Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

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EAST SAN GABRIEL VALLEY AREA PLAN

Draft Program Environmental Impact Report

February 2023

State Clearinghouse #2022040512

Prepared by:
County of Los Angeles Department of Regional Planning

With the assistance of:
Environmental Science Associates

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ESA

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ACT	Advanced Clean Trucks
ACU	Industrial/Accessory Commercial Unit
ADA	Americans with Disabilities Act
ADOE	Archaeological Determinations of Eligibility
ADU	accessory dwelling unit
AFV	alternative fuel vehicles
AFY	acre-feet per year
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
APE	Area of Potential Effect
APS	Accessible Pedestrian Signals
AQMP	Air Quality Management Plan
AR4	Fourth Assessment Report
AR5	Fifth Assessment Report
ARA	Agricultural Resource Area
ARPA	Archaeological Resources Protection Act of 1979
ASHRAE	American Society of Heating, Refrigerating and Air-Conditioning Engineers
ATCM	Airborne Toxic Control Measure
ATP	Active Transportation Plan
ATSP	Active Transportation Strategic Plan
BACT	Best Available Control Technology
BAU	business-as-usual
BERD	Built Environment Resources Directory
BMP	combination with best management practices
BMP	best management practice
BNSF	Burlington Northern Santa Fe

Acronym/Abbreviation	Definition
BTU	British thermal unit
CAA	federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CAISO	California Independent System Operator
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	California Climate Action Team
CBC	California Building Code
CCAP	Community Climate Action Plan
CCR	California Code of Regulations
CDFA	California Department of Food and Agriculture
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGC	California Government Code
CH4	methane
CHRIS	California Historical Research Information System
CNDDB	California Natural Diversity Database
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
COP26	26th Conference of Parties
CPUC	California Public Utilities Commission
CR	California Register
CRPR	California Rare Plant Rank
CSD	Community Standards District

Acronym/Abbreviation	Definition
CUP	Conditional Use Permit
CVP	Central Valley Project
CWA	Clean Water Act
dBA	A-weighted decibel
DOC	California Department of Conservation
DPM	diesel particulate matter
DPR	Department of Parks and Recreation
DRP	Los Angeles Department of Regional Planning
DWR	California Department of Water Resources
ED	equestrian district
EFZ	Earthquake Fault Zone
EIR	Environmental Impact Report
EJSM	Environmental Justice Screening Method
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EPAP	East Portland Action Plan
ESGVAP	East San Gabriel Valley Area Plan
ESGVATP	East San Gabriel Valley Active Transportation Plan
EV	electric vehicle
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
fL	foot-lamberts
FMMP	Farmland Mapping and Monitoring Program
FTIP	the Federal Transportation Improvement Program
GDD	Garbage Disposal Districts
GHG	greenhouse gas
GSA	groundwater sustainability agency
GSP	Groundwater Sustainability Plan
GWh	gigawatt-hour
GWP	global warming potential
HAP	hazardous air pollutant
HCP	Habitat Conservation Plan
HDM	High Design Manual

Acronym/Abbreviation	Definition
HFC	hydrofluorocarbon
HMA	Hillside Management Area
HPO	Historic Preservation Ordinance
HQTA	High-Quality Transit Area
HQTC	high-quality transit corridor
HUD	Housing and Urban Development
IBA	Important Bird Area
IPCC	Intergovernmental Panel on Climate Change
IRWMP	Integrated Regional Water Management Plan
ITS	Intelligent Transportation System
JPA	joint powers authorities
kWh	kilowatt-hour
LAC	Los Angeles County
LACDPW	Los Angeles County Department of Public Works
LACGP	Los Angeles County General Plan
LACoFD	Los Angeles County Fire Department
LACPW	Los Angeles County Public Works
LACSD	Los Angeles County Sanitation District
LACSO	Los Angeles County Sustainability Office
LADWP	Los Angeles Department of Water and Power
LARWQCB	Los Angeles Regional Water Quality Control Board
LASD	Los Angeles County Sheriff's Department
LEED	Leadership in Energy and Environmental Design
LESA	land evaluation and site assessment
LEV	low-emissions vehicle
LID	low impact development
LOS	level of service
LRTP	Long Range Transportation Plan
LST	localized significance threshold
MAP	Mobility Action Plan
MAT	Metro Active Transportation
MBTA	Migratory Bird Treaty Act
MLD	most likely descendant

Acronym/Abbreviation	Definition
$MMTCO_2e$	million metric tons of carbon dioxide equivalent
MPO	metropolitan planning organization
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSP	Metro Subregional Program
MT	metric tons
$MTCO_2e$	metric tons of carbon dioxide equivalent
MUTCD	California Manual of Uniform Traffic Control Devices
MW	megawatt
MWh	megawatt-hours
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act of 1990
NAHC	Native American Heritage Commission
NAT	No Action Taken
NCCP	Natural Community Conservation Planning
NDIR	Non-Dispersive Infrared Photometry
NESHAP	National Emission Standards for Hazardous Air Pollutants
NF_3	nitrogen trifluoride
NFPA	National Fire Protection Association
NHPA	National Historic Preservation Act
NHTSA	National Highway Transportation Safety Administration
NMFS	National Marine Fisheries Service
NO	nitric oxide
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge and Elimination System
NPPA	Native Plant Protection Act
NR	National Register
NRCS	Natural Resources Conservation Service
OEHHA	Office of Environmental Health Hazard Assessment

Acronym/Abbreviation	Definition
OEM	Office of Emergency Management
OHP	Office of Historic Preservation
OPR	Governor's Office of Planning and Research
O-S	Open Space
OS-C	Open Space-Conservation
OWTS	onsite wastewater treatment system
PEIR	Program Environmental Impact Report
PFC	perfluorocarbon
PHEV	plug-in hybrid electric vehicles
PHHPA	Puente Hills Habitat Preservation Authority
PM	particulate matter
PM_{10}	particulate matter less than 10 microns in diameter
PNA	Parks and Recreation Needs Assessment
POU	publicly owned utilities
PQS	professional qualifications standards
PREPARE	President's Emergency Plan for Adaptation and Resilience
PRPA	Paleontological Resources Preservation Act of 2009
PVC	polyvinyl chloride
R-A	residential agriculture
RHNA	Regional Housing Needs Assessment
RPS	Renewable Portfolio Standard
RRE	Regional and Rural Edition
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAA	streambed alteration agreement
SAFE	Safer Affordable Fuel-Efficient
SAR	Second Assessment Report
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCS	Sustainable Communities Strategy

Acronym/Abbreviation	Definition
SEA	Significant Ecological Area
SF_6	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SGVCOG	San Gabriel Valley Council of Governments
SHPO	State Historic Preservation Officer
SIG	Sustainable Infrastructure Guidelines
SIP	State Implementation Plan
SLCP	short-lived climate pollutant
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act of 1975
SO_2	sulfur dioxide
SO_4	sulfate
SoCalGas	Southern California Gas Company
SO_X	sulfur oxide
SR	State Route
SRA	Source Receptor Area
SVP	Society of Vertebrate Paleontology
SWP	State Water Project
SWRCB	State Water Resources Board
TAZ	transportation analysis zone
TDM	Transportation Demand Management
TeNS	Technical Noise Supplement
TRU	transportation refrigeration units
TSM	Transportation System Management
UCLA	University of California Los Angeles
UHII	Urban Heat Island Index
UNFCCC	United Nations Framework Convention on Climate Change
UPRR	Union Pacific Railroad
USDA	United States Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
UWMP	Urban Water Management Plan
VdB	vibration level

Acronym/Abbreviation	Definition
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WAIRE	Warehouse Actions and Investments to Reduce Emissions
WATT	weighted annual truck trips
WDR	waste discharge requirement
WQC	water quality certification
WRP	water reclamation plant
WUI	wildland urban interface
YSMN	Yuhaaviatam of San Manuel Nation
ZE	zero emission
ZEV	zero-emission vehicle

EXECUTIVE SUMMARY

This executive summary provides an overview of the proposed East San Gabriel Valley Area Plan (ESGVAP or Project) and the potential environmental impacts of implementing the Project. In accordance with State CEQA Guidelines Section 15123, this summary identifies: "1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; 2) areas of controversy known to the Lead Agency including issues raised by agencies and the public; and 3) issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects."

ES.1 Introduction

This Draft Program Environmental Impact Report (PEIR) has been prepared by the County of Los Angeles (County) to evaluate the potential environmental impacts that could result from implementation of the Project. This Draft PEIR has been prepared in conformance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC], Section 2100 et seq., as amended) and the State CEQA Guidelines (Title 14, California Code of Regulations [CCR] Section 15000 et seq.). The Project constitutes a "Project" as defined in the State CEQA Guidelines Section 15378. Pursuant to Section 15367 of the State CEQA Guidelines, the County is identified as the lead agency for the Project.

The proposed ESGVAP is a community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the East San Gabriel Valley Planning Area (ESGV Planning Area or Plan Area). The ESGVAP is intended to respond to local planning challenges, guide long-term development, enhance community spaces, promote a stable and livable environment that balances growth with preservation, and improve the quality of life in the East San Gabriel Valley through the creation of vibrant, thriving, safe, healthy, and pleasant communities. The ESGVAP includes area-wide goals, policies, and implementation programs within nine different elements. The ESGVAP includes changes to land use designations and zoning in order increase residential density and commercial and mixed uses in areas near transit amenities. The Project would update and consolidate the two existing community plans into the Area Plan. The Rowland Heights community standards district (CSD) is being updated to better implement the objectives of the Area Plan. Boundaries of the Avocado Heights equestrian district (ED) and Trailside ED are being combined and updated to streamline and standardize horse-keeping provisions within the two existing ED areas.

ES.2 Environmental Procedures

CEQA requires the preparation of an EIR for any project that a lead agency determines may have a significant impact on the environment. CEQA also establishes mechanisms whereby the public

and decision makers can be informed about the nature of the project being proposed and the extent and types of impacts that the project and its alternatives would have on the environment, if they were to be implemented.

The basic purposes of CEQA are as follows (14 CCR 15002):

1. Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities;
2. Identify the ways that impacts to the environment can be avoided or significantly reduced;
3. Prevent significant, avoidable impacts to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
4. Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and must adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

ES.2.1 EIR Organization

This Draft PEIR is organized as follows:

The **Executive Summary** of the PEIR is provided at the beginning of this document. This summary outlines the conclusions of the environmental analysis and provides a summary of the Project and the Project alternatives analyzed in this Draft PEIR. The Executive Summary also includes a table summarizing all environmental impacts identified in this Draft PEIR along with the associated mitigation measures proposed to reduce or avoid each impact.

Chapter 1, Introduction, serves as a forward to this Draft PEIR, introducing the Project, the applicable environmental procedures, and the organization of the Draft PEIR.

Chapter 2, Environmental Setting, describes existing development patterns and land uses in the ESGV Planning Area to characterize baseline conditions.

Chapter 3, Project Description, provides a thorough description of the Project elements, the purpose and need for the Project, Project objectives, and Project components.

Chapter 4, Environmental Analysis, describes the potential environmental impacts of the Project, as well as mitigation measures to reduce or avoid any potentially significant impacts. The discussion in Chapter 4 is organized by 18 environmental issue areas.

The Draft PEIR assesses how the Project would impact each of these 18 resource areas. Each environmental issue addressed in this Draft PEIR is presented in terms of the following subsections:

- **Environmental Setting** and **Existing Environmental Conditions:** Provides information describing the existing setting on and/or surrounding the Project Area that may be subject to change as a result of implementation of the Project. This setting discussion describes the conditions that existed when the Notice of Preparation (NOP) was sent to responsible agencies and the State Clearinghouse.
- **Regulatory Setting:** Provides a discussion of Federal, State, regional, and local regulations, plans, policies, and ordinances applicable to the Project.
- **Methodology:** Provides the methods and approach for determining the level of significance for Project impacts.
- **Significance Thresholds:** Provides criteria for determining the significance of Project impacts for each environmental issue.
- **Environmental Impacts:** Provides a discussion of the characteristics of the Project that may have an impact on the environment, analyzes the nature and extent to which the proposed Project is expected to change the existing environment, and indicates whether the proposed Project's impacts would meet or exceed the levels of significance thresholds.
- **Cumulative Impacts:** Provides a discussion of the characteristics of the Project that may have a cumulative impact on the environment.
- **Mitigation Measures:** Identifies mitigation measures to reduce significant adverse impacts to the extent feasible.
- **Level of Significance After Mitigation:** Provides a discussion of significant unavoidable environmental impacts that cannot be feasibly mitigated or avoided, potentially significant environmental impacts that can be feasibly mitigated or avoided, and impacts that are not significant.
- **References:** Lists the sources cited during preparation of the Draft PEIR.

Chapter 5, Project Alternatives, discusses alternatives to the Project, including a No Project Alternative. This chapter describes the rationale for selecting the range of alternatives discussed in the Draft PEIR and identifies the alternatives considered by the County that were rejected from further discussion as infeasible during the scoping process. Lastly, Chapter 5 includes a discussion of the environmental impacts of the alternatives that were carried forward for analysis and identifies the environmentally superior alternative.

Chapter 6, Other CEQA Considerations, addresses significant environmental impacts that cannot be avoided, the significant irreversible environmental changes that would result from implementation of the Project, and growth-inducing impacts associated with the Project, and potential secondary impacts of mitigation measures implemented to reduce the impacts of the Project.

Chapter 7, Report Preparation, gives names and contact information of those responsible for writing this Draft PEIR.

Appendices include various supporting documentation for the Project and environmental analysis, as listed in the Table of Contents.

ES.2.2 Types and Purpose of Draft PEIR

This Draft PEIR has been prepared to satisfy the requirements for a Program EIR (or PEIR). Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and may contain a more general or qualitative discussion of impacts, alternatives, and mitigation measures than a Project EIR. As provided in Section 15168 of the State CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project. Use of a Program EIR provides the County (as lead agency) with the opportunity to consider broad policy alternatives and program wide mitigation measures and provides the County with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive basis. According to Section 15168(a) of the State CEQA Program, a Program EIR may be prepared on a series of actions that can be characterized as one large project and are related either:

1) Geographically
2) A logical part in the chain of contemplated actions
3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

A Program EIR is appropriate for the Project because it satisfies Section 15168(a) of the State CEQA Guidelines. Specifically, the Project is within one geographic area; is within a logical part in a chain of contemplated actions; would be under the County's rules, regulations, plans, and other general criteria; is carried out under one regulatory authority, the County; and would have generally similar environmental effects, as they relate to increasing growth within the County, which can be mitigated in similar ways.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, if the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope and additional environmental documents may not be required (14 CCR 15168[c]). When a Program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities (14 CCR 15168[c][3]). If a subsequent activity would have effects that were not examined in the Program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR. In this case, the Program EIR still serves a valuable purpose as the first-

tier environmental analysis. The State CEQA Guidelines encourages the use of Program EIRs, citing five advantages in Section 15168(b):

1) Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action;
2) Ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis;
3) Avoid duplicative reconsideration of basic policy considerations;
4) Allow the Lead Agency to consider broad policy alternatives and program-wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts; and
5) Allow reduction in paperwork.

Furthermore, a California Appellate Court described the difference between a Project EIR and a Program EIR. A Project-level EIR generally focuses on the environmental changes caused by a development project; a Program EIR, on the other hand, generally looks at the broad policy of a planning document (i.e., a general plan, community plan, specific plan, area plan, etc.) and may not address potential site-specific impacts of the individual projects that may fall within the planning document (Citing Citizens for a Sustainable Treasure Island v. City and County of San Francisco [2014] 227 Cal.App.4th 1036). The Project involves the implementation of a broad policy planning document. The project-level details of the implementation of the Project would not be known at the time of preparation of the EIR. The Program EIR approach would provide a sufficient level of analysis for the broad nature of the Project. The level of specificity required in an EIR is determined by the nature of the project and the rule of reason. (Citing Al Larson Boat Shop, Inc. v. Board of Harbor Commissioners [1993] 18 Cal.App.4th 729, 741-742.) Therefore, the Program EIR is an appropriate approach for the ESGVAP.

ES.3 Project Summary

Under the ESGVAP, the County would amend the General Plan, update the zoning map in the ESGV Planning Area, and implement the goals and policies of the proposed Area Plan. The ESGVAP would provide a comprehensive planning vision for the 24 unincorporated communities in East San Gabriel Valley addressed in nine community-specific planning elements: Land Use Element, Economic Development Element, Community Character and Design Element, Natural Resources Conservation and Open Space Element, Mobility Element, Public Services and Facilities Element, Health and Safety Element, Parks and Recreation, and Environmental Justice Element. Each element would establish area-wide goals, policies, and implementation programs that would apply to the entire ESGV Planning Area. The ESGVAP would also include community chapters that would consist of either a single community or a group of communities that have similar characteristics and needs. Each community chapter would contain additional community-specific goals, policies, and implementation programs that would only apply to its respective communities.

The County developed seven overarching vision statements to serve as a comprehensive land use vision for the ESGV Planning Area. These vision statements provide the foundation for the development of growth and preservation strategies, as well as the goals, policies, and implementation programs for the Project.

The following seven principles would shape the ESGVAP to create a planning area that supports:

- Sustainable Growth Patterns
- Diverse, Walkable Communities
- Connected and Active Communities
- Thriving Economy and Workforce
- Shared Community Identity and Character
- Sustainable Built and Natural Environment
- Informed, Empowered, and Environmental Just Community

ES.4 Summary of Project Alternatives

ES.4.1 Alternative 1: No Project/No ESGVAP

Section 15126.6(e) of the State CEQA Guidelines requires that an EIR evaluate the specific alternative of "no project" along with its impact. As stated in this section of the State CEQA Guidelines, the purpose of describing and analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving a proposed project. As specified in Section 15126.6(e)(3)(A), when a project is the revision of an existing land use or regulatory plan or policy or an ongoing operation, the No Project Alternative (Alternative 1) will be the continuation of the plan, policy, or operation into the future. Therefore, the No Project Alternative, as required by the State CEQA Guidelines, would analyze the effects of not adopting and implementing the ESGVAP. Future development under the No Project Alternative would continue to be guided by the County's existing General Plan land use and zoning designations. The No Project Alternative would result in the continuation of existing conditions and planned development within the County as no land use or zoning amendments would be processed under this alternative. No new significant environmental impacts or an increased severity of environmental impacts identified in the County's General Plan or Community Plans EIRs would occur under this alternative because it would retain the current General Plan and Community Plan land use designations and policy provisions.

ES.4.2 Alternative 2: ½-Mile Transit Center Planning Radius for the ESGVAP

The ½-Mile Transit Center Planning Radius for the ESGVAP Alternative (Alternative 2) would be similar to the Project, with the exception that the transit planning radius for transit centers would be reduced from a one-mile radius to a ½-mile radius. The ½-mile planning radius for High-Quality Transit Areas (HQTAs), as well as all other Project components, would remain the same as the Project under this alternative. By reducing the Planning Area from a one-mile radius to a ½-mile radius, it would be reasonable to assume that the Planning Area used for the Project would be roughly reduced by 50 percent under this alternative (hereinafter referred to as Alternative 2 Planning Area). With the reduced Alternative 2 Planning Area, this alternative would limit the developable area of the ESGVAP. This alternative is also consistent with the goals of SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

(hereinafter referred to as Connect SoCal), which aims to guide jurisdictions in increasing residential uses and densities within a ½-mile radius of transit stops and HQTAs in order to increase use of public transportation and decrease individuals' vehicle miles traveled (VMT) with the purpose of decreasing air quality and greenhouse gas (GHG) emissions. Furthermore, Alternative 2 would achieve the Project's objectives but on a reduced scale compared to the Project since it would allow for fewer future housing options, which would limit growth around transit centers and HQTAs, and provide less opportunity for an increase in commercial uses due to the reduced developable area. Alternative 2 was included in this analysis as a balanced approach between reducing the Planning Area with the goal of decreasing the severity of the Project's environmental impacts and allowing for the desired smart-growth that the County envisions for the East San Gabriel Valley.

