources affected by this technology have been industrial and vehicular. Only recently have efforts been directed at how emission sources are used, for example, the Inspection and Maintenance Program, High-Occupancy Vehicle Lanes (HOV), and mandatory maintenance procedures for industrial sources.

In the 1970s, the inadequacy of local programs to solve a problem that was regional in nature and did not stay within jurisdictional boundaries became apparent at both state and federal levels. Air basins, defined by geographical boundaries, then became the basis for regulatory programs.

In 1976, the California Legislature adopted the Lewis Air Quality Management Act which created the South Coast Air Quality Management District from a voluntary association of air pollution control districts in Los Angeles, Orange, Riverside, and San Bernardino Counties. The new agency was charged with developing uniform plans and programs for the region to attain federal standards by the dates specified in federal law. The agency was also mandated to meet the state standards by the earliest date achievable, using reasonably available control measures.

1989 AQMP

In March of 1989, the South Coast Air Quality Management District and the Southern California Association of Governments (SCAG) adopted an Air Quality Management Plan designed to achieve the National Ambient Air Quality Standards. The act of adoption culminated five years of work. The Plan laid out the most aggressive schedule for new rules seen in the history of air pollution control in Southern California.

The 1989 AQMP enhanced the long-range strategy set forth in previous AQMPs. Using a three-tiered format, the Plan proposed a comprehensive set of control measures that included the use of less-polluting solvents and new, more efficient application methods in a variety of operations, as well as the use of alternative fuels. Most control measures were to be adopted within several years after adoption of the Plan. Implementation responsibilities were delineated between the District, Air Resources Board (ARB), EPA, and local governments depending on each agency's authority and type of control measure.

At the same time that this effort was underway in the South Coast Air Basin, the California Legislature passed the California Clean Air Act (CCAA). The CCAA requires all nonattainment air basins in the state to develop new attainment plans to meet federal and state air quality standards. In addition, the CCAA places a number of performance tests before each Plan. The CCAA Plan for Southern California was adopted July 12, 1991. Although the 1989 AQMP is a federal attainment Plan, the CCAA caused the District and SCAG to immediately begin updating the Plan.

1991 AQMP Revision

The 1991 AQMP addressed CCAA requirements, retained the basic structure of the 1989 AQMP, but also contained several enhancements to the emissions inventory and modeling analyses, and included improved mobile source strategies. The purpose of the 1991 AQMP Revision was to set forth a comprehensive program that would lead the Basin into compliance with all federal and state air quality standards.

The 1991 AQMP Revision specified programs which required the cooperation of all levels of government: local, regional, state, and federal. Accordingly, each agency/jurisdiction was assigned specific planning and implementation responsibilities.

1994 AQMP Revision

The 1994 Air Quality Management Plan was adopted in September 1994 and was designed to meet both state and federal Clean Air Act requirements. The 1994 AQMP addressed requirements of the 1990 Clean Air Act to meet National Ambient Air Quality Standards and requirements of the California Clean Air Act (CCAA) amendments of 1992. The 1994 AQMP proposed to attain state standards for nitric oxides by 1997, for carbon monoxide by 2000, and standards for PM10 and ozone by post-2010. The 1994 AQMP included new information on emission inventories, overall emissions control strategy, new stationary source control measures, transportation control measures, CARB mobile source control strategy, and best available control measures for PM10.

1997 AQMP Control Strategy

The 1997 Air Quality Management Plan is based on the 1994 AQMP, and carries forward most of the innovative strategies crafted in that Plan. The current AQMP places a greater focus on particulate matter since this is the first plan required by federal law to demonstrate attainment of the federal PM₁₀ ambient air quality standards. The Plan also updates the demonstration of attainment for ozone and carbon monoxide, and includes a maintenance plan for nitrogen dioxide (NO₂), as the South Coast Air Basin now qualifies for attainment of that federal standard.