ES.4.3 Alternative 3: ¼-Mile Planning Radius for the ESGVAP

Alternative 3 would be similar to the Project, with the exception that the transit planning radii for both transit centers and HQTAs would be reduced from one mile and ½ mile, respectively, under the Project to ¼ mile for both under this alternative. By reducing the Project Planning Area from a one-mile to a ¼-mile planning radius for transit centers and from a ½-mile to ¼-mile planning radius for HQTAs, it would be reasonable to assume that the Planning Area used for the Project would be roughly reduced by 75 percent under this alternative (hereinafter referred to as Alternative 3 Planning Area). With the reduced Alternative 3 Planning Area, this alternative would further limit the developable area of the ESGVAP. Alternative 3 would achieve the Project's objectives but on a substantially reduced scale since it would allow for fewer future housing options, which would limit growth around transit centers and HQTAs, and less opportunity for an increase in commercial uses due to the reduced developable area. Alternative 3 was included in this analysis as a means to reduce the severity of the Project's environmental impacts by greatly reducing the Planning Area while still achieving, to some degree, the Project objectives.

ES.5 Issues to Be Resolved

Section 15123(b)(3) of the State CEQA Guidelines requires that an EIR contain issues to be resolved including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the Project, the major issues to be resolved include decisions by the lead agency as to the following:

1. Whether the benefits of the Project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
2. Whether the proposed land use changes are compatible with the character of the existing area.
3. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
4. Whether there are other mitigation measures that should be applied to the Project besides the Mitigation Measures identified in this Draft PEIR.
5. Whether there are any alternatives to the Project that would substantially lessen any of the significant impacts of the Project and achieve most of the basic project objectives.

ES.6 Project Location

The ESGV Planning Area is one of 11 Planning Areas identified in the Los Angeles County General Plan (General Plan). The ESGV Planning Area includes the easternmost portions of the County, and totals approximately 32,826 acres (or 51.29 square miles). It is located south of the Angeles National Forest, north of the Orange County border east of Interstate (I)-605, and west of the San Bernardino County line and includes the following 24 unincorporated communities: Avocado Heights, Charter Oak, Covina Islands, East Azusa, East Irwindale, East San Dimas, Glendora Islands, Hacienda Heights, North Claremont, North Pomona, Northeast La Verne, Northeast San Dimas, Rowland Heights, South Diamond Bar, South San Jose Hills, South Walnut, Valinda, Walnut Islands, West Claremont, West Puente Valley, West San Dimas, Pellissier Village, Unincorporated South El Monte, and Unincorporated North Whittier.

ES.7 Areas of Controversy

Prior to the preparation of this Draft PEIR, the County circulated a Notice of Preparation (NOP) on April 28, 2022, for a 30-day public review period (**Appendix A**). In addition, the County held a virtual Scoping Meeting on Tuesday, May 10, 2022. Comments on the NOP were received from eight agencies, one tribe, and three groups, which are provided in Appendix A. A summary of the NOP comment letters is provided in Table 1-1 (Notice of Preparation and Comment Letters Summary) in Chapter 1, *Introduction*. Information regarding the meeting was made available through the County's website at https://planning.lacounty.gov/site/esgvap/. Spanish and Chinese translations were also made available. At the conclusion of the presentation, attendees of the webinar were able to provide comments and questions about the Project to the County and the CEQA Consultants during the questions and answers portion of the meeting.

Based on the scoping process, the primary areas of controversy known to the County included potential impacts to :

- biological resources within the Plan Area (Section 4.4, *Biological Resources*)
- historical resources within the Plan Area (Section 4.5, *Cultural Resources*)
- watercourses within the Plan Area (Section 4.4, *Biological Resources*, and Section 4.9, *Hydrology and Water Quality*)
- inconsistencies with land use planning (Section 4.10, *Land Use and Planning*)
- libraries within the Plan Area (Section 4.13, *Public Services*)
- sheriff protection within the Plan Area (Section 4.13, *Public Services*)
- transit services and facilities within the Plan Area (Section 4.15, *Transportation*)
- Metro transit facilities within the Plan Area (Section 4.15, *Transportation*)
- traffic, vehicle miles traveled (VMT), emergency access, and road design within the Plan Area (Section 4.15, *Transportation*)
- cumulative density, traffic, and noise (Section 4.11, *Noise*, Section 4.12, *Population and Housing*, and Section 4.15, *Transportation*)

ES.8 Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation

Table ES-1, *Summary of Environmental Impacts, Mitigation Measures, and Level of Significance After Mitigation*, summarizes the potential environmental effects of the Project, the proposed mitigation measures, and the level of significance after mitigation.

TABLE ES-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Aesthetics			
Impact 4.1-1: Have a substantial adverse effect on a scenic vista.	Potentially Significant Impact	No feasible mitigation measures have been identified to reduce impacts related to scenic vistas.	Significant and Unavoidable
Impact 4.1-2: Be visible from or obstruct views from a regional riding, hiking, or multi-use trail.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.1-3: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.1-4: Substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality.	Potentially Significant Impact	No feasible mitigation measures have been identified to reduce impacts related to visual character or quality.	Significant and Unavoidable
Impact 4.1-5: Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.1-6: When combined with other past, present, or reasonably foreseeable projects, have a substantial adverse effect on a scenic vista.	Potentially Significant Impact	No feasible mitigation measures have been identified to reduce cumulative impacts related to scenic vistas.	Significant and Unavoidable
Impact 4.1-7: When combined with other past, present, or reasonably foreseeable projects, be visible from or obstruct views from a regional riding, hiking, or multi-use trail.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.1-8: When combined with other past, present, or reasonably foreseeable projects, substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.1-9: When combined with other past, present, or reasonably foreseeable projects, substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality.	Potentially Significant Impact	No feasible mitigation measures have been identified to reduce cumulative impacts related to visual character or quality.	Significant and Unavoidable
Impact 4.1-10: When combined with other past, present, or reasonably foreseeable projects, create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Agriculture and Forestry Resources			
Impact 4.2-1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.2-2: Conflict with the existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220 (g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined in Government Code Section 51104(g)).	No Impact	No mitigation measures are required.	Not Applicable
Impact 4.2-3: Result in the loss of forest land or conversion of forest land to non-forest use.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.2-4: Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.2-5: Have a significant cumulative contribution to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.2-6: When combined with other past, present, or reasonably foreseeable projects, conflict with the existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.	No Impact	No mitigation measures are required.	Not Applicable
Impact 4.2-7: When combined with other past, present, or reasonably foreseeable projects, result in the loss of forest land or conversion of forest land to non-forest use.	No Impact	No mitigation measures are required.	Not Applicable
Impact 4.2-8: When combined with other past, present, or reasonably foreseeable projects, involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Air Quality			
Impact 4.3-1: Conflict with or obstruct implementation of the applicable air quality plan.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.3-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard.	Potentially Significant Impact	No feasible mitigation measures have been identified to reduce impacts related to a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard.	Significant and Unavoidable
Impact 4.3-3: Expose sensitive receptors to substantial pollutant concentrations.	Potentially Significant	No feasible mitigation measures have been identified to reduce impacts related to the exposure of sensitive receptors to substantial pollutant concentrations.	Significant and Unavoidable
Impact 4.3-4: Result in other emissions (such as those leading to odors) affecting a substantial number of people.	Potentially Significant Impact	No feasible mitigation measures have been identified to reduce impacts related to other emissions (such as those leading to odors) affecting a substantial number of people.	Significant and Unavoidable
Impact 4.3-5: Have a cumulatively considerable impact related to consistency with the applicable air quality plan.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.3-6: Have a cumulatively considerable impact related to a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard.	Potentially Significant Impact	No feasible mitigation measures have been identified to reduce impacts related to cumulatively considerable impacts related to a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard.	Significant and Unavoidable
Biological Resources			
Impact 4.4-1: Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS).	Potentially Significant Impact	No feasible mitigation measures have been identified to reduce impacts on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.	Significant and Unavoidable
Impact 4.4-2: Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS.	Potentially Significant Impact	No feasible mitigation measures have been identified to reduce impacts on any sensitive natural communities identified in local or regional plans, policies, regulations or by CDFW or USFWS.	Significant and Unavoidable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.4-3: Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means.	Potentially Significant Impact	**MM BIO–4.4-1**. Projects subject to the jurisdiction of the USACE, Los Angeles RWQCB, and/or CDFW shall provide an aquatic resources delineation of wetlands and water courses prior to disturbance of any aquatic, wetland, or riparian habitat. Findings shall be included in an aquatic resources delineation report suitable for submittal to these agencies for obtaining a Section 404 Clean Water Act permit (CWA), Section 401 Water Quality Certification (WQC), Waste Discharge Requirements (WDR), and/or streambed alteration agreement (SAA). Based on the findings of the aquatic resources delineation report and agency verification of the extent of state/federally protected wetlands and waters resources, riparian vegetation, wetlands, and waters shall be avoided to the extent feasible, and appropriate 100-foot setbacks shall be marked from the edge of jurisdictional waters or riparian vegetation (whichever is wider) to maintain riparian and aquatic functions and values wherever feasible. In areas where avoidance of stream channels or riparian vegetation is infeasible, impacts shall be minimized and the site slopes and hydrology of remediated areas shall be restored to pre-construction conditions to the extent possible. If impacts to wetlands are unavoidable, compensatory mitigation shall ensure no net loss of wetlands. A compensatory mitigation plan addressing temporary and permanent impacts to jurisdictional wetlands and waters shall be prepared prior to disturbance. The plan shall be developed in consultation with the USACE, Los Angeles RWQCB, and/or CDFW. All restored/established/enhanced habitats shall be protected in perpetuity, subject to regular maintenance activities, if necessary, and appropriate to permitting agencies. Alternately, compensatory mitigation can be achieved through purchasing credits at a USACE- or CDFW-approved mitigation bank.	Less Than Significant Impact
Impact 4.4-4: Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.).	No Impact	No mitigation measures are required.	Not Applicable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.4-5: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	Potentially Significant Impact	**MM BIO–4.4-2**. Construction, ground-disturbing activities, and vegetation removal shall avoid the general avian nesting season of February 15 through September 15. If construction of future projects that contain or are immediately adjacent to suitable nesting habitat must occur during the general avian nesting season, a pre-construction clearance survey shall be conducted within 7 days prior to the start of construction activities to determine if any active nests or nesting activity is occurring on or within 500 feet of the project. If no sign of nesting activity is observed, construction may proceed without potential impacts to nesting birds. If an active nest is observed during the pre-construction clearance survey, an adequate buffer shall be established around the active nest depending on sensitivity of the species and proximity to project impact areas. Typical buffer distances include up to 300-feet for passerines and up to 500-feet for raptors, but can be reduced as deemed appropriate by a monitoring biologist. On site construction monitoring may also be required to ensure that no direct or indirect impacts occur to the active nest. Project activities may encroach into the buffer only at the discretion of the monitoring biologist. The buffer shall remain in place until the nest is no longer active as determined by the monitoring biologist.	Less Than Significant Impact
Impact 4.4-6: Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or Coastal Resource Areas (L.A. County General Plan, Figure 9.3).	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.4-7: When combined with other past, present, or reasonably foreseeable projects, have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS).	Potentially Significant Impact	No feasible mitigation measures have been identified to reduce cumulative impacts on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.	Significant and Unavoidable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.4-8: When combined with other past, present, or reasonably foreseeable projects, have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS.	Potentially Significant Impact	No feasible mitigation measures have been identified to reduce cumulative impacts on any sensitive natural communities identified in local or regional plans, policies, regulations or by CDFW or USFWS.	Significant and Unavoidable
Impact 4.4-9: When combined with other past, present, or reasonably foreseeable projects, have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means.	Potentially Significant Impact	Implementation of mitigation measure **BIO–4.4-1** would reduce potential cumulative impacts to a less than significant level.	Less Than Significant Impact
Impact 4.4-10: When combined with other past, present, or reasonably foreseeable projects, convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.).	No Impact	No mitigation measures are required.	Not Applicable
Impact 4.4-11: When combined with other past, present, or reasonably foreseeable projects, interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	Potentially Significant Impact	Implementation of mitigation measure **BIO-4.4-2** would reduce potential cumulative impacts to a less than significant level.	Less Than Significant Impact
Impact 4.4-12: When combined with other past, present, or reasonably foreseeable projects, conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or Coastal Resource Areas (L.A. County General Plan, Figure 9.3).	Less Than Significant Impact	No mitigation measures are required.	Not Applicable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Cultural Resources			
Impact 4.5-1: Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5.	Potentially Significant Impact	**MM CR-4.5-1. Historic Resources Assessment.** Prior to demolition or alteration of buildings and/or structures or the construction of aboveground infrastructure with potentially significant impacts on historic architectural resources, the project proponent shall retain an architectural historian meeting the minimum professional qualifications standards (PQS) set forth by the Secretary of the Interior (codified in 36 Code of Federal Regulations [CFR] Part 61; 48 Federal Register 44738–44739) (Qualified Architectural Historian) to conduct a historic resources assessment of affected properties. The assessment shall include a records search at the South Central Coastal Information Center or review of a prior record search conducted within the previous one year; a review of other pertinent archives and sources; a pedestrian field survey; recordation of all identified historic architectural resources on California Department of Parks and Recreation (DPR) 523 forms; evaluation of resources which may be eligible for listing in the California Register (i.e., meets the definition for historical resource in CEQA Guidelines Section 15064.5[a]), and for local listing; and preparation of a technical report documenting the methods and results of the assessment for each future project facilitated by 2045 CAP measures and actions. If a historic architectural resource is found eligible by the Qualified Architectural Historian, then the Qualified Architectural Historian shall coordinate with the project proponent and County to ensure the project is constructed in conformance with the Secretary of the Interior's Standards. All reports resulting from implementation of this measure shall be filed with the South Central Coastal Information Center (including but not limited to historic resources assessments and Secretary of the Interior's Standards plan reviews). **MM CR-4.5-2. Archaeological Resources Assessment.** Prior to conducting construction activities that would involve ground disturbance, the project proponent shall retain an archaeologist meeting the minimum PQS set forth by the Secretary of the Interior (codified in 36 CFR Part 61; 48 Federal Register 44738–44739) (Qualified Archaeologist) to conduct an archaeological resources assessment. The assessment shall include a records search at the South Central Coastal Information Center or review of a prior record search conducted within the previous one year; a Sacred Lands File search at the California Native American Heritage Commission (NAHC); geoarchaeological review including a focused assessment of land use history and any available	Less Than Significant Impact

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
		geotechnical data to assess the potential for subsurface archaeological resources; a pedestrian field survey in instances where ground surface is exposed; recordation of all identified archaeological resources on DPR 523 forms; evaluation of resources affected by the project for eligibility for listing in the California Register (i.e., meets the definition for historical resource in CEQA Guidelines Section 15064.5[a]), and for local listing; and preparation of a technical report documenting the methods and results of the assessment. Resources that do not qualify as historical resources shall be considered by the Qualified Archaeologist for qualification as unique archaeological resources as defined in Public Resources Code Section 21083.2(g). The technical report also shall provide recommendations as to whether additional studies are warranted to further identify or evaluate archaeological resources (i.e., Extended Phase I boundary delineation, Phase II testing and evaluation) and if archaeological monitoring and Native American monitoring of ground disturbing activities is warranted (e.g., in areas where there is a higher potential to encounter buried resources). Prior to the initiation of field work for any Extended Phase I or Phase II investigation, the Qualified Archaeologist shall prepare a work plan outlining the investigation's objectives, goals, and methodology. When developing a work plan for Native American resources, the County shall consult with local Native American tribes. If archaeological/Native American monitoring is warranted, the Qualified Archaeologist shall determine the locations and duration of monitoring and reporting requirements. All reports resulting from implementation of this measure shall be filed with the South Central Coastal Information Center (including but not limited to archaeological resources assessments, Extended Phase I and Phase II reports, and monitoring reports). **MM CR-4.5-3. Construction Worker Cultural Resources Sensitivity Training.** For projects with ground disturbing activities that may encounter potentially significant archaeological resources, the Qualified Archaeologist shall implement a cultural resources sensitivity training program. The Qualified Archaeologist, or its designee, shall instruct all construction personnel of the types of archaeological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains, applicable laws protecting archaeological resources, and confidentiality of discoveries. Native American monitor(s) shall be invited to participate in presenting tribal perspectives as part of the training curriculum. In the event that construction crews are phased, additional trainings shall be conducted for new	

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
		construction personnel. The project proponent or its contractors shall ensure construction personnel are made available for and attend the training. The project proponent shall retain documentation demonstrating attendance and provide it to the County. **MM CR-4.5-4. Archaeological Resources Discoveries.** In the event archaeological resources are encountered during construction of a project, the project proponent shall cease all activity within 50 feet of the find shall cease. The discovery shall be evaluated for significance by the Qualified Archaeologist. When assessing significance and developing treatment for resources that are Native American in origin, the County shall consult with local Native American tribes. If the Qualified Archaeologist determines that the resource is significant (i.e., meets the definition for historical resource in CEQA Guidelines Section 15064.5[a] or for unique archaeological resource in Public Resources Code Section 21083.2[g]), the Qualified Archaeologist shall provide a method for avoidance and preservation in place, which shall be the preferred manner of mitigating impacts. If avoidance is infeasible, the Qualified Archaeologist shall develop a Phase III Archaeological Resources Data Recovery and Treatment Plan consistent with Mitigation Measure 4.5-5. The Qualified Archaeologist also shall determine, based on the initial assessment of the discovery, whether the 50-foot buffer may be reduced. All reports resulting from implementation of this measure shall be filed with the South Central Coastal Information Center (including but not limited to Extended Phase I, Phase II, and Phase III reports). **MM CR-4.5-5. Treatment of Archaeological Resources.** If the assessment conducted under Mitigation Measure 4.5-2 or Mitigation Measure 4.5-4 identifies significant archaeological resources (i.e., meets the definition for historical resource in CEQA Guidelines Section 15064.5[a] or for unique archaeological resource in Public Resources Code Section 21083.2[g]), then avoidance and preservation in place shall be the preferred manner of mitigating impacts. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. If avoidance and preservation in place of significant archaeological resources is determined by the County to be infeasible, then the Qualified Archaeologist shall prepare a Phase III Archaeological Resources Data Recovery and Treatment Plan. The plan shall include: a detailed research design; justification for data recovery or other treatment methods depending on the nature of the resource's eligibility;	

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
		excavation methodology; and, reporting and curation requirements. When developing treatment for resources that are Native American in origin, the County shall consult with local Native American tribes. All Phase III reports resulting from implementation of this measure shall be filed with the South Central Coastal Information Center. **MM CR-4.5-6. Curation and Disposition of Cultural Materials** Disposition **of** Native American archaeological materials shall be determined by the County in coordination with local California Native American tribes. Disposition of materials may include curation at an accredited or nonaccredited repository, onsite or offsite reburial, and/or donation to a local tribe or public, nonprofit institution with a research interest in the materials, or local school or historical society in the area for educational purposes. The County shall consider tribal preferences when making a determination of disposition of Native American archaeological materials. Disposition of Native American human remains and associated funerary objects or grave goods (i.e., artifacts associated with human remains) shall be determined by the landowner in consultation with the County and the MLD. The project proponent shall curate all significant historic-period archaeological material, or portions thereof at the discretion of the Qualified Archaeologist, at a repository accredited by the American Association of Museums that meets the standards outlined in 36 CFR Section 79.9. If no accredited repository accepts the collection, then the project proponent may curate it at a nonaccredited repository as long as it meets the minimum standards set forth in 36 CFR Section 79.9. If neither an accredited nor a nonaccredited repository accepts the collection, then the project proponent may offer the collection to a public, nonprofit institution with a research interest in the materials, or to a local school or historical society in the area for educational purposes.	
Impact 4.5-2: Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines § 15064.5.	Potentially Significant Impact	Implementation of mitigation measure **CR–4.5-2** through **CR–4.5-6** would reduce potential impacts to a less than significant level.	Less Than Significant Impact
Impact 4.5-3: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Potentially Significant Impact	**MM CR-4.5-7. Paleontological Resources Assessment and Monitoring.** For projects facilitated by the ESGVAP that involve ground disturbance, the project proponent shall retain a paleontologist who meets the Society of Vertebrate Paleontology's (SVP 2010) definition for qualified professional paleontologist (Qualified Paleontologist) to prepare a paleontological resources assessment report prior to the start of construction activities. The report shall include methods and results of the paleontological resources assessment,	Less Than Significant Impact

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
		monitoring requirements (including depths, frequency, and reporting), and maps that outline where monitoring is required. Monitoring shall follow SVP Guidelines: no monitoring of ground-disturbing activities within units of *Low Sensitivity* or *No Potential*; monitoring of all ground-disturbing activities (with depths specified) in units of *Low to High Significance;* and at all depths within units of *High Significance* unless the Qualified Paleontologist's report identifies previous disturbances or the use of construction methods which do not warrant monitoring; and monitoring at the initiation of excavation in units of *Undetermined Significance.* The report also shall stipulate whether screen washing is necessary to recover small specimens following SVP Guidelines and determine whether unique geologic features are present onsite. If monitoring is conducted, then the Qualified Paleontologist shall prepare a final report summarizing monitoring results and submit it to the project proponent and the County. **MM CR-4.5-8. Paleontological Resources Sensitivity Training.** Prior to the start of ground-disturbing activities for projects facilitated by the ESGVAP with potentially significant impacts on paleontological resources, the Qualified Paleontologist or its designee shall conduct construction worker paleontological resources sensitivity training (or may be provided via digital recording) for all construction workers. Construction workers shall be informed on how to identify the types of paleontological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of paleontological resources, and safety precautions to be taken when working with paleontological monitors. The project proponent shall ensure that construction workers are made available for and attend the training. The project proponent shall retain documentation demonstrating attendance and provide it to the County. **MM CR-4.5-9. Paleontological Discoveries.** If a potential fossil is found, the paleontological monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation of the discovery. An appropriate buffer area determined by the paleontological monitor shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the monitor's discretion, and to reduce any construction delay, the grading/excavation contractor shall assist, where feasible, in removing rock/sediment samples for initial processing and evaluation. If a fossil is determined to be significant, the Qualified Paleontologist shall implement a paleontological salvage program to remove the resources	

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
		from their location, following the guidelines of the SVP (2010). Any fossils encountered and recovered shall be prepared to the point of identification, catalogued, and curated at a public, nonprofit institution with a research interest in the material and with retrievable storage, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. Accompanying notes, maps, and photographs shall also be filed at the repository. If no institution accepts the fossil collection, it may be donated to a local school or other interested organization in the area for educational purposes. If construction workers discover any potential fossils during construction while the paleontological monitor is not present, regardless of the depth of work or location, work at the discovery location shall cease in a 50-foot radius of the discovery until the Qualified Paleontologist has assessed the discovery and recommended and implemented appropriate treatment as described earlier in this measure. Any salvage reports resulting from implementation of this measure shall be filed with the Natural History Museum of Los Angeles County.	
Impact 4.5-4: Disturb any human remains, including those interred outside of dedicated cemeteries.	Potentially Significant Impact	**MM CR-4.5-10. Human Remains Discoveries**. If human remains are encountered, then the project proponent or its contractor shall immediately halt work within 50 feet of the discovery and contact the Los Angeles County Coroner in accordance with Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5, which require that no further disturbance shall occur until the County Coroner has made the necessary findings as to the remains' origin and disposition. If the County Coroner determines that the remains are Native American, then the County Coroner will notify the NAHC within 24 hours in accordance with Health and Safety Code Section 7050.5(c), and Public Resources Code Section 5097.98. The NAHC shall then identify the person(s) thought to be the MLD. The MLD may, with the permission of the land owner, or their authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the landowner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. The project proponent, County, and landowner shall discuss and confer	Less Than Significant Impact

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
		with the MLD on all reasonable options regarding the MLD's preferences for treatment. Until the project proponent, County, and landowner have conferred with the MLD, the contractor shall ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity and is adequately protected according to generally accepted cultural or archaeological standards or practices (e.g., the *NAHC's A Professional Guide for the Preservation and Protection of Native American Human Remains and Associated Grave Goods* [NAHC 2022], which reiterates statutory requirements), and that further activities take into account the possibility of multiple burials. If the NAHC is unable to identify an MLD, or the MLD identified fails to make a recommendation, or the landowner rejects the recommendation of the MLD and the mediation provided for in Public Resources Code Section 5097.94(k), if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.	
Impact 4.5-5: Incrementally contribute to a significant cumulative impact to historical resources.	Potentially Significant Impact	Implementation of mitigation measure **CR–4.5-1** through **CR–4.5-6** would reduce potential cumulative impacts to a less than significant level.	Less Than Significant Impact
Impact 4.5-6: Incrementally contribute to a significant cumulative impact to unique archaeological resources.	Potentially Significant Impact	Implementation of mitigation measure **CR–4.5-2** through **CR–4.5-6** would reduce potential cumulative impacts to a less than significant level.	Less Than Significant Impact
Impact 4.5-7: Incrementally contribute to a significant cumulative impact to unique paleontological resources or sites or unique geologic features.	Potentially Significant Impact	Implementation of mitigation measure **CR–4.5-7** through **CR–4.5-9** would reduce potential cumulative impacts to a less than significant level.	Less Than Significant Impact
Impact 4.5-8: Incrementally contribute to a significant cumulative impact to human remains, including those interred outside of dedicated cemeteries.	Potentially Significant Impact	Implementation of mitigation measure **CR–4.5-10** would reduce potential cumulative impacts to a less than significant level.	Less Than Significant Impact
Energy			
Impact 4.6-1: Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation of future development.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.6-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.6-3: When combined with other past, present, or reasonably foreseeable projects, result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation of future development.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.6-4: When combined with other past, present, or reasonably foreseeable projects, conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Greenhouse Gas Emissions			
Impact 4.7-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.7-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.7-3: When combined with other past, present, or reasonably foreseeable projects, generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.7-4: When combined with other past, present, or reasonably foreseeable projects, conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Hazards and Hazardous Materials			
Impact 4.8-1: Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.8-2: Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan, when combined with other past, present, or reasonably foreseeable projects.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Hydrology and Water Quality			
Impact 4.9-1: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.9-2: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.9-3: When combined with other past, present, or reasonably foreseeable projects, substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.9-4: When combined with other past, present, or reasonably foreseeable projects, conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Land Use and Planning			
Impact 4.10-1: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.10-2: When combined with other past, present, or reasonably foreseeable projects, cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Noise			
Impact 4.11-1: Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	Potentially Significant Impact (Construction) Less Than Significant Impact (Traffic Noise) Potentially Significant Impact (Stationary Source Noise)	Despite implementation of mitigation measures **NOI-4.11-1** and **NOI-4.11-2**, this impact would remain significant and unavoidable. **MM NOI-4.11-1. Commercial/Industrial/Accessory Commercial Unit (ACU) Operational Noise.** Prior to issuance of a building permit for any future commercial, industrial, mixed-use, or ACU development project within the East San Gabriel Valley Area Plan that are located within 500 feet of sensitive receptors, the project applicant shall submit a noise mitigation plan to DPH for review and approval. The noise mitigation plan shall be prepared by a sound engineer and be sufficient for DPH to make a determination of whether the project will be in compliance with all applicable County Noise standards and regulations. At a minimum, the noise mitigation plan shall include the following information: a list of all electro-mechanical equipment (HVAC, refrigeration systems, generators, etc.) that will be installed at the project site; sound level that would be produced by each equipment; noise-reduction measures, as necessary; and sufficient predictive analysis of project operational noise impact. All noise-reduction measures approved by DPH shall be incorporated into the project building plans and be	Significant and Unavoidable (Construction) Less Than Significant Impact (Traffic Noise) Significant and Unavoidable (Stationary Source Noise)

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
		implemented during project construction. Potential noise-reduction measures may include, but are not limited to, one or more of the following, as applicable to the project: • Install permanent noise-occluding shrouds or screens on operating equipment. • Maintain all equipment and noise control features in accordance with the manufacturer's specifications. • Orient equipment vents and other sources of sound emissions away from noise-sensitive receptors and/or behind structures, containers, or natural features. • Increase distance between the operating equipment and the noise-sensitive receptor(s) of concern, to the maximum extent feasible. • Install portable sound-occluding barriers to attenuate noise between the source(s) and the noise-sensitive receptor(s). This mitigation measure shall not apply and is superseded once a Countywide noise ordinance goes into effect that establishes operational noise standards for commercial, industrial, mixed-use, or ACU development projects within the East San Gabriel Valley Area Plan. **MM NOI-4.11-2. Construction Noise.** Applicants for future development projects pursuant to implementation of the East San Gabriel Valley Area Plan that are within 500 feet of sensitive receptors (e.g., residences, hospitals, schools) shall submit a noise study to DPH for review and approval prior to issuance of a grading or building permit. The study shall include noise-reduction measures, if necessary, to ensure project construction noise will be in compliance with the County of Los Angeles Noise Ordinance standards (i.e., LACC 12.08.440). All noise-reduction measures approved by DPH shall be incorporated into appropriate construction-related plans (e.g., demolition plans, grading plans and building plans) and implemented during construction activities. Potential noise-reduction measures may include, but are not limited to, one or more of the following, as applicable to the project: • Install temporary sound barriers for construction activities that occur adjacent to occupied noise-sensitive receptors. • Equip construction equipment with effective mufflers, sound-insulating hoods or enclosures, vibration dampers, and other Best Available Control Technology (BACT). • Limit non-essential idling of construction equipment to no more than five minutes per hour. This mitigation measure shall not apply and is superseded once a Countywide noise ordinance goes into effect that	

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
		establishes construction noise standards for noise-reduction measures that ensures project construction noise compliance with the County of Los Angeles Noise Ordinance standards (i.e., LACC 12.08.440) for development projects within the East San Gabriel Valley Area Plan.	
Impact 4.11-2: Generate excessive groundborne vibration or groundborne noise levels.	Potentially Significant Impact (Construction) Less Than Significant Impact (Operation)	Despite implementation of mitigation measure **NOI-4.11-3**, this impact would remain significant and unavoidable. **MM NOI-4.11-3. Construction Vibration**. For future development projects that utilize vibration-intensive construction equipment (e.g., pile drivers, jack hammers, and vibratory rollers) within 300 feet of sensitive receptors within the East San Gabriel Valley Area Plan, project applicant shall submit a vibration impact evaluation to DPH for review and approval prior to issuance of a grading or building permit. The evaluation shall include a list of project construction equipment and the associated vibration levels and a predictive analysis of potential project vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the County's standard of 0.01 inch per second RMS vibration velocity [within the range of 1 to 100 Hz frequency]), project-specific measures shall be required to ensure project compliance with vibration standards. All project-specific measures approved by DPH shall be incorporated into appropriate construction-related plans (e.g., demolition plans, grading plans and building plans) and implemented during project construction. Examples of equipment vibration source-to-receptor distances at which impact evaluation should occur vary with equipment type (based on FTA reference vibration information) and are as follows: • Jackhammer: 23 feet. • Dozer, hoe-ram, drill rig, front-end loader, tractor, or backhoe: 43 feet. • Roller (for site ground compaction or paving): 75 feet. • Impact pile-driving: 280 feet. This mitigation measure shall not apply and is superseded once a Countywide groundborne vibration ordinance goes into effect that establishes construction groundborne vibration standards for vibration-reduction measures that ensures project construction groundborne vibration compliance with the County of Los Angeles standard of 0.01 inch per second RMS vibration velocity [within the range of 1 to 100 Hz	Significant and Unavoidable (Construction) Less Than Significant Impact (Operation)

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
		frequency]) for development projects within the East San Gabriel Valley Area Plan.	
Impact 4.11-3: Expose people residing or working in the Project area to excessive noise levels (for a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport).	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.11-4: Make a cumulatively considerable contribution to a significant cumulative impact related to the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	Potentially Significant Impact	Despite implementation of mitigation measure **NOI-4.11-1** and **NOI-4.11-2**, this cumulative impact would remain significant and unavoidable.	Significant and Unavoidable
Impact 4.11-5: Make a cumulatively considerable contribution to a significant cumulative impact relating to the generation of excessive groundborne vibration or groundborne noise levels from construction activities.	Potentially Significant Impact	Despite implementation of mitigation measure **NOI-4.11-3**, this cumulative impact would remain significant and unavoidable.	Significant and Unavoidable
Population and Housing			
Impact 4.12-1: Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.12-2: Displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.12-3: When combined with other past, present, or reasonably foreseeable projects, induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.12-4: When combined with other past, present, or reasonably foreseeable projects, displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Public Services			
Impact 4.13-1.i: Create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection and emergency services.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.13-1.ii: Create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for sheriff protection.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.13-1.iii: Create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.13-1.v: Create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library services.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.13-2.i: When combined with other past, present, or reasonably foreseeable projects, create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection and emergency services.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.13-2.ii: When combined with other past, present, or reasonably foreseeable projects, create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for sheriff protection.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.13-2.iii: When combined with other past, present, or reasonably foreseeable projects, create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.13-2.v: When combined with other past, present, or reasonably foreseeable projects, create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library services.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Recreation			
Impact 4.14-1: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.14-2: Include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse effect on the environment.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.14-3: Interfere with regional trail connectivity.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.14-4: When combined with other past, present, or reasonably foreseeable projects, increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.14-5: When combined with other past, present, or reasonably foreseeable projects, include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse effect on the environment.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.14-6: When combined with other past, present, or reasonably foreseeable projects, interfere with regional trail connectivity.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Transportation			
Impact 4.15-1: Conflict with applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.15-2: Be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).	Potentially Significant Impact	Despite implementation of mitigation measures **TR-4.15-1** and **TR-4.15-2**, this impact would remain significant and unavoidable. **MM TR-4.15-1. VMT Reduction Projects** The County will work with State, regional, and local agencies to reduce regional VMT. Land use policies in the ESGVAP to improve and/or expand transit service, bicycle and pedestrian facilities, and transportation projects will help the region to achieve the projected decreases in regional VMT. The County will also collaborate with State and other agencies to explore the feasibility of new programs for reducing VMT, such as VMT fees. **MM TR-4.15-2. TDM Strategies.** Implementation of TDM strategies, where feasible and necessary based on project- and site-specific considerations, may include but are not limited to those identified below: 1. Increased Job Density 2. Provide Transit-Oriented Development 3. Commute Trip Reduction Marketing 4. Ridesharing Programs 5. Subsidized or Discounted Transit Program 6. End-of-Trip Bicycle Facilities 7. Employer-Sponsored Vanpool 8. Employee Parking Cash-Out 9. Limit Residential Parking Supply 10. Unbundle Residential Parking Costs from Property Cost 11. Provide Pedestrian Network Improvements	Significant and Unavoidable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
		12. Expand Bikeway Network 13. Extend Transit Network Coverage or Hours 14. Increase Transit Service Frequency 15. Implement Transit-Supportive Roadway Treatments 16. Provide Bus Rapid Transit	
Impact 4.15-3: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.15-4: Result in inadequate emergency access.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.15-5: When combined with other past, present, or reasonably foreseeable projects, conflict with applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.15-6: When combined with other past, present, or reasonably foreseeable projects, be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).	Potentially Significant Impact	Despite implementation of mitigation measure **TR-4.15-1** and **TR-4.15-2**, this cumulative impact would remain significant and unavoidable.	Significant and Unavoidable
Impact 4.15-7: When combined with other past, present, or reasonably foreseeable projects, substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.15-8: When combined with other past, present, or reasonably foreseeable projects, result in inadequate emergency access.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Tribal Cultural Resources			
Impact 4.16-1: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is: i) Listed or eligible for listing in the California Register, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k); or	Potentially Significant Impact	Implementation of mitigation measures **CR-4.5-2** through **CR-4.5-6** would reduce potential impacts to a less than significant level.	Less Than Significant Impact

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code § 5024.1(c). In applying the criteria set forth in Public Resources Code § 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe.			
Impact 4.16-2: When combined with other past, present, or reasonably foreseeable projects, **c**ause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is: i) Listed or eligible for listing in the California Register, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k); or ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code § 5024.1(c). In applying the criteria set forth in Public Resources Code § 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe.	Potentially Significant Impact	Implementation of mitigation measures **CR-4.5-2** through **CR-4.5-6** would reduce potential cumulative impacts to a less than significant level.	Less Than Significant Impact
Utilities and Service Systems			
Impact 4.17-1: Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.17-2: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.17-3: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.17-4: Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.17-5: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.17-6: Cause or contribute a cumulatively considerable contribution to a significant cumulative impact relating to the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.17-7: Cause or contribute a cumulatively considerable contribution to a significant cumulative impact relating to insufficient water supplies.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.17-8: Cause or contribute a cumulatively considerable contribution to a significant cumulative impact relating to inadequate wastewater treatment capacity.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.17-9: Cause or contribute a cumulatively considerable contribution to a significant cumulative impact relating to the generation of solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.17-10: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Wildfire			
Impact 4.18-1: Substantially impair an adopted emergency response plan or emergency evacuation plan.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.18-2: When combined with other past, present, or reasonably foreseeable projects, substantially impair an adopted emergency response plan or emergency evacuation plan.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable

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CHAPTER 1
Introduction

1.1 Project Overview

The County of Los Angeles (County), as Lead Agency pursuant to the California Environmental Quality Act (CEQA), is preparing a Draft Program Environmental Impact Report (Draft PEIR) for the proposed East San Gabriel Valley Area Plan (ESGVAP or Project). The Project is a community-based plan that is designed to focus on land use and policy issues that are specific to the unique characteristics and needs of the East San Gabriel Valley Planning Area (ESGV Planning Area) and its communities. The ESGVAP will include area-wide goals, policies, and implementation programs within nine different elements. The ESGVAP will include changes to land use designations and zoning in order increase residential density and commercial and mixed uses in areas near transit amenities.

1.2 Purpose of Environmental Impact Report

This Draft Program Environmental Impact Report (PEIR) has been prepared by the County to evaluate potential environmental effects that would result from implementation of the Project. This Draft PEIR has been prepared in conformance with the California Environmental Quality Act (CEQA) statute (California Public Resources Code Section 2100, et seq.) and its implementing guidelines (14 CCR 15000 et seq., hereinafter "CEQA Guidelines"). The ESGVAP constitutes a "Project" as defined in CEQA Guidelines Section 15378. Pursuant to Section 15367 of the State CEQA Guidelines, the County is the lead agency for the Project.

CEQA requires the preparation of an EIR for any project that a lead agency determines may have a significant impact on the environment. According to Section 21002.1(a) of CEQA:

> The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided.

CEQA also establishes mechanisms whereby the public and decision makers can be informed about the nature of the project being proposed and the extent and types of impacts that the project and its alternatives would have on the environment, if they were to be implemented. The basic purposes of CEQA are as follows (14 CCR 15002[a]):

1. Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities;

2. Identify the ways that impacts to the environment can be avoided or significantly reduced;
3. Prevent significant, avoidable impacts to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
4. Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

This Draft PEIR was prepared in accordance with CEQA Guidelines Section 15151, which defines the standards for EIR adequacy as follows:

> An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

This Draft PEIR is an informational document intended to disclose to the public and decision-makers the potential environmental impacts of the ESGVAP. The County, as the lead agency under CEQA, has prepared this Draft PEIR to document its analysis of the potential environmental impacts of the Project described in Chapter 3, *Project Description*, and the alternatives described in Chapter 5, *Project Alternatives*.

1.3 Type, Purpose, and Intended Uses of the PEIR

This Draft PEIR is intended to serve as a PEIR under CEQA. Although the legally required contents of a PEIR are the same as those of a Project EIR, PEIRs are typically more conceptual and may contain a more general or qualitative discussion of impacts, alternatives, and mitigation measures than a Project EIR. As provided in CEQA Guidelines Section 15168, a PEIR may be prepared on a series of actions that may be characterized as one large project. Use of a PEIR provides the County (as lead agency) with the opportunity to consider broad policy alternatives and program wide mitigation measures, and provides the County with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive basis. According to CEQA Guidelines Section 15168(a), a PEIR may be prepared on a series of actions that can be characterized as one large project and are related either:

(1) Geographically
(2) As logical parts in the chain of contemplated actions
(3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or

(4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

A PEIR is appropriate for the Project because it satisfies Section 15168(a). The Project area includes the unincorporated areas of Los Angeles County within the East San Gabriel Valley; would be under the County's rules, regulations, plans, and other general criteria; is carried out under one regulatory authority, the County. While the Project area includes a diverse array of existing land uses (e.g., urban, suburban, industrial, rural), the environmental effects of the Area Plan can be mitigated in similar ways, where changes from the existing land use designations and zoning to the proposed land use designations and zoning are similar.

Once a PEIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, if the PEIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the PEIR scope and additional environmental documents may not be required (14 CCR 15168[c]). When a PEIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the PEIR into the subsequent activities (14 CCR 15168[c][3]). If a subsequent activity would have effects that were not examined in the PEIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR (14 CCR 15168[c][1]). In this case, the PEIR still serves a valuable purpose as the first-tier environmental analysis. [1] The CEQA Guidelines encourage the use of PEIRs, citing five advantages in Section 15168(b):

(1) Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action,

(2) Ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis,

(3) Avoid duplicative reconsideration of basic policy considerations,

(4) Allow the Lead Agency to consider broad policy alternatives and program-wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts, and

(5) Allow reduction in paperwork.