The revision to the Plan also addresses several state and federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, and new models. This Plan is consistent with the approaches taken in the 1994 AQMP for the attainment of the federal ozone air quality standard, and shows that with refinements to the 1994 AQMP control strategy, sufficient emission reductions are achieved to meet all federal criteria pollutant standards within the time frames allowed under the federal Clean Air Act.

Implementation of the 1997 AQMP is based on a series of control measures that vary by source type, such as stationary or mobile, as well as by the pollutant that is being targeted. Similar to the 1994 AQMP, the 1997 AQMP proposes two tiers of emission reduction measures, based on availability and readiness of technology. This includes stationary and mobile source control measures. Each revision of the AQMP represents a snapshot in time, based on best available information. Key new elements are:

- Use of the most current air quality information (1995), including special particulate matter data from the PM₁₀ Technical Enhancement Program (PTEP)
- Improved emissions inventories; especially for motor vehicles, fugitive dust, and ammonia sources
- A similar, but fine-tuned overall control strategy with continuing emphasis on flexible, alternative approaches including intercredit trading
- A determination that certain control measures contained in the 1994 AQMP, are infeasible, most notably the future indirect source measures
- Enhanced modeling for particulates
- Separate analyses for the desert portions within the District's jurisdiction

- Amendments to the federal Post-1996 Rate-of-Progress Plan and the Federal Attainment Plans for ozone and carbon monoxide
- A Maintenance Plan for nitrogen dioxide
- An attainment demonstration and State Implementation Plan Revision for PM10

Responsibilities of Governmental Agencies

Implementation of the Plan's strategies requires a cooperative partnership of governmental agencies at the federal, state, regional and local level. These agencies form the four cornerstones from which implementation programs will evolve.

Federal Agencies: At the federal level are the U.S. EPA and other agencies charged with controlling emissions from federally regulated including airplanes, trains, ships, mobile-operating construction and farm equipment below 175 horsepower, and off-shore oil development. EPA will also have the lead in working with other federal agencies to implement some of the AQMP control measures. This will involve working with the Department of Interior to reduce emissions from off-shore oil development, the Department of Defense and Coast Guard to reduce emissions from military aircraft and marine vessel operations, and the FAA to reduce emissions from aircraft engines.

Air Resources Board (ARB): At the State level, the ARB is responsible for motor vehicle emissions and fuels. Many of the on-road mobile source control measures depend upon actions by the ARB to formulate strict exhaust emission standards and fuel quality requirements for passenger vehicles and trucks. The ARB also establishes off-road mobile source emissions standards, and along with the District, implements the control measures in the AQMP directed towards reducing emissions from consumer products.

Several other state agencies will implement those control measures that fall within their authority. For example, the CEC and PUC assist in implementing a variety of energy conservation-related control measures such as establishing energy efficient standards and approving utility conservation programs.

South Coast Air Quality Management District (SCAQMD): At the regional level, the District implements control measures in the areas of stationary sources (point and area sources), mobile sources, and indirect sources (in partnership with local governments). The stationary area and point source control measures are implemented primarily through District rules and regulations. When possible, the District will develop the indirect source rules so that they provide regional consistency and technical assistance, but with the option for implementation at the local level for those local governments that choose to implement the program for their jurisdiction.

SCAG/Local Governments: SCAG provides the socioeconomic forecast upon which the AQMP is based. SCAG also provides assessments for conformity of regionally significant projects with the overall Plan and is responsible for the adoption of the annual Regional Transportation Improvement Program (RTIP). Project level conformity with the AQMP is performed by SCAG according to the conformity section of the Plan. Three types of regionally significant projects are reviewed: wastewater treatment facilities, transportation projects, and general development projects.

The 1997 AQMP identifies control measures for which local governments have been assigned primary responsibility, and measures for which other implementing agencies (SCAQMD, Caltrans, SCAG, etc.) assume primary responsibility and local governments, including Baldwin Park, maintain secondary responsibility. The goal of these measures is to achieve a basinwide reduction in reactive organic gases and oxides of nitrogen of at least three percent per year, beginning in 1996 and ending in 2010, needed to attain the federal ozone standard. Baldwin Park, as a local government, will be primarily responsible for implementing measures in the AQMP including, but not limited to, transportation and the stationary source (fugitive dust) control measures called for in the AQMP. This may be done, in part, through the adoption of this Air Quality Element as part of the City's General Plan.

1997 AQMP Control Measures

The 1997 AQMP defines control measures for both transportation and stationary source emissions. The Transportation Strategy for the 1997 AQMP is part of a comprehensive vision to improve air quality by reducing emissions from mobile sources while enhancing mobility by decreasing congestion levels. Stationary controls are proposed to reduce emissions from both point sources and area sources.

Transportation Control Measures

Local governments serve an important role in developing and implementing the AQMP's transportation control measures. These measures are generally aimed at utilizing alternative methods of transportation, reducing the total number of vehicle trips, and improving traffic flow, as these are the most effective methods available to many local governments.

On-road motor vehicles, which include passenger cars, light-duty trucks, medium-duty vehicles, heavy-duty vehicles, and motorcycles, number approximately 10 million in the South Coast Air Basin. By the year 2010, vehicle miles traveled is projected to be about 380 million miles per day. SCAG's adopted transportation plan include transportation improvements, advancement of transportation technologies, market based transportation pricing and livable communities. The 1997 AQMP includes seven transportation control measures (TCMs). These include the following:

- TCM-01 Transportation Improvements
- ATT-01 Telecommunications
- ATT-02 Smart Shuttle Transit
- ATT-03 Zero-Emission Vehicles/Infrastructure
- ATT-04 Alternative Fuel Vehicles/Infrastructure
- ATT-05 Intelligent Transportation Systems
- FSS-02 Market Based Transportation Pricing

The focus for local government will be successful implementation of transportation improvements.

Transportation improvements include both capital and non-capital based actions. Capital-based actions include HOV Lanes; transit improvements; traffic flow improvements; park and ride and intermodal facilities; and urban freeway, bicycle, and pedestrian facilities. Non-Capital based actions include rideshare matching, congestion management program-based transportation demand management (TDM), telecommunication facilities/satellite work centers, TDM demonstration projects/programs, and transit pass centers. Advanced transportation technologies include the use of telecommunications, smart shuttle transit, zero emissions vehicles and infrastructure, alternative fuel vehicles and infrastructure, and intelligent vehicle highway system.

Stationary Source Control Measures

The District is responsible for implementing the stationary source control measures. However, local governments may choose to take responsibility for implementing the fugitive dust and miscellaneous source categories control measures. Stationary source control measures in the 1997 AQMP include the following subcategories: coatings and solvents, petroleum operations, combustion sources, and fugitive dust and miscellaneous source categories.

Local jurisdictions will be responsible for the fugitive dust and miscellaneous source categories. These include the following control measures:

- Emissions reductions from paved roads (PM10)
- Further emission reductions from unpaved roads, unpaved parking lots and staging areas (PM10)
- Fugitive Dust and Miscellaneous Source Categories including the promotion of lighter color roofing and road materials and Tree Planting Programs

The control measures included in the AQMP have been developed for the residential, commercial and industrial sectors. Baldwin Park is demonstrating progress in implementing AQMP control measures through the inclusion of this Air Quality Element in its General Plan. Each control measure is associated with various actions which contain specific guidelines and a timetable for local jurisdictions and agencies to follow. Control measures relevant to Baldwin Park are included in the Plan section of this element, and in the mitigation monitoring program of the General Plan EIR.

Congestion Management Program (CMP) Linkage With the AQMP

The CMP is a comprehensive strategy to relieve traffic congestion and maintain level of service on roadways. In 1989, legislation was adopted that required either county transportation commissions or another designated public agency to adopt a Congestion Management Program (CMP) by December 1, 1991. The primary goal of the CMP is to promote a regional coordinated planning effort to deal with traffic congestion by incorporating Federal, State, and local agencies, businesses, private groups, and environmental interests into the program.