The Project involves the implementation of an areawide plan, which serves as a policy document for the Planning Area. Site-specific and project-level details of future discretionary projects that may occur as a result of the implementation of the Proposed Project cannot be known at the time of preparation of this PEIR. The PEIR approach provides the appropriate level of analysis for the

[1] "Tiering" is defined in CEQA Guidelines § 15385 as referring "to the coverage of general matters in broader EIRs (such as on general plans or policy statements) with subsequent narrower EIRs or ultimately site-specific EIRs incorporating by reference the general discussions and concentrating solely on the issues specific to the EIR subsequently prepared. Tiering is appropriate when the sequence of EIRs is from a…program EIR to a program, plan, or policy EIR of lesser scope or to a site-specific EIR."

nature of the Project and the broad scale of impacts that would result from the ESGVAP and its associated policies.

1.4 Environmental Review Process

1.4.1 Notice of Preparation

The County has complied with the CEQA Guidelines by providing opportunities for early participation in the environmental review process. Specifically, in accordance with Section 15082(a) of the CEQA Guidelines, the County circulated a Notice of Preparation (NOP) for a 30-day public review. The NOP was sent to the State Clearinghouse, public agencies, special districts, responsible and trustee agencies, and other interested parties for a public review period that began on April 28, 2022, and ended on June 1, 2022 (CEQA Public Review and Scoping Period). The purpose of the NOP is to formally convey that the County, as the lead agency, solicited input regarding the scope and proposed content of the Draft PEIR.

Copies of the NOP were made available for electronic download on the County's website at https://planning.lacounty.gov/site/esgvap/ or https://planning.lacounty.gov/ceqa/notices (under "Advance Planning Projects").

The NOP included a description of the Project, identification of potential environmental impacts associated with Project approval and implementation, and an invitation to agencies and the public to review and comment on the NOP; the NOP and comments are provided in **Appendix A** of this Draft PEIR. Comments on the NOP were received from three (3) state agencies, five regional/local agencies, three (3) organizations, and one (1) tribe. The NOP comment letters, which contain environmental concerns, are listed in Table 2-1, along with a summary of the environmental issues raised and the Draft PEIR section(s) where the environmental issues are addressed.

TABLE 1-1
NOTICE OF PREPARATION AND COMMENT LETTERS SUMMARY

Commenter	Date Received	General Summary of Comments	Addressed in Section(s)
State Agencies			
Native American Heritage Commission	April 27, 2022	NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources under AB52 and SB18. Discuss impacts to tribal cultural resources in the environmental document.	This concern is addressed in **Section 4.16, Tribal Cultural Resources**, of the draft PEIR.
		Contact the appropriate regional California Historical Research Information System (CHRIS) Center for an archaeological records search. Prepare a report detailing findings and recommendations if a survey is required. Contact the NAHC for a Sacred Lands File search.	This concern is addressed in **Section 4.16, Tribal Cultural Resources**, of the draft PEIR.
		Include provisions for inadvertent discovery, disposition of recovered cultural items, and treatment and disposition of Native American human remains.	This concern is addressed in **Section 4.16, Tribal Cultural Resources**, of the draft PEIR.
California Department of Fish and Wildlife	May 31, 2022	The EIR should provide adequate and complete disclosure of the Project's potential impacts on biological resources.	This concern is addressed in **Section 4.4, Biological Resources**, of the draft PEIR.
		The EIR should analyze and discuss the Project's potential impact and cumulative impact on mountain lion. The EIR should discuss the Project's potential effect on any ongoing or planned habitat recovery and restoration efforts for mountain lion.	This concern is addressed in **Section 4.4, Biological Resources**, of the draft PEIR.
		If the Project or any Project-related activity will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, CDFW recommends that the Project proponent seek appropriate take authorization under CESA prior to implementing the Project.	This concern is addressed in **Section 4.4, Biological Resources**, of the draft PEIR.
		CDFW recommends the EIR discuss the Project's potential impact to the population and critical habitat of southwestern willow flycatcher and coastal California gnatcatcher. The EIR should also discuss the Project's potential impact on nesting birds and raptors within the Project site.	This concern is addressed in **Section 4.4, Biological Resources**, of the draft PEIR.
		In preparation of the EIR, CDFW recommends the EIR include a stream delineation and evaluation of impacts on any river, stream, or lake. The EIR should discuss the Project's potential impact on streams including impacts on associated natural communities.	This concern is addressed in **Section 4.4, Biological Resources**, of the draft PEIR.

Commenter	Date Received	General Summary of Comments	Addressed in Section(s)
		CDFW recommends that the EIR provide a discussion and analysis of Project impacts on these SEAs. CDFW also recommends the DRP include measures that require future projects to avoid development and encroachment onto these SEAs.	This concern is addressed in **Section 4.4, Biological Resources**, of the draft PEIR.
		CDFW recommends the EIR should discuss the Project's potential impact on bats and habitat supporting roosting bats.	This concern is addressed in **Section 4.4, Biological Resources**, of the draft PEIR.
		CDFW recommends the EIR discuss the Project's potential impacts on sensitive plant communities.	This concern is addressed in **Section 4.4, Biological Resources**, of the draft PEIR.
		CDFW recommends the DRP should avoid and minimize future development and encroachment onto sensitive trees and woodlands.	This concern is addressed in **Section 4.4, Biological Resources**, of the draft PEIR.
		CDFW recommends the DRP identify and prepare a map of the following areas if present within or adjacent to the Project site: agricultural land that will have zoning designation change as a result of the Project, conservation easements or mitigation lands, critical habitat, SEAs, wildflower reserve areas, wildlife corridors, sensitive natural communities, and aquatic and riparian resources.	This concern is addressed in **Section 4.2, Agriculture and Forestry Resources**, and **Section 4.4, Biological Resources**, of the draft PEIR.
		CDFW recommends the DRP require future projects to only use native species found in naturally occurring vegetation communities within or adjacent to the Project site.	This concern is addressed in the Natural Resources Element of the ESGVAP.
		CDFW recommends the EIR provide measures that require future projects to develop and implement an infectious tree disease management plan or provide mitigation measures, developed in consultation with an arborist to reduce the spread of tree insect pests and diseases.	This concern is addressed in the Natural Resources Element of the ESGVAP.
		CDFW recommends the EIR include a discussion as to the future project's use of herbicides, pesticides, and second-generation anticoagulant rodenticides to maintain a project's grounds in perpetuity.	This concern is addressed in the Natural Resources Element of the ESGVAP.
		The EIR should provide an adequate biological resources assessment, including a complete assessment and impact analysis of the flora and fauna within and adjacent to the Project site and where the Project may result in ground disturbance.	This concern is addressed in **Section 4.4, Biological Resources**, of the draft PEIR.

Commenter	Date Received	General Summary of Comments	Addressed in Section(s)
		CDFW recommends providing a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts.	This concern is addressed in **Section 4.4, Biological Resources**, of the draft PEIR.
		CDFW recommends the DRP consider configuring Project construction and activities, as well as the development footprint, in such a way as to fully avoid impacts to sensitive and special status plants and wildlife species, habitat, and sensitive vegetation communities.	This concern is addressed in **Section 4.4, Biological Resources**, of the draft PEIR.
		For proposed preservation and/or restoration, an EIR should include measures to protect the targeted habitat values from direct and indirect negative impacts in perpetuity.	This concern is addressed in the Natural Resources Element of the ESGVAP.
California Department of Transportation	June 2, 2022	Caltrans would request the study to provide trip generation, trip distribution and trip assignment estimates to the State facilities on/off-ramps and any arising inadequate weaving or queue spillback onto State facilities. Caltrans looks forward to reviewing these analyses.	This concern is addressed in **Section 4.15, Transportation**, of the draft PEIR.
		We encourage the Lead Agency to evaluate the potential of additional Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements.	This concern is addressed in the ESGV Mobility Action Plan (MAP).
		Caltrans also encourages the Lead Agency to promote alternative transportation. This will increase accessibility and decrease Greenhouse Gas Emissions, which supports Caltrans' mission to provide a safe and reliable transportation network that serves all people and respects the environment.	This concern is addressed in the ESGV Mobility Action Plan (MAP).
Regional/Local Agencies			
South Coast Air Quality Management District	May 24, 2022	Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.	This concern is addressed in **Section 4.3, Air Quality**, of the draft PEIR.

Commenter	Date Received	General Summary of Comments	Addressed in Section(s)
		South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds and localized significance thresholds (LSTs) to determine the Proposed Project's air quality impacts.	This concern is addressed in **Section 4.3, Air Quality**, of the draft PEIR.
		The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA operational thresholds to determine the level of significance.	This concern is addressed in **Section 4.3, Air Quality**, of the draft PEIR.
		If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment.	This concern is addressed in **Section 4.3, Air Quality**, of the draft PEIR.
		The California Air Resources Board's (CARB) Air Quality and Land Use Handbook: A Community Health Perspective is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory.	This concern is addressed in **Section 4.3, Air Quality**, of the draft PEIR.
		The South Coast AQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning includes suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. It is recommended that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions.	This concern is addressed in **Section 4.3, Air Quality**, of the draft PEIR.
		In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed.	This concern is addressed in **Section 4.3, Air Quality**, of the draft PEIR.

Commenter	Date Received	General Summary of Comments	Addressed in Section(s)
Los Angeles County Sanitation Districts	May 31, 2022	The Districts should review individual developments within the unincorporated communities to determine whether sufficient trunk sewer capacity exists to serve each project and if Districts' facilities will be affected by the project.	This concern is addressed in **Section 4.17, Utilities and Service Systems**, of the draft PEIR.
		In order to estimate the volume of wastewater the project will generate, go to www.lacsd.org, under Services, then Wastewater Program and Permits, select Will Serve Program, and scroll down to click on the Table 1, Loadings for Each Class of Land Use link for a copy of the Districts' average wastewater generation factors.	This concern is addressed in **Section 4.17, Utilities and Service Systems**, of the draft PEIR.
		The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities.	This concern is addressed in the Public Services and Facilities Element.
		In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG.	This concern is addressed in **Section 4.17, Utilities and Service Systems**, of the draft PEIR.
City of San Dimas	May 31, 2022	The DPEIR is not clear on the proposed changes for the Northeast San Dimas community. Please update the project description and maps to include changes to the properties within the Northeast San Dimas community.	This concern is addressed in the ESGV Communities Element.
		The DPEIR shall analyze the AM and PM peak periods as well as the average daily conditions for all study area locations, specifically for the proposed changes to the West San Dimas community which propose to increase density and population.	This concern is addressed in **Section 4.15, Transportation**, of the draft PEIR.
		The DPEIR shall provide a cumulative analysis, as it relates to density, traffic, noise and other associated impacts, that includes recently approved land use changes for Arrow Highway within the City of Glendora.	This concern is addressed for each environmental topic area in **Sections 4.1** through **4.18** of the draft PEIR.

Commenter	Date Received	General Summary of Comments	Addressed in Section(s)
		Proposed land use and zone changes for the Southwest corner of Arrow Highway and South Valley Center shall be consistent with properties located in the City of Glendora along the north side of Arrow Highway, which allow up to 25 dwelling units per acre and up to three stories or 35 feet in height. As proposed, the land use changes would double the density and height limit than what is allowed on the north side of Arrow Highway, which may result in significant impacts and inconsistent land use planning.	This concern is addressed in **Section 4.10, Land Use and Planning,** of the draft PEIR.
		The City of San Dimas strongly recommends not changing the Land Use changes (H9 to CG) or Zone changes (R-A to C-1) for properties along San Dimas Canyon Road or Juanita/Damien.	This recommendation is noted.
		Consider changing the property addressed 750 E. Foothill Boulevard, which has an existing H9 – Residential Land Use designation to Commercial to continue the existing land use and zoning designation to the east. However, we only recommend this change if the uses allowed would be compatible with the uses allowed within our CH- Commercial Highway zone.	This recommendation is noted.
		The City of San Dimas strongly recommends that all property owners within 500 feet of the affected properties be notified of all community meetings, availability of environmental documents, and public hearings to allow appropriate opportunity for community engagement and voice any concerns they may have.	This recommendation is noted.
Los Angeles County Sheriff	June 1, 2022	The proposed amendments may significantly affect the level of service required by our Station personnel when a proposed project within the proposed ESGVA Plan is contemplated. There may be a significant increase in housing and enhancement of commercial and residential development within nearby major transit stops, high-quality transit areas, and major intersections resulting in population growth. Various re-zoning changes, adjustment of boundaries to regulate heigh and protection of significant ridgelines, and provision of public communal space in new development, cumulatively may contribute to a significant increase in law enforcement required to maintain the current level of service.	This concern is addressed in **Section 4.13, Public Services,** of the draft PEIR.

Commenter	Date Received	General Summary of Comments	Addressed in Section(s)
		The Department recommends that the County require that future projects within the ESGVA Plan meet the general principles of Crime Prevention through Environmental Design. Upon future development within the ESGVA Plan area, the Department's Contract Law Enforcement Bureau shall be informed during the planning phases so that potential impacts and its cost implications to our resources, operations, and law enforcement service may be properly re-evaluated and amended as necessary.	This concern is addressed in the ESGV Community Character and Design Element.
Los Angeles County Metropolitan Transportation Authority	June 2, 2022	The Plan and PEIR should include updated information on existing and planned transit services and facilities within the Plan area. In particular, Metro's NextGen Bus Plan (completed in December 2021) should be used as a resource to determine the location of high-frequency bus services and stops within the Plan area. Please also refer to Metro's 2020 Long Range Transportation Plan and Measure M Expenditure Plan.	This concern is addressed in the ESGV Mobility Action Plan (MAP).
		The PEIR's transportation section should analyze potential impacts on Metro facilities within the Plan area, and identify mitigation measures or project design features as appropriate. Metro recommends reviewing the Metro Adjacent Development Handbook to identify issues and best practices for development standards arising from adjacency to Metro infrastructure. In addition, Metro recommends that the Plan include a policy encouraging applicants to coordinate with Metro during the County's Planning review if the subject parcel is within a 100-foot buffer of Metro infrastructure. Such projects should also comply with the Adjacent Development Handbook.	This concern is addressed in **Section 4.15, Transportation,** of the draft PEIR.
		Metro strongly recommends that the County review the Transit Supportive Planning Toolkit which identifies 10 elements of transit-supportive places and, applied collectively, has been shown to reduce vehicle miles traveled by establishing community-scaled density, diverse land use mix, combination of affordable housing, and infrastructure projects for pedestrians, bicyclists, and people of all ages and abilities.	This recommendation is noted.
		Metro supports development of commercial and residential properties near transit stations and understands that increasing development near stations represents a mutually beneficial opportunity to increase ridership and enhance transportation options for the users of developments. Metro encourages the County and Applicant to be mindful of the Project's proximity to Metro rail stations, including orienting pedestrian pathways towards the station.	This concern is addressed in the ESGV Mobility Action Plan (MAP).

Commenter	Date Received	General Summary of Comments	Addressed in Section(s)
		Metro strongly encourages the installation of wide sidewalks, pedestrian lighting, a continuous canopy of shade trees, enhanced crosswalks with ADA-compliant curb ramps, and other amenities along all public street frontages of the development site to improve pedestrian safety and comfort. The County should consider requiring the installation of such amenities as part of the conditions of approval of projects within the Plan area.	This concern is addressed in the ESGV Mobility Action Plan (MAP).
		The Plan should address first-last mile connections to transit, encouraging development that is transit accessible with bicycle and pedestrian-oriented street design connecting transportation with housing and employment centers.	This concern is addressed in the ESGV Mobility Action Plan (MAP).
		Metro encourages the County to promote bicycle use through adequate short-term bicycle parking, such as ground-level bicycle racks, as well as secure and enclosed long-term bicycle parking, such as bike lockers or a secured bike room, for guests, employees, and residents. Bicycle parking facilities should be designed with best practices in mind, including: highly visible siting, effective surveillance, easy to locate, and equipment installed with preferred spacing dimensions, so they can be conveniently accessed. Additionally, the Plan should help facilitate safe and convenient connections for pedestrians, people riding bikes, and transit users to/from the destinations within the Plan area.	This concern is addressed in the ESGV Mobility Action Plan (MAP).
		Wayfinding signage should be considered as part of the Plan to help people navigate through the Plan area to all modes of transportation. Any temporary or permanent wayfinding signage with content referencing Metro services, or featuring the Metro brand and/or associated graphics (such as bus or rail pictograms) requires review and approval by Metro Art & Design.	This concern is addressed in the ESGV Mobility Action Plan (MAP).
		Metro Arts & Design encourages the thoughtful integration of art and culture into public spaces and should be consulted for any proposals for public art and/or placemaking facing Metro ROW.	This concern is addressed in the Community Character and Design Element.
		With an anticipated increase in traffic, Metro encourages an analysis of impacts on non-motorized transportation modes and consideration of improved non-motorized access to the Plan area and nearby transit services, including pedestrian connections and bike lanes/paths. Appropriate analyses could include multi-modal LOS calculations, pedestrian audits, etc.	This concern is addressed in **Section 4.15, Transportation,** of the draft PEIR.

Commenter	Date Received	General Summary of Comments	Addressed in Section(s)
		Metro encourages the incorporation of transit-oriented, pedestrian-oriented parking provision strategies such as the reduction or removal of minimum parking requirements for specific areas and the exploration of shared parking opportunities. These strategies could be pursued to reduce automobile-orientation in design and travel demand.	This recommendation is noted.
Organizations			
Puente Hills Habitat Preservation Authority	May 25, 2022	Please include the following species when evaluating potential project impacts: the federally threatened Coastal California Gnatcatcher (*Polioptila californica*), western spadefoot (*Spea hammondii*; CDFW Species of Special Concern), and all special status bat species with potential to occur in the region. For example, 11 species of bats occur on the Puente Hills Preserve, which overlaps the ESGVAP, of which several are special status species: pallid bat (*Antrozous pallidus*), western mastiff bat (*Eumops perotis californicus*), hoary bat (*Lasiurus cinereus*), western yellow bat (*Lasiurus xanthinus*), Yuma myotis (*Myotis yumanensis*), and pocketed free-tailed bat (*Nyctinomops femorosaccus*) (Remington 2006).	This concern is addressed in **Section 4.4, Biological Resources,** of the draft PEIR.
		The East San Gabriel Valley Area Plan (ESGVAP) includes Critical Habitat for the Coastal California Gnatcatcher as designated by the United States Fish and Wildlife Service. Portions of Critical Habitat Units 9 and 12 overlap with and/or are adjacent to unincorporated ESGVAP communities, and therefore there is the potential for future projects to impact this species and its habitat. Please include an evaluation of potential impacts to this species and its designated critical habitat in the PEIR.	This concern is addressed in **Section 4.4, Biological Resources,** of the draft PEIR.
		Please thoroughly evaluate checklist item (c) (impacts to wetlands) and impacts to wildlife corridors separately in the PEIR.	This concern is addressed in **Section 4.4, Biological Resources,** of the draft PEIR.
		Future projects have the potential to impact landscape connectivity for wildlife by further constraining the linkage between open space in this area. Please consider incorporating wildlife specific crossing structures as mitigation for potential impacts to wildlife movement corridors resulting from ESGVAP implementation, particularly increased development and increased traffic resulting from that development.	This concern is addressed in **Section 4.4, Biological Resources,** of the draft PEIR.

Commenter	Date Received	General Summary of Comments	Addressed in Section(s)
		Please consider changing the Land Use Designation for the following areas/parcels to Open Space-Conservation (OS-C), accompanied by a compatible zoning update, to reflect their location within the Puente-Chino Hills Wildlife Corridor and proximity to adjacent Open Space-Conservation lands: Rowland Heights- the southwestern portion, also known as the Aera property (APNs 8269-001-016 and 8269-001-004). Hacienda Heights- the International Buddhist Progress Society parcel (APN 8204-036-021).	This recommendation is noted.
		Pg. 2, Organization: Typo identified in italics- "The Natural Resources, Conservation, and Open Space Element is divided into ~~three~~ *four* separate sections."	This typo in the Initial Study is noted.
		Pg. 2, Section 1. Open Space Resources: Consider revising the following sentences: "Open space resources consist of largely undeveloped publicly- and privately-held lands and waters preserved in perpetuity for *conservation, education and passive recreation, which may include trails for hiking, biking, and equestrians* ~~open space, recreational, and educational use.~~ The lands also generally contain biological, water and scenic resources. ~~The primary goal of open space lands is conservation and passive recreation, which may include trails for hiking, biking, and equestrians.~~"	This recommendation is noted.
		Pg. 3, Public Joint Powers Authorities: Joint Powers Authorities are local government agencies. For example, WCCA and the Habitat Authority are not considered nonprofit 501c3 organizations – however, like all government they are not for profit agencies. Please re-word this section accordingly.	This request for clarification is noted.
		Pg. 3, Public Joint Powers Authorities, Puente Hills Habitat Preservation Authority (PHHPA): "The land is almost entirely designated as Very High *Fire* Hazard Severity Zone […]" Our agency has restored almost 250 acres of habitat to improve its ecological value and facilitate wildlife movement. Please also consider including information about the diversity of biological resources on the lands managed by the Habitat Authority. For example: "To date, the PHHPA manages 3,880 acres of preserved public open space *including habitat for many sensitive and threatened species of plants and animals*."	This recommendation is noted.