All of the elements of the CMP should be consistent with the AQMP. In particular, the CMP should be consistent with the growth forecast used in the AQMP. Implementation of the AQMP will help local governments tackle congestion, reduce emissions from idling vehicles or vehicles traveling on congested roadways, and help maintain the CMP's level of service standards.

Issues, Goals and Policies

Air pollution is a regional problem affecting the entire South Coast Air Basin, which includes Baldwin Park. The basin has been in violation of federal and State air quality standards for many years. To help attain air quality standards, the Baldwin Park Air Quality Element specifies goals and policies to reduce the generation of air pollutants within the City. Specifically, the goals focus on land use and transportation planning, and stationary source emissions reduction measures to aid in reducing air pollution within the basin.

Land Use Planning

Land use regulations influence the distribution of housing, employment centers, and other land uses within a community. The widespread distribution of different land use sectors affects individuals traveling to various destinations within a community. A substantial amount of air pollution generated can be attributed to automobile trips traveling between these locations thus land use patterns affect the capacity and efficiency of transportation networks. Reducing the number of trips taken within the area through local land use patterns will ultimately influence the amount of pollutants generated. The Land Use Element specifies measures that will encourage the use of non-motorized transportation such as bicycles and pedestrian travel. In particular, commercial centers generally are separated from residential uses and require use of the automobile to access. The integration of residential and commercial uses creates the opportunity for individuals to choose alternative transportation modes, including walking or bicycling.

- Goal 1.0** Improve air quality by reducing the amount of air pollution through proper land use planning.
- Policy 1.1** Establish a new Mixed Used land use category for Downtown which provides for the integration of residential and commercial uses. Establish Downtown as a pedestrian district through development regulations, public improvements, and street design.
- Policy 1.2** Locate multiple family developments close to commercial areas to encourage pedestrian rather than vehicular travel.
- Policy 1.3** Encourage the development of higher density housing in close proximity to the City's Metrolink station.
- Policy 1.4** Provide for the enhancement of neighborhood commercial centers to provide services within walking distance of residential neighborhoods.
- Policy 1.5** Encourage the design of new residential and commercial areas to foster pedestrian circulation.

Transportation

The widespread use of automobiles in Southern California contributes to poor air quality. The AQMP focuses on transportation improvements, reducing vehicle trips, and encouraging alternative methods of travel in order to reduce the emissions created by automobile travel. Excessive use of personal motorized transportation modes contributes to the region's poor air quality, therefore policies which support the following issues should be implemented:

- The home-to-work trip constitutes the majority of these trips taken on an individual basis. Reducing the number of home to work vehicle trips would substantially diminish the amount of pollution generated.
- Offering alternative methods of travel such as pedestrian and bicycle pathways, would encourage pedestrian rather than vehicular travel.
- Transportation improvements such as HOV (High Occupancy Vehicle) lanes and traffic flow improvements could go a long way towards meeting the goals of emission reductions.

Transportation, especially in single occupant automobiles, has been identified as a primary contributor to the poor air quality conditions in the South Coast Air Basin. The following goals and policies aim to encourage the use of transportation improvements as specified in the 1997 AQMP. These policies encourage residents to utilize alternative methods of travel and reduce the number of trips taken, as well as encourage the City to implement measures to improve the flow of traffic.

Goal 2.0 Improve air quality by reducing the amount of vehicular emissions through planning for alternative forms of travel.

Policy 2.1 Continue to operate the City's fixed route shuttle system, and evaluate expansion of the route as necessary to serve additional centers of activity in the City.

Policy 2.2 Cooperate and participate in regional air quality management planning, programs, and enforcement measures.

Policy 2.3 Utilize TDM to influence transportation choices related to mode and time of travel.