Commenter	Date Received	General Summary of Comments	Addressed in Section(s)
		Pg. 9, Open Space, Goals and Policies: The proposed Goals and Policies for the Open Space subsection are heavily focused on trails, access and recreation, which diverts focus from conservation and natural resources expected to be addressed in this Open Space section. Much of the information in this subsection is redundant with the Parks and Recreation Element, where it is more appropriately focused.	This recommendation is noted.
		Pg. 12, Open Space, Goal 5: Open spaces and trails are managed to ensure habitat protection. The Habitat Authority appreciates that consideration is given towards avoiding impacts of recreation on sensitive natural resources demonstrated by the policies listed under this goal. However, we would like to point out that the ability to implement these policies becomes logistically infeasible as trail connectivity and access is increased as advocated in the previous goals and policies. Please address these limitations in the Implementation Actions & Programs section, or elsewhere as appropriate.	This concern is addressed in the Parks and Recreation Element.
		Pg. 19, Biological Resources, Coastal Sage Scrub: The ESGVAP includes Critical Habitat for the Coastal California Gnatcatcher as designated by the United States Fish and Wildlife Service. Please include this information in this section.	This concern is addressed in **Section 4.4, Biological Resources,** of the draft PEIR.
		Pg. 27, Biological Resources, Wildlife Vehicle Collisions: “Puente Hills Habitat *Preservation* Authority”	This correction is noted.
		General comment: Consideration must be given to how expanded trail access will impact lands outside the planning area (e.g., by increasing maintenance requirements of other organizations on interconnected trails, and increasing the demand for law enforcement services on interconnected trails).	This concern is addressed in **Section 4.14, Recreation,** of the draft PEIR.
		General comment: Consideration must be given to how additional trailheads will impact the immediately adjacent neighborhoods and residences (e.g., decreased residential parking, and increased vehicular traffic, noise, after-hours activity, litter, etc.)	This concern is addressed in **Section 4.14, Recreation,** of the draft PEIR.
		Pg. 3, last paragraph: “There are also other park spaces which are owned and operated by cities, conservancies, and state and federal agencies.” Please add Joint Powers Authorities to this list.	This recommendation is noted.

Commenter	Date Received	General Summary of Comments	Addressed in Section(s)
		Pg. 12, Goal P/R 1: "Enhanced active and passive park and recreation opportunities for all users" Please include mention that any programming does not conflict with surrounding land uses and operations, and is considerate of biological values.	This recommendation is noted.
Los Angeles Conservancy	May 26, 2022	The ESGVAP should include a full historic resources survey to evaluate potential adverse impacts and leverage existing community assets.	This concern is addressed in the Land Use Element of the Area Plan. See Policy LU-6.3.
		The Draft EIR should fully analyze and incorporate existing historic resources.	This concern is addressed in **Section 4.5, Cultural Resources**, of the draft PEIR.
		The Conservancy requests a meeting with the Project team.	The commenter's request is acknowledged.
Los Angeles County Library	June 2, 2022	LA County Library currently provides services to the residents in the project location. Any residential land use changes could allow for future residential development projects which would create an increase in population and subsequently increase the demand for library services. LA County Library requests that technical reports related to residential land use and impact to public services, particularly libraries, be included in the environmental document for the Library's review.	This concern is addressed in **Section 4.13, Public Services**, of the draft PEIR.
Tribes			
Yuhaaviatam of San Manuel Nation	June 13, 2022	Several spaces within this proposal are within Serrano ancestral territory and because of that we request more detailed maps for the Northeast San Dimas, East San Dimas, North Pomona, West Claremont, and North Claremont project areas to determine if they overlap any known cultural resources or spaces with high sensitivity for cultural resources.	This concern is addressed in **Section 4.16, Tribal Cultural Resources**, of the draft PEIR.
		The project is located within Serrano ancestral territory, and the area for the project is of interest, but Tribe sees no conflicts with the zoning changes at this time. However, when specific projects are planned and implemented, YSMN might have comments and/or request formal consultation with the Lead Agency pursuant to CEQA (as amended, 2015) and CA PRC 21080.3.1. This communication concludes YSMN's input on this project, at this time, and no additional consultation under SB18 is required.	The commenter's statement that no additional consultation is requested is acknowledged.

1.4.2 Scoping Meeting

Pursuant to CEQA Statute Section 21083.9 and CEQA Guidelines Section 15082(c), the lead agency is required to conduct at least one scoping meeting for all projects of state-wide, regional, or area-wide significance, as outlined in Section 15206 of the CEQA Guidelines. The scoping

meeting is for jurisdictional agencies and interested persons or groups to provide comments regarding, but not limited to, the range of actions, alternatives, mitigation measures, and environmental impacts to be analyzed.

CEQA Guidelines Section 15083 provides that a "Lead Agency may also consult directly with any person or organization it believes will be concerned with the environmental effects of the project." Scoping is the process of early consultation with affected agencies and the public prior to completion of a Draft EIR. Section 15083(a) states that scoping can be "helpful to agencies in identifying the range of actions, alternatives, mitigation measures, and significant effects to be analyzed in depth in an EIR and in eliminating from detailed study issues found not to be important." Scoping is an effective way to bring together and consider the concerns of affected State, regional, and local agencies, the project proponent, and other interested persons (CEQA Guidelines Section 15083[b]). The purpose of scoping is to determine the scope of information and analysis to be included in an EIR and, thereby, to ensure that an appropriately comprehensive and focused EIR will be prepared that provides a firm basis for informed decision-making.

On March 4, 2020, the Governor proclaimed a State of Emergency in California as a result of the threat of COVID-19. On March 17, 2020, the Governor issued Executive Order N-29-20 (superseding the Brown Act-related provisions of Executive Order N-25-20 issued on March 12, 2020), which allows a local legislative body to hold public meetings via teleconferencing and to make public meetings accessible telephonically or otherwise electronically to all members of the public seeking to observe and to address the local legislative body. Therefore, the Project's Scoping Meeting was held online, through a webinar type format, with the option to participate by telephone only. The County hosted the virtual Scoping Meeting on Tuesday, May 10, 2022, from 6:00 p.m. to 8:00 p.m. Registration was made available through the County's website at https://planning.lacounty.gov/site/esgvap/ and language translation was made available.

At the conclusion of the presentation, attendees of the webinar were able to provide comments and questions about the Project to County staff and the project consultants during the question and answer portion of the meeting.

1.4.3 Scope of PEIR

Preparation of the Draft EIR follows and is informed by the scoping process. Article 9 of the CEQA Guidelines (14 Cal. Code Regs. §§ 15120–15132) establishes the required contents of an EIR. These are summarized below.

(1) **Table of contents or an index:** A table of contents is provided.

(2) **Summary:** An executive summary is provided.

(3) **Environmental Setting:** The environmental setting is described from a regional and local perspective in Chapter 2, *Environmental Setting*.

(4) **Project Description:** A description of the Project is provided in Chapter 3, *Project Description*.

(5) **Analysis of impacts of the proposed project:** Potential impacts of the Project are described in Chapter 4, *Environmental Analysis*.

(6) **Consideration and discussion of mitigation measures proposed to minimize potential significant impacts:** Mitigation measures are proposed to minimize potential significant impacts (see, e.g., Table ES-1, *Summary of Proposed Environmental Impacts, Mitigation Measures, and Level of Significance After Mitigation*).

(7) **Consideration and discussion of alternatives to the proposed project, including a No Project Alternative:** The alternatives development screening process, alternatives rejected from detailed consideration, and the alternatives evaluated in detail in this EIR are described in Chapter 5, *Project Alternatives*.

(8) **Organizations and persons consulted:** Federal, state, and local agencies; Tribal entities and members; and organizations and individuals consulted pursuant to the preparation of this Draft PEIR are identified in Chapter 7, *Report Preparation*.

Impacts Considered Less Than Significant

Two environmental factors have been identified as having less than significant impacts if the Project is implemented. These impacts were analyzed in the Initial Study (Appendix A):

- Geology and Soils
- Mineral Resources

Potentially Significant Adverse Impacts

Eighteen environmental factors have been identified as potentially significant impacts if the Project is implemented. Therefore, these impacts are analyzed in this Draft PEIR:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Population and Housing
- Public Services
- Recreation
- Transportation

- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Significant Unavoidable Adverse Impacts

This Draft PEIR identifies significant and unavoidable adverse impacts, as defined by CEQA, which would result from implementation of the Project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. If the County, as the Lead Agency, determines that unavoidable significant adverse impacts will result from the Project, the County must prepare a "Statement of Overriding Considerations" before it can approve the Project. A Statement of Overriding Considerations states that the decision-making body has balanced the benefits of the Project against its unavoidable significant environmental impacts and has determined that the benefits of the Project outweigh the adverse effects. Therefore, the adverse effects are considered to be acceptable. The following impacts were found in the Draft PEIR to be significant and unavoidable:

- Aesthetics
- Air Quality
- Biological Resources
- Noise
- Transportation

1.4.4 Public Review of the Draft PEIR

In accordance with the CEQA Guidelines, the Draft PEIR is distributed to responsible and trustee agencies, other affected agencies, bordering municipalities, interested parties, and all parties who requested a copy of the Draft PEIR for a 45-day public review period. A notice announcing the availability (Notice of Availability) of the Draft PEIR was published in the following local newspapers: The Pasadena Star News, The San Gabriel Valley Daily Tribune, La Opinion, and World Journal. The 45-day public review period of the Draft PEIR began on Monday, February 27, 2023, and ends on Wednesday, April 12, 2023. Comments on the Draft PEIR from public agencies (including responsible and trustee agencies), bordering municipalities, interested parties, and the general public will be accepted during the 45-day public review period.

Written comments would need to be received by the County on or before Wednesday, April 12, 2023, at 5:00 p.m. Written comments could be provided via email to commplan@planning.lacounty.gov, or by mail to:

Mi Kim | Senior Regional Planner
Los Angeles County Department of Regional Planning
320 W. Temple Street, Room 1362 | Los Angeles, California 90012

The Draft PEIR can be viewed or downloaded at the County's website at http://planning.lacounty.gov/site/esgvap.

The County will review all substantive comments received during the review period and provide written responses in a Final PEIR. The Final PEIR will be made available to agencies and the public and will provide a basis for agency decision-making.

1.4.5 Public Hearings

After the end of the Draft PEIR's public review period, the County will prepare a Final PEIR for consideration by the public and the County of Los Angeles Regional Planning Commission and Board of Supervisors. The Final PEIR will include comments received on the Draft PEIR, written responses to substantive comments received, a list of commenters, and identification of revisions to the PEIR made in response to the comments received. The Planning Commission and Board of Supervisors will review and consider the Final PEIR before taking action on the Project.

1.4.6 Findings of Fact and Decision-Making

After publication of the Final PEIR and before deciding whether to certify the PEIR or approve, modify, or deny the Project, the County will make the following findings regarding each significant impact consistent with Public Resources Code § 21081:

(1) Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment;

(2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency; or

(3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

With respect to any significant effects that are subject to the third finding, the County must find that specific overriding economic, legal, social, technological, or other benefits of the Project outweigh its potential to result in significant unavoidable adverse effects on the environment before it could approve the Project. A statement of overriding considerations would not otherwise be required.

1.5 Lead, Responsible, Reviewing and Trustee Agencies

Los Angeles County has approval authority over the Project. Approval from other public agencies is not required. The County Board of Supervisors would certify the Final PEIR, and adopt the ESGVAP.

Lead Agency

- Los Angeles County
  320 West Temple Street
  Los Angeles, CA 90012

Responsible Agencies

- Los Angeles Regional Water Quality Control Board
- Army Corps of Engineers

Reviewing Agencies

- National Forest
- United States Fish and Wildlife Service

Trustee Agency

- California Department of Fish and Wildlife

1.6 Incorporation by Reference

All documents cited or referenced are incorporated into the PEIR in accordance with CEQA Guidelines Sections 15148 and 15150, including but not limited to the following:

- 2020–2045 Connect SoCal (Regional Transportation Plan/Sustainable Communities Strategy), SCAG (2020)
- County of Los Angeles 2045 Climate Action Plan Draft Program EIR, County of Los Angeles, Department of Regional Planning (2022)
- County of Los Angeles Bicycle Master Plan, County of Los Angeles, Department of Public Works (2012)
- County of Los Angeles Draft Safety Element Update, County of Los Angeles, Department of Regional Planning (2021)
- County of Los Angeles 2035 General Plan, County of Los Angeles, Department of Regional Planning (2015)
- County of Los Angeles General Plan 2035 EIR County of Los Angeles, Department of Regional Planning (June 2014)
- Draft East San Gabriel Valley Mobility Action Plan, County of Los Angeles, Department of Regional Planning (2022)
- East San Gabriel Valley Active Transportation Plan, County of Los Angeles, Department of Public Works (2020)
- Hacienda Heights Community Plan, County of Los Angeles, Department of Regional Planning (2011)
- Los Angeles County Housing Element Update Program EIR, Department of Regional Planning (2021)

- Los Angeles County Housing Element Update Program EIR, Department of Regional Planning (2021)
- Los Angeles County Traffic Impact Analysis Guidelines, Department of Public Works
- Los Angeles Countywide Sustainability Plan, Department of Regional Planning (2019)
- Rowland Heights Community Plan, County of Los Angeles, Department of Regional Planning (2008)
- Step by Step, Los Angeles County, Department of Public Health (2019)
- Unincorporated Los Angeles County Community Climate Action Plan 2020, Department of Regional Planning (2015)
- Vision Zero, County of Los Angeles, Departments of Public Health and Public Works (2019)
- Zoning Ordinance, Title 22, Los Angeles County Code (2021)

In each instance where a document is incorporated by reference for purposes of this Draft PEIR, the Draft PEIR shall briefly summarize the incorporated document, or briefly summarize the incorporated data if the document cannot be summarized. In addition, the Draft PEIR shall explain the relationship between the incorporated part of the referenced document and the Draft PEIR.

This Draft PEIR relies upon previously adopted regional and statewide plans and programs, agency standards, and background studies in its analyses. All of the County documents that are incorporated by reference, are available for review online at http://planning.lacounty.gov/. Members of the public may contact the Department of Regional Planning at commplan@planning.lacounty.gov or at 231.974.6425 for assistance in locating the documents.

1.7 Organization of the Draft PEIR

This PEIR is organized as indicated in the Table of Contents and as summarized below:

- **Executive Summary.** The Executive Summary summarizes the Project, purpose and uses of the PEIR, Project impacts and mitigation measures, alternatives to the Project and impact comparisons, and areas of controversy and issues to be resolved.
- **Chapter 1, Introduction.** The Introduction introduces the Project; the purpose of the PEIR; the CEQA process, including program-level analysis and tiering; and the scope and organization of the PEIR.
- **Chapter 2, Environmental Setting.** Chapter 2 describes the environmental setting pertinent to the ESGVAP discussing Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Greenhouse Gas, Hazards/Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Noise, Population/Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire. Each of the sections describe relevant local and regional environmental setting information and the regulatory setting of the resource topics considered.

- **Chapter 3, Project Description.** The Project Description describes the Project area, Project purpose and objectives, the background for the ESGVAP and its relationship to the General Plan, the contents of the ESGVAP, and what approvals would be required (including environmental review and consultation).
- **Chapter 4, Environmental Analysis.** Chapter 4 introduces the environmental analysis and provides a detailed evaluation of potential impacts of the ESGVAP to Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Greenhouse Gas, Hazards/Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Noise, Population/Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire. Each of the environmental analysis sections describe significance criteria considered, methodology and significance thresholds used, documents the analysis of the Project's potential impacts, and includes any applicable mitigation measures.
- **Chapter 5, Project Alternatives.** Chapter 5 describes the alternatives development and screening process and outcome, describes the potential alternatives carried forward for detailed analysis as well as those that were rejected from detailed consideration, compares the alternatives analyzed in detail (including the No Project Alternative), and discusses the Environmentally Superior Alternative.
- **Chapter 6, Other CEQA Considerations.** Chapter 6 documents the County's consideration of growth-inducing impacts, energy impacts, significant irreversible environmental changes, significant unavoidable impacts, and effects not found to be significant that may result if the ESGVAP is approved and implemented.
- **Chapter 7, Report Preparation.** Chapter 7 identifies those who participated in the preparation of the PEIR, including County personnel and consultants, as well as the organizations and persons who were consulted during the preparation of the PEIR. This chapter also identifies the reference materials relied upon preparing the PEIR, except for the project-specific technical studies prepared specifically for the Project, which studies are included in Appendices. Copies of cited reference material are available in the locations identified in the Notice of Availability of the Draft PEIR.
- **Appendices.** The Appendices contain the Notice of Preparation and Initial Study, Project-specific documents relating to the scoping process, and Project-specific technical information relied upon in the drafting of the PEIR.

1.8 Mitigation Monitoring Procedures

State CEQA Guidelines Section 15097 requires that the mitigation measures and revisions to the Project identified in the PEIR are implemented. Therefore, CEQA requires that the lead agency must adopt a program for monitoring or reporting on the required revisions and the measures it has imposed to mitigate or avoid significant environmental effects. The Mitigation Monitoring and Reporting Program for the Proposed Project will be completed as part of the Final PEIR, prior to consideration of the Project by the County Regional Planning Commission and Los Angeles County Board of Supervisors.

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CHAPTER 2
Environmental Setting

2.1 Introduction

Located in County of Los Angeles (County), the East San Gabriel Valley Planning Area (ESGV Planning Area) comprises 24 unincorporated communities that offer a diversity of residents, geographies, and community needs that need to be adequately and appropriately planned for. The proposed East San Gabriel Valley Area Plan (ESGVAP or Project) would strive to conserve the residential character of its communities while at the same time, grow sustainably into a dynamic regional hub that provides diverse options for housing, shopping, entertainment, recreation, and services for its residents, workers, and visitors.

This environmental setting chapter describes existing development patterns and land uses in the ESGV Planning Area to characterize baseline conditions. Section 2.2, *Regional Setting*, describes the population and demographics of the ESGV Planning Area, identifies major travel corridors, regional transit systems, and priority areas for transportation infrastructure improvements. Section 2.2.5, *Regional Land Use Issues*, provides a high-level synopsis of land use issues and challenges in the ESGV Planning Area derived from the existing conditions analysis and input received by stakeholder and community members. Key issues in the ESGV Planning Area stem from the predominately single-family land use pattern, which offers few alternatives for housing to fulfill the needs of the demographically and ethnically diverse resident population, and few locations to place amenities and services close to neighborhoods to achieve walkable communities. As such, the prevalent issues derived from having few housing options and lack of land use diversity include lack of housing affordability, overcrowding, traffic congestion, and air quality issues. These issues are not unique to the ESGV Planning Area and are found in suburban communities throughout California and the United States. These very issues are catalyzing a reshaping of American communities toward more walkable, sustainable land use patterns that are essential for communities to survive and thrive in the decades to come.

Section 2.3, *General Plan Land Use and Zoning*, discusses the policy framework of the Los Angeles County General Plan (General Plan) and identifies the General Plan's Guiding Principles. This section describes the General Plan land use and zoning designations in the ESGV Planning Area and provides a detailed map of the existing land use designations. This section discusses the importance of Significant Ecological Areas (SEAs) and provides maps of the existing SEAs designated within the ESGV Planning Area. In addition, the County identifies that approximately 38 percent of the census tracts in the ESGV Planning Area are designated as disadvantaged communities, maps the locations of the disadvantaged communities, and discusses

the Green Zones Program, which addresses environmental justice by promoting equitable development and reducing neighborhood health disparities. Across the County, land use and design preferences are shifting, living costs are increasing, and development pressures are rising. A key element of the ESGVAP planning process involves developing land use goals and policies, as well as reviewing land use designations, regulations, and community design requirements to respond to these pressures and improve overall well-being for community members (DRP 2019a).