Policy 2.4 Create the maximum possible opportunities for bicycles as an alternative transportation mode and recreational use.

Policy 2.5 Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.

- Policy 2.6 Review the zoning regulations annually to identify whether revisions are required to accommodate and encourage the use of alternative-fuel vehicles (e.g. electric cars).
- Goal 3.0 Improve air quality by reducing the amount of vehicular emissions through transportation planning that encourages trip reduction.**
- Policy 3.1 Utilize incentives, regulations and/or Transportation Demand Management (TDM) programs in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips which would otherwise be made.
- Policy 3.2 Utilize incentives, regulations and/or Transportation Demand Management in cooperation with other jurisdictions to reduce the vehicle miles traveled for auto trips which still need to be made.
- Goal 4.0 Improve air quality by reducing vehicular emissions through transportation planning improvements that improve the flow of traffic.**
- Policy 4.1 Promote and establish modified work schedules which reduce peak period auto travel.
- Policy 4.2 Participate in efforts to achieve increased designation, construction, and operation of High Occupancy Vehicle (HOV) lanes on local freeways.
- Policy 4.3 Encourage employer rideshare and transit incentives programs by local businesses.
- Policy 4.4 Encourage businesses to alter truck delivery routes and local delivery schedules during peak hours, or switch to off-peak delivery hours.
- Policy 4.5 Implement citywide traffic flow improvements outlined in the Circulation Element.
- Policy 4.6 Adopt and implement the required components of the Congestion Management Plan, and continue to work with Los Angeles County on annual updates to the CMP.
- Policy 4.7 Promote State and federal legislation which would improve vehicle/transportation technology.

**Stationary Source
Emissions: Dust and
Particulates**

Grading activity, building, and road construction result in particulate emissions from both the materials used (including sealers, paints, and solvents) and construction methods (such as sawing wood, grinding concrete, and spraying paint). Construction activities occurring throughout the community such as dust rising from unpaved roads can create particulate emissions which degrade the area's air quality. The City has adopted a dust control ordinance and provisions for site watering during construction to minimize particulates.

Baldwin Park is located in a highly urbanized environment with the few remaining vacant acreages gradually being developed. Particulate emissions arising from various sources within Baldwin Park contribute to the degradation of the region's air quality. Two strategies designed to reduce particulate emissions (PM10) to the atmosphere are: (a) storage and movement of fine particulate matter, and (b) the paving of unpaved roads and parking lots.

Goal 5.0 Reduce particulate emissions to the greatest extent feasible.

Policy 5.1 Adopt incentives, regulations, and/or procedures to minimize particulate emissions from paved roads.

Policy 5.2 Adopt incentives, regulations, and/or procedures to minimize particulate emissions from unpaved roads, parking lots, and staging areas.

Local Air Quality Plan

This section describes specific measures that will implement the goals and policies in this Element. Of primary importance in attaining air quality goals is a coordinated regional effort. Baldwin Park will cooperate with the South Coast Air Quality Management District and the Southern California Association of Governments to implement the goals of this Element and the AQMP. The City will be primarily responsible for implementing the transportation and stationary source control measures included in the AQMP. The AQMP transportation measures focus on reducing the number of trips, improving traffic flow, and utilizing alternative methods of transportation.

Transportation

The City will pursue the following programs to address transportation-related pollutant emissions.

Person Work Reduction

- Adopt or amend trip reduction ordinances to require employers to reduce motor vehicle person work trips.
- Implement the bicycle routes plan contained in the Circulation Element.

Employer Rideshare and Transit Incentives

- Trip reduction programs for the City as an employer
- Van pool programs for private employers
- Employee incentives for public transit use
- Merchant transportation incentives
- Adopt a non-work trip reduction ordinance to require major retail centers to offer customer mode-shift travel incentives and provide facilities for non-motorized transportation needs.
- Identify, as appropriate, the local applicability of requiring special event centers to operate park-and-ride and off-site facility lots, requiring auto free zones, requiring street closure during peak periods, and enhancing transit performance.