In Section 2.4, *Local Setting*, the County characterizes the 24 unincorporated communities included in the ESGV Planning Area, describing the communities' size, population, population density, predominant land uses, and other features. Existing conditions maps for the 24 unincorporated communities are included in **Appendix B**, *ESGVAP Existing Conditions Community Maps*. The existing conditions maps depict the planning area, rezoning sites, underutilized and vacant parcels, bike lanes and equestrian districts, the East San Gabriel Valley Active Transportation Plan (ESGVATP) corridors, railroads and major transit stops, High Quality Transit Areas (HQTAs), disadvantaged communities, buffers around shopping centers and parks, SEAs, fire hazard and flood zone areas, public facilities and amenities, opportunity areas, and land use designations. Recommendations from precedent planning studies and regional guidance point to the need to target growth toward existing and proposed transit and active transportation investments and to diversify land uses to support residential needs and access to daily goods within walking distance. At the same time, growth is discouraged within hazard areas, such as in high fire hazard zones, as well as in ecologically sensitive areas, not only to protect residents and biodiversity, but also to preserve the pristine environment and open space areas.

2.2 Regional Setting

The ESGV Planning Area comprises 24 unincorporated communities surrounded by 13 cities. The ESGV Planning Area has a total land area of approximately 32,826 acres (or 51.29 square miles of unincorporated areas). The ESGV Planning Area is characterized by rolling, dry hills framing the lowland valley. The San Gabriel River and Interstate (I-) 605 (also called San Gabriel River Freeway) form the western boundary of the ESGV Planning Area. The Puente Hills, with areas of open space and habitat form the southern boundary. The steep slopes and urban-wildland interface with the San Gabriel Mountains and Angeles National Forest form the northern extent of the ESGV Planning Area. The region is heavily traversed by east-west transportation routes and corridors, with a few major north/south directional routes. The landform is characterized by highly varied topographies (DRP 2019a).

2.2.1 Population and Demographics

The ESGV Planning Area communities contain several unpopulated or minimally populated communities, which may distort the density calculations for all the communities. As of 2018, the total population of the ESGV Planning Area communities was approximately 245,181. The population densities per square mile range from South San Jose Hills, which is significantly denser than the average at 14,123 people per square mile, to Glendora Islands, which is significantly less dense than the average, at 18 people per square mile. The denser communities

also include South El Monte, West Puente Valley, Charter Oak, Covina Islands, Valinda, East Irwindale, and North Pomona, ranging from 10,667 to 13,182 people per square mile (DRP 2019b). Several communities have a strong equestrian culture, with equestrian trails running through the valley and hillsides.

The ESGV Planning Area communities consist of a broad range of demographics. The predominant ethnicities in the East San Gabriel Valley unincorporated communities are Hispanic, Non-Hispanic Asian, and Non-Hispanic White. The more populated communities, such as Covina Islands, East Irwindale, Rowland Heights, Hacienda Heights, South San Jose Hills, Valinda, and West Puente Valley are more diverse and have a larger share of Hispanic residents. High percentages of Hispanic residents reside in Unincorporated South El Monte (90 percent), South San Jose Hills (86 percent), West Puente Valley (86 percent), Avocado Heights (83 percent), Pellissier Village (80 percent), Unincorporated North Whittier (79 percent), Valinda (77 percent), East Irwindale (74 percent), and Covina Islands (72 percent). The highest percentages of Non-Hispanic Asian residents are concentrated in Rowland Heights (61 percent) and Hacienda Heights (38 percent). The highest percentages of Non-Hispanic White residents are concentrated in East Azusa (68 percent), West Claremont (60 percent), and North Claremont (52 percent) (DRP 2021b).

The ESGV Planning Area communities are made up of residents of all ages. At least 19 percent of residents are children, higher than Los Angeles County (12 percent). Communities with the highest percentage of children include Unincorporated South El Monte (33 percent), Walnut Islands (31 percent), and South San Jose Hills (30 percent). Communities with the highest percentage of seniors include East Azusa (25 percent), West San Dimas (25 percent), North Pomona (24 percent), West Claremont (24 percent), and Northeast La Verne (23 percent). Communities with the lowest percentage of seniors include South El Monte (9 percent), South San Jose Hills (10 percent), and Covina Islands (10 percent). By comparison, the percentage of senior residents in Los Angeles County is approximately 14 percent (DRP 2021b).

The ESGV Planning Area communities employed approximately 35,951 workers in 2020. Employed residents in the ESGV Planning Area communities have slightly lower levels of formal educational attainment compared to Los Angeles County. Approximately 27.1 percent of employed residents have received a bachelor's degree or higher, compared to 29.6 percent in Los Angeles County. Employed residents in the ESGV Planning Area communities without a high school diploma account for 24.1 percent of the population aged 30 or older—a higher share than in unincorporated Los Angeles County (BAE 2021). Workers in these communities are most represented in the following industries: retail (14.5 percent), wholesale trade (12.6 percent), educational services (11.6 percent), manufacturing (9.5 percent), and accommodation and food services (8.9 percent). Taken together, these sectors account for over half, or 57 percent, of total employment. The communities of Roland Heights, Avocado Heights, and Hacienda Heights employed approximately 26,381 workers, representing nearly three-quarters of total employment across the ESGV Planning Area communities. Employment densities also vary significantly. Communities with a comparatively high ratio of manufacturing and/or commercial land use

designations tend to feature more employees per square mile than the East San Gabriel Valley average. These include South Walnut, with approximately 8,107 employees per square mile, and Avocado Heights, with some 3,486 employees per square mile (BAE 2021). With 99,931 employed residents, the Planning Area communities are a net exporter of workers, and many residents must travel elsewhere to reach their primary place of employment (BAE 2021). Thus, a majority of residents in the unincorporated communities travel by automobile, with most commutes ranging from 30 to 90+ minutes (DRP 2021b).

2.2.2 Major Travel Corridors

East-west regional transportation access in the ESGV Planning Area is provided by I-10, I-210, and State Route (SR) 60, which are heavily used corridors throughout the County. North-south regional transportation access is provided by I-605 and SR 57, which are used by travelers in both the County and neighboring Orange County. Traffic volumes are particularly high along the west-east travel routes through the ESGV Planning Area, especially along I-210 west of SR 57, along I-10 east of SR 57, and along SR 60 west of SR 71. Traffic volumes are typically lower along SR 57 north of I-10, along SR 66, and along SR 71, especially along the expressway in Pomona (DRP 2021e).

Other major arterials throughout the ESGV Planning Area include Azusa Avenue, Arrow Highway, Colima Road, Grand Avenue, Puente Avenue/Workman Mill Road, Ramona Avenue/Badillo Street/Covina Boulevard, Route 66, Valley Boulevard, and Vincent Avenue/Glendora Avenue/Hacienda Boulevard.

Local neighborhood circulation largely follows a pattern of residential development. Access into neighborhoods is limited along major arterials, and many streets within neighborhoods terminate in cul-de-sacs. While this pattern of cul-de-sac communities surrounded by major arterials creates fairly efficient vehicular circulation and helps define and protect individual neighborhoods from traffic, it limits pedestrian access to commercial arterials and amenities, thus increasing automobile reliance.

2.2.3 Regional Transit

The baseline transit services in the ESGV Planning Area include fixed route and rail transit services providing inter-city bus and/or rail services including Los Angeles Metro, Foothill Transit, Montebello Bus Lines, and Norwalk Transit. Major east-west public transit is provided by Metrolink, offering commuter rail service between Los Angeles and San Bernardino and Riverside Counties. The Metro Gold (L) Line offers service between Los Angeles and Azusa (with an extension to Monclair under construction), and Foothill Transit offers several local and regional bus lines (DRP 2021e).

2.2.4 Active Transportation

The ESGVATP analyzed existing active transportation infrastructure and identified infrastructure improvements to encourage greater use of active transportation throughout the ESGV Planning

Area. The ESGVATP identified 20 preliminary corridors for active transportation enhancement, and then selected the top 15 corridors for active transportation improvements. The proposed improvements for each of the 15 corridors include, but are not limited to, bikeway facility improvements along the corridor, pedestrian enhancements (such as removal/replacement/installation of new sidewalks), bus/transit stop enhancements (such as the additions of bench, overhead cover, posted bus route information, and trash receptacles), and other safety enhancements. Of the 15 selected corridors, the "Top Priority Corridors" are: (1) Colima Road: Larkvane Road to Diamond Bar City Limit; 2) Gale Avenue: 7th Avenue to Stimson Avenue: 3) 7th Avenue: Clark Avenue to Orange Grove Avenue; 4) Orange Grove Avenue: 7th Avenue to Beech Hill Drive; and (5) Amar Road: Aileron Avenue to Azusa Avenue (Los Angeles County Public Works 2020). ESGVATP Corridors are mapped for applicable unincorporated communities in Appendix B, *ESGVAP Existing Conditions Community Maps*.

2.2.5 Regional Land Use Issues

The following discussion provides a regional summary of land use issues and challenges in the ESGV Planning Area derived from the existing conditions analysis and input received by stakeholder and community members.

Lack of Land Use Diversity. There is very little diversity in the types of development in the East San Gabriel Valley communities as well as in the allowable residential densities. Single-family homes make up the great majority of buildings, with only two percent of properties used for commercial uses. This means most people drive sometimes far distances to go to work and access services and goods, with few options within walking distance. This also contributes to increasing traffic in the community. East San Gabriel Valley residents have some of the longest commutes in the county.

Enhancing Community Identity and Sense of Place. The ESGV Planning Area consists of 24 separate communities surrounded by jurisdictions that are of similar character. Such similarities make it difficult to distinguish the unincorporated communities from neighboring incorporated cities in both look and feel. Creating community identity and sense of place are important considerations for the ESGVAP.

Lack of central, walkable districts. East San Gabriel Valley residents have commented on the lack of walkability and the automobile dependence in the ESGV Planning Area, and the need for common community meeting space.

Lack of Connectivity. The pattern of residential development, with cul-de-sac communities surrounded by major arterials, has created a relatively efficient grid system for car-only travel; however, it creates challenges in creating walkable, mixed-use communities. Residents elect to drive as dead-end roads prevent accessibility to nearby services within walking distance.

Heavy Traffic Congestion. East San Gabriel Valley experiences heavy traffic congestion, particularly on the major east-west routes, which is caused by several factors, including the major

goods movement along the SR 60 from the City of Industry and nearby industrial uses, geographic constraints within hillside communities, and commuters driving west in the morning and east in evening rush hour times.

Lack of Vacant and Underutilized Land. A major challenge for addressing land use issues in the East San Gabriel Valley is the lack of developable land, including both limited vacant and underutilized land.

Lack of Housing Affordability. Little diversity in housing types and affordability leaves seniors, special needs populations, and residents with lower incomes vulnerable. The increasing number of people who cannot afford a single-family home are left with fewer places to live, causing homelessness, overcrowding, and unstable or unsafe living conditions.

Disadvantaged Communities. Disadvantaged communities are located around Baldwin Park, Avocado Heights, parts of West Covina and southern Azusa, La Puente, West Puente Valley, Valinda, Industry, North Whittier, Walnut Islands, Pomona, and South San Jose Hills. Prioritizing disadvantaged communities is important for addressing historic inequities in the region and improving the overall health, safety, and well-being of East San Gabriel Valley communities.

Mansionization. Community members have commented that the increasing size of newer single-family homes creates concerns about changes in the character of communities. The mansionization trend creates more impervious surfaces and decreases green space on residential properties. Green space on residential properties is important to help absorb, filter, and drain water before it enters the stormwater system. It also leaves more space for planting trees for shade and coolness to help counter rising temperatures. The larger design of these “mansions" to the existing smaller homes in the community creates issues of character, as well as, issues of property value, as they increase the sales prices of nearby single-family homes and reduce the affordability of a neighborhood.

Aging, Underutilized, and Inadequate Commercial Development. Most commercial development is one or two stories tall with large areas of surface parking fronting the roads. Many commercial centers are aging and in need of revitalization. Community members have commented about the need for more space for social gatherings in commercial areas and that commercial centers are not adequately serving residents’ needs. Community members have further commented on the high business turnover in shopping centers (which is a result of not meeting community needs), the proliferation of restaurants, and the desire for community restaurants to integrate with the public realm, such as through outdoor seating.

Industrial Impacts on Residential Uses. East San Gabriel Valley communities are located at a key transportation point where many of the major east-west and north/south highways meet. There are active freight and railroad lines and the Alameda Corridor East bringing goods from the ports to warehouses. Homes in some areas are located near industrial uses close to SR 60, railroad/freight lines, near Valley Boulevard, and in areas near the City of Industry.

Retail Imbalance. Areas in the Central Valley have a balance of retail services and population, while the southern and northern communities do not. Topography and the distribution of land uses, particularly the development of hillside areas as primarily residential has contributed to this imbalance. Additionally, in the 1960s and 1970s, retail development was clustered primarily in and near regional malls, which are currently aging and, in some cases, adapting to shifting demands.

Parking and Congestion. Since the communities are built around automobile use, the residents often experience significant traffic on major roads and difficulty finding parking in some shopping centers. On the other hand, parking dominates the landscape of commercial areas, and some commercial centers have inefficient and confusing parking layouts.

Lack of Infrastructure Capacity. Many of the older suburbs within the ESGV Planning Area are maturing and facing infrastructure capacity issues. Septic systems can be prone to failure and ground water contamination.

Environmental and Hazard Constraints. The Puente Hills, which include portions of Rowland Heights and Hacienda Heights, contain fault traces and wildfire threats. Wildfires and landslides also pose safety hazards in the San Gabriel Mountains' foothill communities. Hazard areas are mapped for each unincorporated community in Appendix B, *ESGVAP Existing Conditions Community Maps*.

Significant Ecological Areas and Conservation Concerns. Ecologically sensitive lands are designated as SEAs in the hillside regions. However, SEAs extend into neighboring jurisdictions that may not have similar SEA habitat protection programs. There are also development pressures to build within sensitive lands, and thus the threat of habitat disturbance and fragmentation is a concern in the ESGV Planning Area.

2.3 General Plan Land Use and Zoning

The General Plan was adopted by the County on October 6, 2015. The General Plan provides a policy framework for how and where the unincorporated areas would grow through the year 2035. The General Plan also establishes goals, policies, and programs to foster healthy, livable, and sustainable communities. The General Plan discusses new housing and jobs within the unincorporated County areas in anticipation of population growth in the County and the region.

The County established Guiding Principles in the General Plan to emphasize the concept of sustainability. These Guiding Principles include:

1. **Employ Smart Growth:** Shape new communities to align housing with jobs and services; and protect and conserve the County's natural and cultural resources, including the character of rural communities.
2. **Ensure community services and infrastructure are sufficient to accommodate growth:** Coordinate an equitable sharing of public and private costs associated with providing or upgrading community services and infrastructure to meet growth needs.

3. **Provide the foundation for a strong and diverse economy:** Protect areas that generate employment and promote programs that support a stable and well-educated workforce. This will provide a foundation for a jobs-housing balance and a vital and competitive economy in the unincorporated areas.
4. **Excellence in environmental resource management:** Carefully manage the County's natural resources, such as air, water, wildlife habitats, mineral resources, agricultural land, forests, and open space in an integrated way that is both feasible and sustainable.
5. **Provide healthy, livable, and equitable communities:** Design communities that incorporate their cultural and historic surroundings, are not overburdened by nuisance and negative environmental factors, and provide reasonable access to food systems. These factors have a measurable effect on public well-being.

2.3.1 General Plan Land Use

The character of the individual unincorporated communities within the ESGV Planning Area varies widely, but they share a similar development pattern consisting of segregated and largely homogenous land uses that offer few alternatives to driving between uses. The East San Gabriel Valley has been developed around the automobile. Most residents commute by car from single-family homes to places of work, services, goods, facilities, and recreation. In addition, housing has been developed in hillside areas, further contributing to driving habits.

Figure 2-1, *General Plan Land Uses*, shows existing General Plan designations within the Planning Area, including land uses designated under the Rowland Heights Community Plan and the Hacienda Heights Community Plan. **Table 2-1,** *General Plan Land Uses,* provides a table of all of the land use designations found within the ESGV Planning Area, ranked by order of prominence. The prominent General Plan land uses in the ESGV Planning Area include low-density residential, rural land, public/semi-public, and parks and recreation, which make up a combined approximately 92 percent of total land uses. The remaining 8 percent of land uses include commercial, light industrial, mid to higher residential densities, conservation and water uses. A majority of ESGV Planning Area jobs are concentrated in the southwest portion of the planning area, clustered along the Southern Pacific Railroad right-of-way, as well as outside the City of Industry. Detailed descriptions of the residential, commercial, industrial, agricultural, institutional, and open space land use designations in the ESGV Planning Area can be found in the ESGVAP, Appendix A, *ESGVAP Task 1.1, Land Use Issues, Challenges, and Opportunities Memo* (DRP 2021a).

Planning Area
Unincorporated Area

General Plan Land Use

- RL1 - Rural Land 1
- RL2 - Rural Land 2
- RL10 - Rural Land 10
- RL20 - Rural Land 20
- H2 - Residential 2
- H5 - Residential 5
- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- H50 - Residential 50
- CG - General Commercial
- IL - Light Industrial
- OS-C - Conservation
- OS-PR - Parks and Recreation
- P - Public and Semi-Public
- W - Water

Rowland Heights Community Plan

- N1 - Non-Urban 1 (0.2 du/ac)
- N2 - Non-Urban 2 (0.3 to 1.0 du/ac)
- U1 - Urban 1 (1.1 to 3.2 du/ac)
- U2 - Urban 2 (3.3 to 6.0 du/ac)
- U3 - Urban 3 (6.1 to 12.0 du/ac)
- U4 - Urban 4 (12.1 to 22.0 du/ac)
- U5 - Urban 5 (22.1 to 35.0 du/ac)
- C - Commercial
- I - Industrial
- O - Open Space
- TOS - Transitional Open Space (N1)
- TOS - Transitional Open Space (N2)
- TOS - Transitional Open Space (U1)

Hacienda Heights Community Plan

- RL10 - Rural Lands 10 (1du/10ac)
- RL2 - Rural Lands 2 (1du/2ac)
- H2 - Residential 2 (0-2 du/ac)
- H5 - Residential 5 (0-5 du/ac)
- H9 - Residential 9 (0-9 du/ac)
- H18 - Residential 18 (9-18 du/ac)
- H30 - Residential 30 (18-30 du/ac)
- H50 - Residential 50 (30-50 du/ac)
- CG - General Commercial
- P-CS - Public and Semi-Public Community Serving
- P-UF - Public and Semi-Public Utilities and Facilities
- P-TF - Public and Semi-Public - Transportation Facilities
- IL - Light Industrial
- OS-PR - Open Space Parks and Recreation
- OS-C - Open Space Conservation

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East Azusa
Glendora Islands
North Claremont
Northeast La Verne
Glendora
Northeast San Dimas
Azusa
North Claremont
West Claremont
Claremont
La Verne
East San Dimas
Covina Islands
210
North Pomona
Charter Oak
East Irwindale
57
Covina
San Dimas
West San Dimas
Baldwin Park
10
10
Avocado Heights
Walnut Islands
South El Monte
West Puente Valley
West Covina
Pomona
71
Valinda
Pellissier Village
605
57
Avocado Heights
La Puente
Walnut
60
North Whittier
South Walnut
South San Jose Hills
Industry
Diamond Bar
Hacienda Heights
60
57
Rowland Heights
South Diamond Bar

SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 2-1
General Plan Land Uses

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TABLE 2-1
GENERAL PLAN LAND USES

General Plan Land Use	Total Acres	Percent of Total
H9 - Residential 9	4398.7	28.8%
RL20 - Rural Land 20	3947.3	25.9%
P - Public and Semi-Public	1866.4	12.2%
OS-PR - Parks and Recreation	1134.0	7.4%
H2 - Residential 2	1075.8	7.1%
H5 - Residential 5	675.7	4.4%
RL10 - Rural Land 10	670.4	4.4%
W - Water	376.6	2.5%
IL - Light Industrial	348.5	2.3%
OS-C - Conservation	207.8	1.4%
RL1 - Rural Land 1	198.2	1.3%
CG - General Commercial	177.2	1.2%
H18 - Residential 18	116.5	0.8%
H30 - Residential 30	39.4	0.3%
H50 - Residential 50	9.4	0.1%
RL2 - Rural Land 2	6.4	0.0%
Grand Total	**15,248.23**	**100.0%**

2.3.2 General Plan Zoning

The County's Zoning Code (Title 22, Planning and Zoning) implements General Plan policies with detailed development regulations, such as specific use types, development densities, and building standards, including building heights, property setbacks, and parking requirements. State law (Government Code Section 65860) requires that zoning be consistent with land use maps and policies in the General Plan. In the County, uses and densities/intensities are permitted if they are consistent with both the General Plan land use designation and the zoning of the area. The County Zoning Map designates uses for all parcels at a greater level of specificity than land use designations. Densities defined for parcels by the Zoning Map may be less than, but shall not exceed, the densities allocated for each parcel by the land use designation without an amendment to the area plan. The ESGV Planning Area includes 25 zoning designations, including 6 residential zoning classifications, 7 commercial zoning classifications, 4 manufacturing zoning classifications, 1 mixed use development classification, 2 agricultural zoning classifications, 1 institutional zoning classification, and 1 open space zoning classification.

The County designates ESGV Planning Area land as the following in its General Plan: R-1 (Single-Family Residence), R-2 (Two-Family Residence), R-3-U (Limited Density Multiple Residence), R-4-U (Medium Density Multiple Residence), R-A (Residential Agricultural), RPD (Residential Planned Development), A-1 (Light Agricultural), A-2 (Heavy Agricultural), C-1

(Restricted Business), C-2(Neighborhood Business), C-3 (General Commercial), C-R (Commercial Recreation), C-H (Commercial Highway), C-M (Commercial Manufacturing), CPD (Commercial Planned Development), M-1 (Light Manufacturing), M-1.5 (Restricted Heavy Manufacturing), M-2 (Heavy Manufacturing), MPD (Manufacturing--Industrial Planned), B-1 (Buffer Strip), B-2 (Corner Buffer), O-S (Open Space), MXD (Mixed Use Development), IT (Institutional), P-R (Parking Restricted).

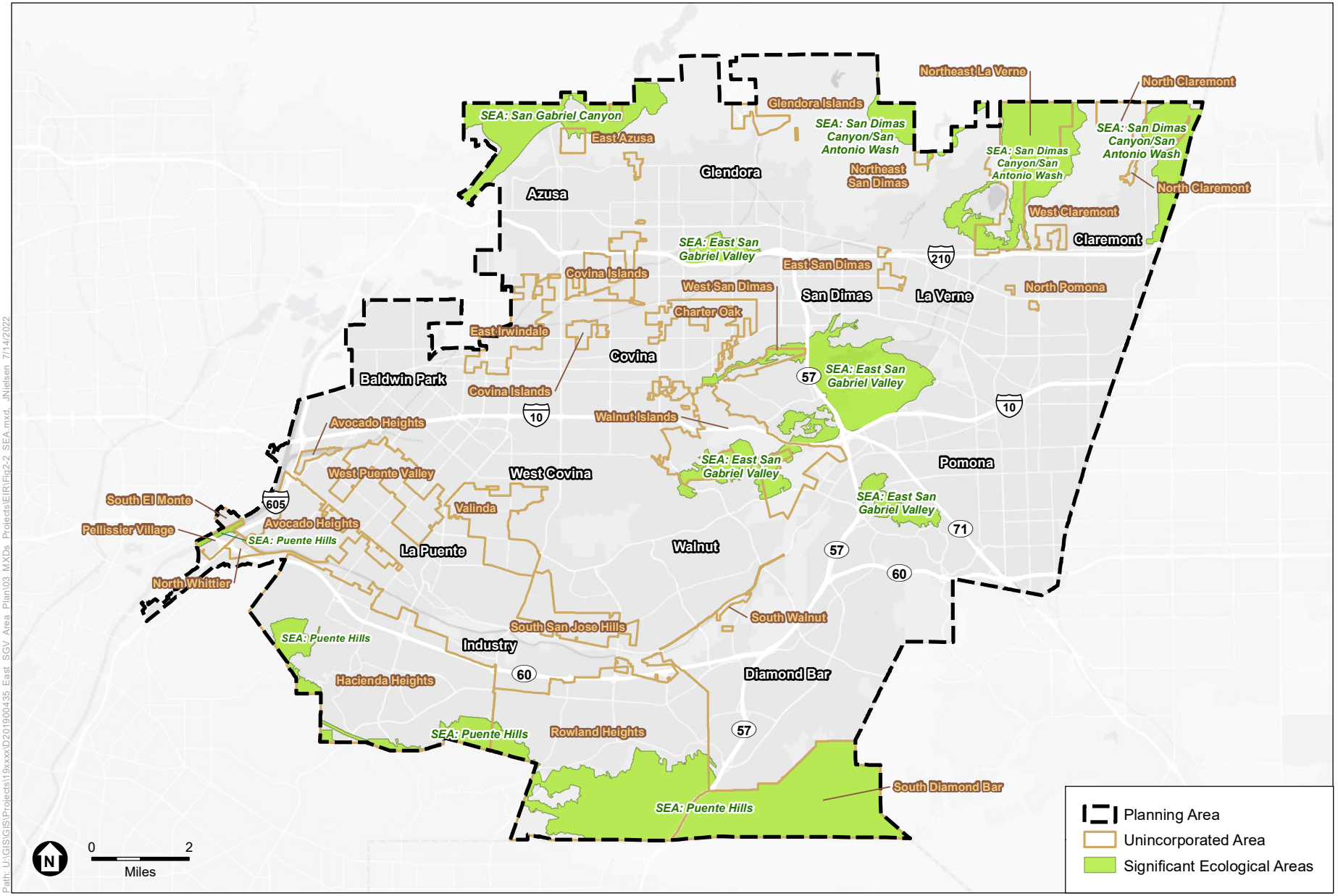
2.3.3 East San Gabriel Valley Significant Ecological Areas

SEAs are officially designated areas in the General Plan that have been identified as having irreplaceable biological resources. Each SEA has been configured to support sustainable populations of the biological resource located in that SEA and includes undisturbed to lightly disturbed habitat along with linkages and corridors to promote species movements. A number of SEAs are located throughout the ESGV Planning Area and often overlap with open space areas. SEAs in the ESGV Planning Area are shown in **Figure 2-2**, *Significant Ecological Areas*, and include the ESGV SEA partially located in the West San Dimas community, Puente Hills SEA located in Rowland Heights and South Diamond Bar communities, San Dimas Canyon/San Antonio Wash SEA partially located in the West Claremont community, and San Gabriel Canyon SEA partially located in the East Azusa and Glendora communities.

2.3.4 East San Gabriel Valley Disadvantaged Communities

Developing an understanding of the disadvantaged community status in the ESGV Planning Area is crucial to develop strategies that include equitable consideration of the several communities in the study area with differing socioeconomic and environmental needs. The County has developed the Environmental Justice Screening Method (EJSM) in partnership with the University of Southern California, Program for Environmental and Regional Equity and Occidental College. The EJSM illustrates cumulative risks associated with environmental justice within the County by identifying areas that are disproportionately burdened by and vulnerable to multiple types of pollution and health risks. EJSM measures “cumulative impact” by mapping multiple data layers and approximately 40 indicators at the Census Tract level, including sensitive uses, socioeconomic information, and various sources of pollution, to come up with a community EJSM score. While it is similar to CalEnviroscreen (developed by the California Environment Protection Agency), EJSM was designed to provide flexibility and meet the County’s needs by incorporating detailed local data (DRP 2021c).

Of the 224 census tracts in the ESGV Planning Area, a total of 86 census tracts (38 percent) are designated as disadvantaged. These census tracts are located in the communities in and around Baldwin Park, Avocado Heights, parts of West Covina and southern Azusa, La Puente, West Puente Valley, Valinda, Industry, North Whittier, Walnut Islands, Pomona, and South San Jose Hills (DRP 2021e). **Figure 2-3**, *Disadvantaged Communities*, shows the disadvantaged unincorporated communities in the ESGV Planning Area.

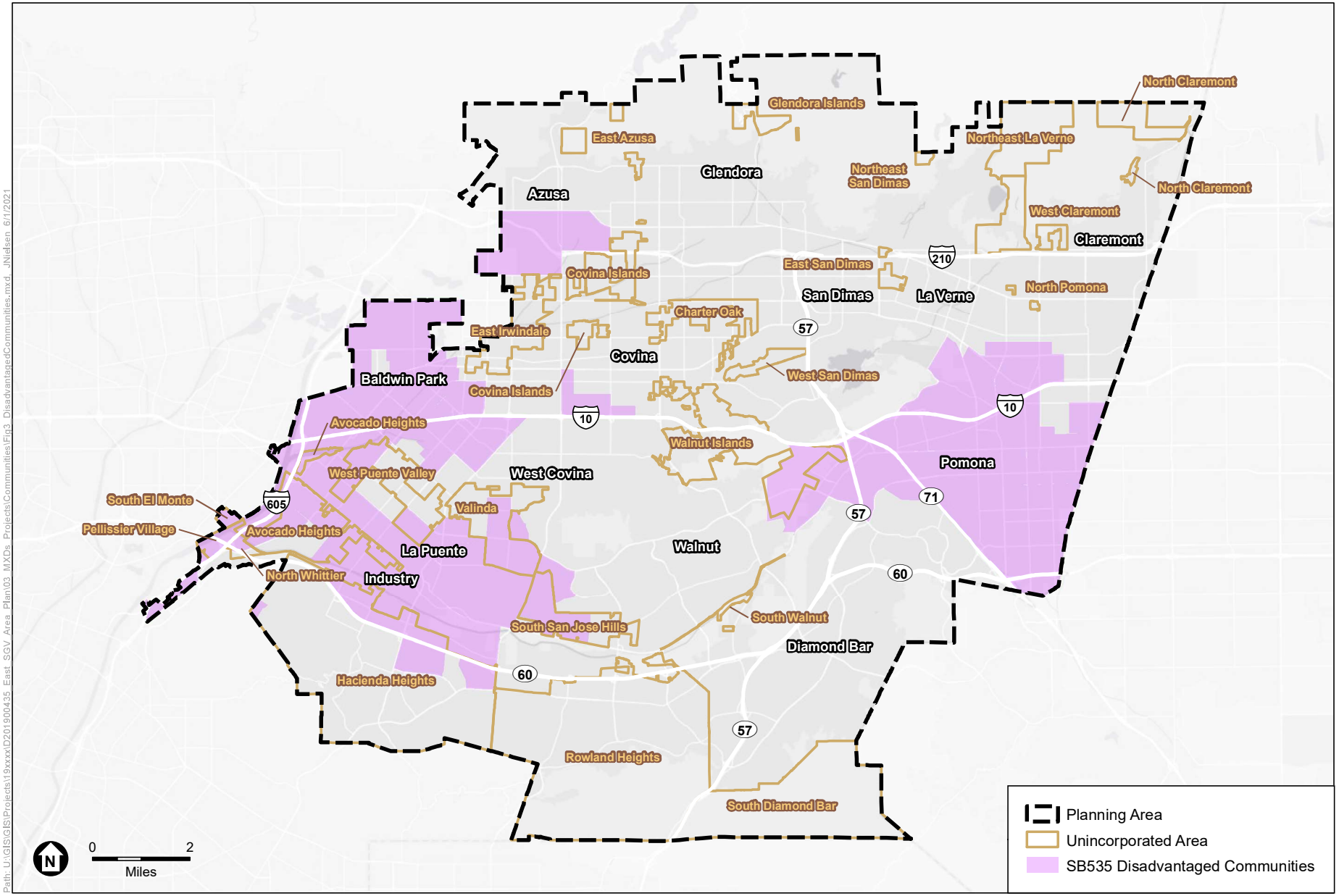


Path: U:\GIS\GIS\Projects\19xxxx\D201900435 East SGV Area Plan\03 MXDs Projects\EIR\Fig2-2 SEA.mxd JNielsen 7/14/2022

SOURCE: ESRI; Los Angeles County GIS; ESA, 2022.

East San Gabriel Valley Area Plan

Figure 2-2
Significant Ecological Areas



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SOURCE: ESRI; Los Angeles County GIS; ESA, 2021.

East San Gabriel Valley Area Plan

Figure 2-3
Disadvantaged Communities

The County is in the process of initiating the Green Zones Program, which addresses environmental justice by promoting equitable development and reducing neighborhood health disparities by making changes to the County's Zoning Code (Title 22) and General Plan. These changes consist of policy and procedural updates for specific industrial uses located near sensitive uses and for recycling and solid waste programs used throughout the County. The Green Zones Program will include the following major revisions to Title 22: identification of 11 new Green Zone Districts and new development standards for industrial facilities near sensitive uses in those districts; recycling and solid waste permitting requirements and storage enclosure standards, countywide; "sensitive use definition"; and additional standards for specific industrial uses throughout the County (DRP 2021d).

2.4 Local Setting

The ESGV Planning Area includes 24 unincorporated communities, including Avocado Heights, Charter Oak, Covina Islands, East Azusa, East Irwindale, East San Dimas, Glendora Islands, Hacienda Heights, North Claremont, North Pomona, Northeast La Verne, Northeast San Dimas, Rowland Heights, South Diamond Bar, South San Jose Hills, South Walnut, Valinda, Walnut Islands, West Claremont, West Puente Valley, West San Dimas, Pellissier Village, Unincorporated South El Monte, and Unincorporated North Whittier. The following sections characterize the unincorporated communities, describing the communities' size, population, population density, predominant land uses, and other features. Existing conditions maps for the 24 unincorporated communities are included in Appendix B, *ESGVAP Existing Conditions Community Maps*. If applicable to the community, the existing conditions maps depict the planning area, rezoning sites, underutilized and vacant parcels, bike lanes and equestrian districts, the ESGVATP corridors, railroads and major transit stops, HQTAs, disadvantaged communities, one-half mile buffers around shopping centers and parks, streams and rivers, SEAs, fire hazard areas, 500-year flood zones, public facilities and amenities, General Plan opportunity areas, and General Plan land uses.

2.4.1 Avocado Heights

As shown in Figure 1 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the Avocado Heights community is 2.5 square miles located in the western part of the Planning Area, and the community has a population of 14,064 (5,652 per square mile). Avocado Heights has an agricultural and ranching history. The community has a tradition of animal keeping on residential lots including horses and chickens and associated structures. The community is relatively flat, and the main streets are ordered in a grid, making it easier to get across the community. The community has a mix of land uses, including residential next to industrial, as well as a major commercial corridor on the west end of Valley Boulevard, and a major commercial intersection at Workman Mill Road and Don Julian Road. Valley Boulevard has a high concentration of industrial uses as well at the east end and runs along the Southern Pacific Railroad right-of-way. Two equestrian districts are located in the community's southeast area, the Avocado Heights and Trailside Ranch Equestrian Districts. Equestrian districts permit a greater number of horses than normally allowed in the unincorporated county communities The predominant existing land uses

are single-family residential (58 percent), industrial (14 percent), and institutional (12 percent) (DRP 2021a).

2.4.2 Charter Oak

As shown in Figure 2 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the Charter Oak community is located in the northern portion of the ESGV Planning Area and largely consists of residential properties. The residential streets in the area usually end in cul-de-sacs and dead ends. The remaining land consists of some commercial and government uses, including parks, public facilities, and infrastructure. The Metrolink San Bernardino line runs through the community with the closest rail stop being the Covina Station in the city of Covina. Charter Oak Park, a 12-acre park, is in the center of the community. The predominant existing land uses in the community are single-family residential (72 percent), multifamily residential (14 percent), and commercial (5 percent). The Charter Oak community is 1 square mile and has a population of 10,078 (9,888 per square mile) (DRP 2021a).

2.4.3 Covina Islands

As shown in Figure 3 in Appendix B, *ESGVAP Existing Conditions Community Maps,* the Covina Islands community is located in the northwest part of the ESGV Planning Area and is made up of five separate areas with a largely flat terrain and curving streets with many cul-de-sacs. Most of the land in this area is used for single-family residences. Other uses include multifamily residences, parks, and public/semi-public uses. The I-210 Freeway provides this community with access to other communities and major freeways. Dalton Park, which includes basketball courts, a baseball field, and playground equipment, is the only park located within the boundaries of the community; however, several parks are found in nearby cities. Big Dalton Wash bisects the northern part of the community, and the San Dimas Wash forms the northern boundary of the southern section of the community. The predominant existing land uses in this community are single-family residential (86 percent), government (6 percent), and institutional (2 percent). The Covina Islands community is 1.3 square miles and has a population of 16,104 (12,332 per square mile) (DRP 2021a).

2.4.4 East Azusa

As shown in Figure 4 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the East Azusa community is located in the northwestern part of the ESGV Planning Area and is divided into three areas. The north and west areas are mostly natural, hilly open space and rural land areas that can only be accessed by private roads. Elevation in these areas range from 750 feet to 1,600 feet. The southern section is a residential area located on flatter land with straight streets, while curving roads rise into the hillside. The San Gabriel River runs through the northern portion of East Azusa, with small waterways flowing toward the river throughout the north and west sections. The predominant existing land uses in the community include single-family residential (81 percent), government (15 percent), and institutional (2 percent). The East Azusa community is 0.4 square miles and has a population of 243 (554 per square mile) (DRP 2021a).

2.4.5 East Irwindale

As shown in Figure 5 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the East Irwindale community is located in the northwest portion of the ESGV Planning Area and is a predominantly residential community. The community is generally flat with a curvilinear street layout, mostly ending in cul-de-sacs. The land uses of the community are largely homogenous, with over 80 percent of the land used for single-family residential. Other uses include schools, pockets of commercial at major intersections, and the large Valleydale Park in the northern portion of the community. Valleydale Park is the only park located within the community. San Dimas Wash and Big Dalton Wash intersect in the center of the community and join the Little Dalton Wash to the west of the community, which eventually joins the San Gabriel River to the west. The predominant existing land uses in the community include single-family residential (84 percent), government (10 percent), and multifamily residential (2 percent). The East Irwindale community is 1.5 square miles and has a population of 16,700 (11,250 per square mile) (DRP 2021a).

2.4.6 East San Dimas

As shown in Figure 6 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the East San Dimas community is located in the northeast portion of the ESGV Planning Area and is mostly a residential area. Housing in this area is mostly homogenous as single-family residential buildings makes up 86 percent of the land use. The community is nestled in the hills close to the San Gabriel Mountains. East San Dimas is split into two communities by the Foothill Freeway. The roads that make up the area are small, poorly connected, and tend to end in cul-de-sacs. The area is not easily navigable as pedestrians and vehicles must exit and reenter the community from different sides. The Puddingstone Channel, overseen by the Los Angeles County Flood Control District, bisects the community from north to south. Predominant existing land uses in the community include single-family residential (86 percent), government (5 percent), and commercial (3 percent). The East San Dimas community is 0.2 square miles and has a population of 1,316 (6,245 per square miles) (DRP 2021a).

2.4.7 Glendora Islands

As shown in Figure 7 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the Glendora Islands community is located in the northern portion of the ESGV Planning Area and is mostly made up of conservation space and parkland that is owned by the City of Glendora and the Glendora Community Conservancy. Part of the area was historically used as a lemon orchard. The area is mostly made up of hills ranging from 1,200 to 2,000 feet above sea level, with slopes facing the southeast and southwest. Small creeks and waterways make their way down the slopes following small drainage channels to join Big Dalton Wash as it flows southwest to the San Gabriel River. Predominant existing land uses in the community include park land (58 percent), conservation land (39 percent), and rural land (3 percent). The Glendora Islands community is 0.39 square miles and has a population of seven (18 per square mile) (DRP 2021a).

2.4.8 Hacienda Heights

As shown in Figure 8 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the Hacienda Heights community is located in the southwest part of the ESGV Planning Area and has an agricultural history but is now mostly a residential community. Part of Hacienda heights is flat, but its southern region is characterized by the Puente Hills. The hills go as high as 1,200 feet above sea level. Hacienda Heights has a mix of land uses. The predominant existing land uses in the community are residential (57 percent), park land (21 percent), and rural land (14 percent). The Hacienda Heights community is 12 square miles and has a population of 55,695 (4,697 per square mile) (DRP 2021a).