Truck Dispatching and Rescheduling

- Alter truck delivery routes and local delivery schedules.
- Develop a truck accident reduction program.
- Adopt a SCAQMD Truck Delivery Rule, if necessary.
- Assess needs for federal regulation to assist in the implementation of these efforts.

Congestion Management Plan

The Los Angeles County Metropolitan Transportation Authority (MTA) is the agency responsible for planning and operating regional transit facilities and services in Los Angeles County. The MTA prepares the Los Angeles County *Congestion Management Plan* (CMP) mandated by State law. The Los Angeles County CMP identifies the transportation network, establishes services levels for network routes, and identifies strategies to reduce congestion. Individual cities within Los Angeles County are responsible for implementing the CMP.

To implement the CMP, Baldwin Park must: 1) conform to the established level of service; 2) adopt and implement a trip reduction and travel demand ordinance; 3) implement a program to analyze land use decisions on the regional transportation system; 4) prepare annual deficiency plans for portions of the CMP system failing to meet the established service level of standards; and 5) if desired, adopt its own sub-County traffic model. Implementation should include the following:

Transportation Demand Management: All jurisdictions must adopt and implement a (TDM) ordinance that promotes alternative transportation methods.

Level of Service (LOS): Traffic Level of Service standards must be established for the CMP Highway System which shall include, at a minimum, all State highways and principal arterials. In Baldwin Park, the principal arterials include Ramona and Baldwin Park Boulevards.

Capital Improvement Program (CIP): A seven-year CIP must be established to maintain or improve LOS and transit performance standards, as well as assist in achieving congestion management and air quality improvement objectives.

Land Use Coordination: As part of the CMP, localities must prepare a program that analyzes the impacts of land use decisions made by local jurisdictions on regional transportation systems. The program shall also estimate the costs associated with mitigating identified impacts.

Transportation Modeling: The development of a database and transportation modeling system that are consistent with those used by SCAG is required.

Public Transit Standard: Standards for the frequency and routing of public transit must be established for transit service provided by separate operators must be coordinated.

LOS Deficient Plans: LOS Deficiency Plans must be prepared to describe how excessive congestion on the CMP Highway System can be mitigated in those cases where acceptable LOS cannot be met at certain locations.

Annual Monitoring: The Congestion Management Agency (CMA), shall annually determine if the County and cities are conforming with CMP requirements. In addition, the agency will monitor the implementation of all elements in the CMP by each jurisdiction.

Dust Control And Particulate Emissions

Dust particulates contribute to the degradation of air quality. The AQMP includes specific actions and a timetable for local jurisdictions and agencies to follow to reduce particulates. The control measures for the fugitive dust category as defined in the 1997 AQMP are as follows:

- Fugitive dust and miscellaneous sources
- Road dust suppression
- Watering of disturbed surface areas
- Windbreaks
- Paving at areas adjacent to roadways
- Chemical stabilization of unpaved areas
- Aggregate covering of unpaved roads
- Track-out prevention
- Street cleaning
- Bedliners in and covering of fill import and export vehicles
- Post-Event street clean-up
- Revegetation of disturbed surface areas
- Reduced vehicular speeds on unpaved roads
- Soil erosion control for agricultural activities
- Add-on controls
- Public awareness programs

Each measure relevant to Baldwin Park is outlined below.

- Paved Roads**
- Consistent with SCAQMD regulations, prohibit outdoor storage of fine particulate matter.
 - Develop a "clean streets" management program which includes adopting construction carryout and entrainment ordinances and vehicle entrainment ordinances, as well as allocating resources for controlling emissions from unpaved areas and storm water control.
 - Participate in the "clean streets" management program by allocating resources for controlling emissions from unpaved areas and stormwater control respectively.

**Unpaved Roads and
Parking Lots**

The City will amend local ordinances to require paving of all vehicle maneuvering areas and parking facilities.