2.4.9 North Claremont

As shown in Figure 9 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the North Claremont community is located in the northeast part of the ESGV Planning Area and is a mix of open space (including part of Claremont Hills Wilderness Park) and residential areas. The residential area once included an art-oriented community, as this used to be the location of the Padua Hills art colony. The terrain is steep, ranging from 2,000 feet below sea level and 3,200 feet above sea level. The canyon is also filled with a wide variety of vegetation. Although there are neighborhoods within the area, North Claremont is primarily public open space. Waterways flow downhill, southward through the canyons in the unincorporated part of the Claremont Hills Wilderness Park, and a waterway runs through Padua Hills. Predominant existing land uses in the community include rural land (59 percent), park land (31 percent), and residential (7 percent). The North Claremont community is 0.86 square miles and has a population of 150 (175 per square mile) (DRP 2021a).

2.4.10 North Pomona

As shown in Figure 10 in Appendix B, *ESGVAP Existing Conditions Community Maps*, North Pomona is located in the northeast portion of the ESGV Planning Area and is divided into two separate areas: the northwest and the southeast. The northwest part is multifamily housing comprised largely of a mobile home park. The southwest part is comprised of single-family homes. The community was once a citrus and agricultural hub. The area has one of the largest population densities in East San Gabriel Valley at 11,000 people per square mile. Thompson Creek passes through the northwestern tip of the community and connects to San Jose Creek to the south. Predominant existing land uses in the community include single-family residential (56 percent) and multifamily residential (2 percent). The North Pomona community is 0.05 square miles and has a population of 567 (11,118 per square mile) (DRP 2021a).

2.4.11 Northeast La Verne

As shown in Figure 11 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the Northeast Laverne community is located in the northeast region of the ESGV Planning Area and is a predominantly rural area with public and semi-public land. The community is made up of open space and a golf course. Northeast La Verne is close to the San Gabriel Mountains and has

many hills in the north. Land use in this area includes parks and recreation, and public space. The Northeast La Verne community is 1.85 square miles and has a population of 189 (102 per square mile) (DRP 2021a).

2.4.12 Northeast San Dimas

As shown in Figure 12 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the Northeast San Dimas community is located in the northern region of the ESGV Planning Area and is predominantly open space next to a residential area. The land in the area is owned by Los Angeles County Flood Control District. The Northeast San Dimas community is 0.086 square miles and has a population of zero (DRP 2021a).

2.4.13 Pellissier Village

As shown in Figure 13 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the Pellissier Village community is located in the southwest part of the ESGV Planning Area and is bounded by the I-605 Freeway to the east, SR 60 to the north, and the San Gabriel River to the west. The community is primarily single-family residential with industrial parks located along the western edge and a small commercial center along Pellissier Road. The Pellissier Village Equestrian District is located in this community, allowing for more flexibility than would otherwise be allowed in residential zones regarding keeping animals such as horses, sheep, cattle, and goats as pets for the residents of the properties. Predominant existing land uses in the community include government (52 percent), single-family residential (22 percent), other (17 percent), and industrial (3 percent). The Pellissier Village community is 0.31 square miles and has a population of 877 (2,781 per square mile) (DRP 2021a).

2.4.14 Rowland Heights

As shown in Figure 14 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the Rowland Heights community is located in the southern part of the ESGV Planning Area. The community is mostly developed with residences, and was primarily developed around the automobile, with many cul-de-sacs and few through-streets due to its hilly topography. Commercial areas are located at major intersections. Industrial areas are located near SR 60 and the railroad tracks, in the northern portion of the community. Puente Hills, an open space with parks located in the southern hillside areas, make up 20 percent of the land in the community and is an SEA. Predominant existing land uses include residential (37 percent), rural land (27 percent), and open space (21 percent). The Rowland Heights community is 13.04 square miles and has a population of 50,448 (3,869 per square mile) (DRP 2021a).

2.4.15 South Diamond Bar

As shown in Figure 15 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the South Diamond Bar community is located in the southeast corner of the ESGV Planning Area and is an entirely uninhabited, critical habitat area. The entire community is designated as an SEA. A former Boy Scout camp is located in this community and Tonner Canyon, one of the remaining

undisturbed canyons in the area, is also located in South Diamond Bar and is in need of preservation. The entire community is at high risk for fire hazard. The Orange Freeway (SR 57) bounds the community on the western side. The South Diamond Bar community is 5.56 square miles and has a population of zero (DRP 2021a).

2.4.16 South San Jose Hills

As shown in Figure 16 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the South San Jose Hills community is located in the southern portion of the ESGV Planning Area and is predominately residential. The community slopes down to the southwest with a 100-foot change in elevation from 500 feet to 400 feet near Valley Boulevard. The community is largely made up of small, curving, residential streets with access points to the major roads along its boundary. Four drainage channels flow down through the community to join the San Jose Creek Diversion Channel. Valley Boulevard, which traverses the southern boundary of the community, has a mix of commercial and industrial uses, including the Southern Pacific Railroad right-of-way, and is designated as an opportunity corridor by the General Plan. The predominant existing land uses in the community are single-family residential (64 percent), government (14 percent), and multifamily residential (12 percent). Sunshine Park is located in the southern part of the community. The South San Jose Hills community is 1.5 square miles and has a population of 21,300 (14,123 per square mile) (DRP 2021a).

2.4.17 South Walnut

As shown in Figure 17 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the South Walnut community is a thin strip of unincorporated land located in the southeastern region of the ESGV Planning Area and is used solely for industrial purposes. The community is bisected diagonally by an active freight and passenger line. The southern portion of the community is within the Brea Canyon Road major transit area. The South Walnut Community is 0.12 square miles and has a population of zero (DRP 2021a).

2.4.18 Valinda

As shown in Figure 18 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the Valinda community is located in the southwest portion of the ESGV Planning Area and is mostly single-family residential, followed by a smaller share of multifamily residential. The community's residential streets end in cul-de-sacs and do not connect to major roads, deterring through-traffic. All automobiles are limited to the same connecting roads, which can increase traffic during peak times. Some commercial uses are found on the main roads along Amar Road and Azusa Avenue. The topography of the community is relatively flat, located at the bottom of the San Gabriel Valley. Rimgrove Park is located in the southeast part of the community. The Puente Creek runs through the southern portion of Valinda. Predominant existing land uses include single-family residential (84 percent), government (7 percent), and multifamily residential (6 percent). The Valinda community is 2 square miles and has a population of 23,603 (11,634 per square mile) (DRP 2021a).

2.4.19 Walnut Islands

As shown in Figure 19 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the Walnut Islands community is located in the central part of the ESGV Planning Area and is mostly single-family residential in a suburban development pattern characterized by cul-de-sacs, with some government and institutional uses, including a cemetery. The community was once an agricultural region and still resembles elements of its rural past, with some properties keeping horses. The community contains no commercial uses and the California State Polytechnic University, Pomona is partially located in the community. Part of the community makes up the ESGV SEA, where many waterways are located. The Walnut Creek Community Park is located in the area with many drainages as well, including one of the few natural flowing creeks in suburban East San Gabriel Valley. The predominant existing land uses in the community are single-family residential (47 percent), government (32 percent), and institutional (18 percent). The Walnut Islands community is 3.8 square miles and has a population of 5,165 (1,366 per square mile) (DRP 2021a).

2.4.20 West Claremont

As shown in Figure 20 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the West Claremont community is located in the northeast portion of the ESGV Planning Area. The community consists of hilly terrain with the eastern part designed with streets ending in cul-de-sacs and the western part consisting of streets that conform to the hilly topography. Most of West Claremont lies in the San Dimas/San Antonio Wash SEA. The community is adjacent to the I-210 Freeway. The Live Oak Reservoir is located in this community. Predominant existing land uses include single-family residential (82 percent), government (7 percent), and multifamily residential (4 percent). The West Claremont community is 1.2 square miles and has a population of 1,166 (955 per square mile) (DRP 2021a).

2.4.21 West Puente Valley

As shown in Figure 21 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the West Puente Valley community is located in the southwest region of the ESGV Planning Area and is mostly single-family residential, followed by a smaller proportion of government uses which include parks, public facilities, and infrastructure. The topography of the community is relatively flat and sits at the bottom of the San Gabriel Valley, allowing for several existing and proposed bikeways. The streets are oriented in a northeast-southwest direction, with smaller residential streets terminating in cul-de-sacs without direct connection to major roads. The Southern Pacific Railroad right-of-way runs along parts of the western boundary. The community contains two parks: Bassett Park, located in the western portion of the community, and Allen J. Martin Park, located in the eastern part. Predominant existing land uses in the community include single-family residential (81 percent), government (13 percent), institutional (3 percent), and other (3 percent). The West Puente Valley community is 1.9 square miles and has a population of 24,905 (13,305 per square mile) (DRP 2021a).

2.4.22 West San Dimas

As shown in Figure 22 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the West San Dimas community is located in the northern portion of the ESGV Planning Area and is mostly used for government and institutional purposes (65 percent), including parks and open space, with the remaining 35 percent of land being used for single-family residential in the western portion of the community. The residential half of the community is clustered around a few curving streets that terminate in cul-de-sac that can only be accessed by Mesarica Road off of Puente Street. The Walnut Creek Habitat and Open Space consists of 70 acres of woodlands and coastal scrub located in West San Dimas. Large portions of the community are in the ESGV SEA, designated as critical habitat for the federally threatened coastal California gnatcatcher. The West San Dimas community is 0.3 square miles and has a population of 330 (882 per square mile) (DRP 2021a).

2.4.23 Unincorporated South El Monte

As shown in Figure 23 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the Unincorporated South El Monte community is located on the west side of the San Gabriel River in the west part of the ESGV Planning Area and is primarily single-family residential, laid out in a gridded street network. Some of the larger residential properties include accessory dwelling units (ADUs) in the rear of the property, and/or stables and horses. An equestrian facility, the Rancho Potrero De Felipe Lugo Equestrian District, is located adjacent to the San Gabriel River and one commercial property exists in the north of the community. Predominant existing land uses in the community include single-family residential (61 percent), multifamily residential (30 percent), government (6 percent), and institutional (3 percent). The Unincorporated South El Monte community is 0.13 square miles and has a population of 1,715 (13,182 per square mile) (DRP 2021a).

2.4.24 Unincorporated North Whittier

As shown in Figure 24 in Appendix B, *ESGVAP Existing Conditions Community Maps*, the Unincorporated North Whittier community is located in the west part of the ESGV Planning Area and is bisected by the I-605 Freeway and SR 60. Land use in the community is mixed with single-family residential developments located in the southern half, with industrial parks in the center area, and the San Jose Creek Water Reclamation Plant located in the northern part near the San Gabriel River Trail. The Union Pacific Railroad runs along the southern edge of the two residential parts of the community. The San Jose Creek, which runs along the north part of the residential areas and provides access to equestrian trail, and the San Gabriel River, which runs along the west edge of the community, join near the community and provide access to recreation areas and the San Gabriel River Trail. Predominant existing land uses in the community include government (57 percent), single-family residential (30 percent), and industrial (6 percent). The Unincorporated North Whittier community is 0.19 square miles and has a population of 748 (3,878 per square mile) (DRP 2021a).

2.5 References

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CHAPTER 3
Project Description

Chapter 3 of this Draft Program Environmental Impact Report (PEIR) provides a description of the proposed East San Gabriel Valley Area Plan (ESGVAP, Area Plan, or Project). The ESGVAP is a long-range policy document proposed by the County of Los Angeles (County) to guide long-term growth in the East San Gabriel Valley. The purpose of this chapter is to describe the Project in a manner that will be meaningful for review by the public, reviewing agencies, and decision-makers in accordance with the California Environmental Quality Act (CEQA), California Public Resources Code Sections 21000 et seq., and the State CEQA Guidelines (14 CCR 15000 et seq.).

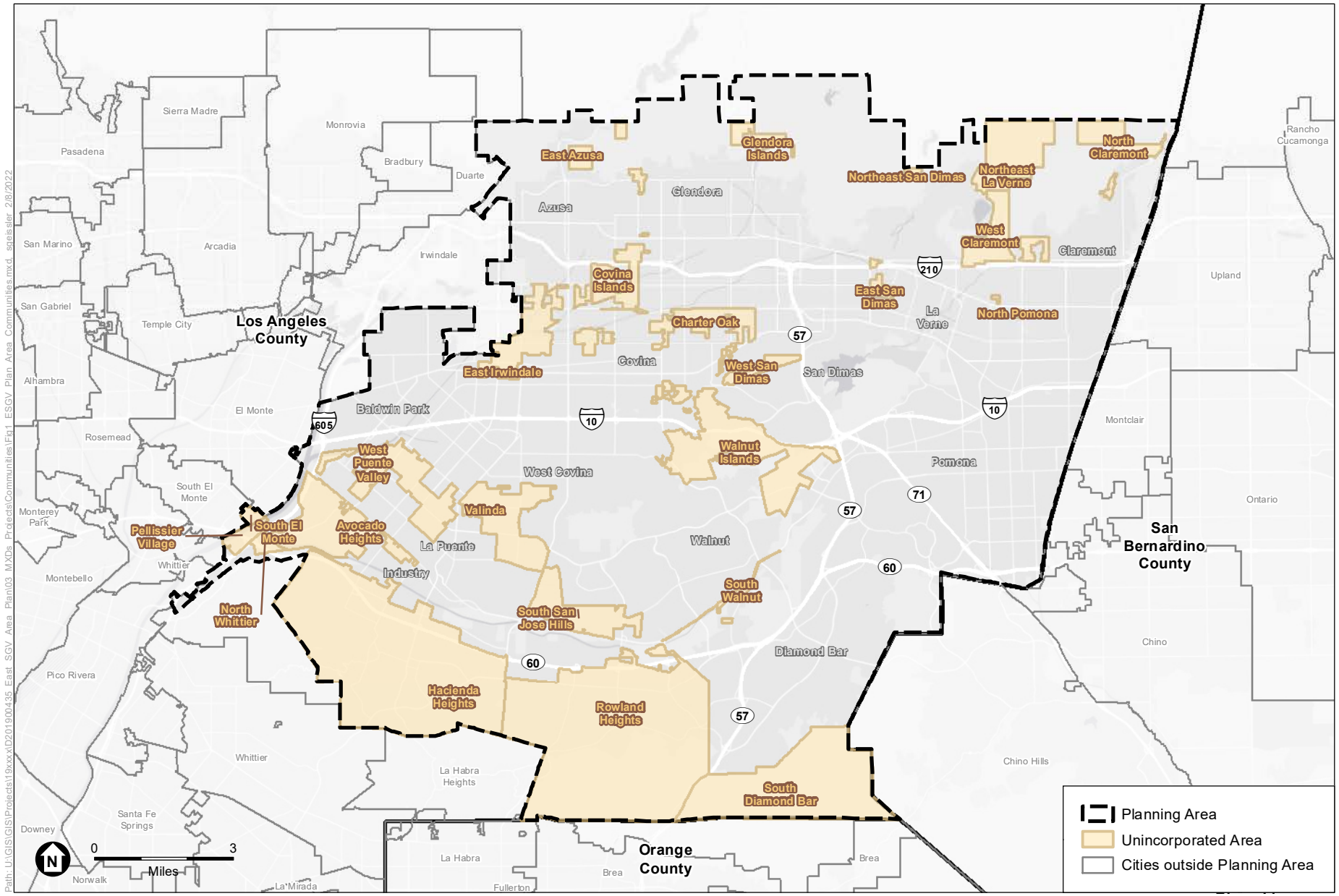
3.1 Project Area

The East San Gabriel Valley Planning Area (ESGV Planning Area or Plan Area) is one of 11 Planning Areas identified in the Los Angeles County General Plan (General Plan). The ESGV Planning Area includes the easternmost portions of the County, and totals approximately 32,826 acres (or 51.29 square miles). It is located south of the Angeles National Forest, north of the Orange County border east of Interstate (I)-605, and west of the San Bernardino County line and includes the following 24 unincorporated communities: Avocado Heights, Charter Oak, Covina Islands, East Azusa, East Irwindale, East San Dimas, Glendora Islands, Hacienda Heights, North Claremont, North Pomona, Northeast La Verne, Northeast San Dimas, Rowland Heights, South Diamond Bar, South San Jose Hills, South Walnut, Valinda, Walnut Islands, West Claremont, West Puente Valley, West San Dimas, Pellissier Village, Unincorporated South El Monte, and Unincorporated North Whittier. These communities are identified in **Figure 3-1**, *ESGVAP Communities.*

3.2 Project Purpose and Objectives

3.2.1 Project Purpose

The proposed ESGVAP is a community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the ESGV Planning Area. The ESGVAP is intended to respond to local planning challenges, guide long-term development, enhance community spaces, promote a stable and livable environment that balances growth with preservation, and improve the quality of life in the East San Gabriel Valley through the creation of vibrant, thriving, safe, healthy, and pleasant communities. The ESGVAP would update and consolidate two existing community plans into the Area Plan. The Rowland Heights community standards district (CSD) is being updated to better implement the objectives of the Area Plan. Boundaries of the Avocado Heights equestrian district (ED) and Trailside ED are being combined and updated to streamline and standardize horse-keeping provisions within the two existing ED areas.



SOURCE: ESRI; Los Angeles County GIS; ESA, 2022

East San Gabriel Valley Area Plan

Figure 3-1
ESGVAP Communities

3.2.2 Project Objectives

The overarching vision of the ESGVAP is to conserve the residential character of the East San Gabriel Valley communities while at the same time, grow sustainably into a dynamic regional hub that provides diverse options for housing, shopping, entertainment, recreation, and services for its residents, workers, and visitors. The ESGVAP supports the community's desire to preserve the historical rural and equestrian character of the East San Gabriel Valley.

The primary objectives of the ESGVAP are to:

- Retain the residential character of the ESGV Planning Area in harmony with its surroundings;
- Promote economic development via an active regional hub near transportation centers with diverse options for housing, shopping, entertainment, recreation, and public services;
- Develop goals, policies, and implementation programs that support smart growth, sustainable development, and thoughtful enhancement of residential neighborhoods while preserving the area's historical rural and equestrian character;
- Establish more public spaces and create walkable communities linked by paths and greenways; and
- Encourage a diversity of housing options and affordability.

3.3 Background and Relationship to County Planning Documents

The ESGVAP is a component of the General Plan and is closely related to other County planning efforts including the Los Angeles County Community Climate Action Plan 2045, Active Transportation Strategic Plan, Connect SoCal, and Step by Step Los Angeles County. The goals, policies, and actions contained within these various plans helped to inform, support, align and guide the goals, policies, and actions of the ESGVAP.

3.3.1 Los Angeles County General Plan

The General Plan provides the policy framework for establishing the long-range vision for the growth and development of unincorporated areas within the County, and establishes goals, policies, and programs to foster healthy, livable, and sustainable communities. The General Plan identifies a total of 11 geographically delineated Planning Areas, one of which is the ESGV Planning Area. The County creates area plans for each planning area that focus on land use and policy issues specific to each geographical area, providing a mechanism to draft policies and programs that respond to the unique and diverse character of local communities. Upon adoption, the ESGVAP would become part of the General Plan.

As a component of the General Plan, the ESGVAP would be guided by and consistent with the following Guiding Principles of the General Plan, including those principles related to smart growth and providing healthy, livable, and equitable communities:

- **Employ Smart Growth:** Shape new communities to align housing with jobs and services; and protect and conserve the County's natural and cultural resources.
- **Ensure community services and infrastructure are sufficient to accommodate growth:** Coordinate an equitable sharing of public and private costs associated with providing appropriate community services and infrastructure to meet growth needs.
- **Provide the foundation for a strong and diverse economy:** Protect areas that generate employment and promote programs that support a stable and well-educated workforce.
- **Promote excellence in environmental resource management:** Carefully manage the County's natural resources in an integrated way that is both feasible and sustainable.
- **Provide healthy, livable, and equitable communities:** Design communities that incorporate their cultural and historic surroundings, are not overburdened by nuisance and negative environmental factors, and provide reasonable access to food systems.

As identified in Section 3.1, *Project Area*, the ESGV Planning Area is comprised of 24 unincorporated communities in the County. There are two community plans (Rowland Heights Community Plan and Hacienda Heights Community Plan), two community standards districts (CSD) (Rowland Heights CSD and Avocado Heights CSD), and four equestrian districts (ED) (Rancho Potrero De Felipe Lugo ED, Pellissier Village ED, Avocado Heights ED, and Trailside Ranch ED) that currently apply to the ESGV Planning Area. The ESGVAP would update and consolidate the two existing community plans into the Area Plan. The Rowland Heights CSD is being updated to better implement the objectives of the Area Plan. Boundaries of Avocado Heights ED and Trailside EQD are being combined and updated to streamline and standardize horse-keeping provisions within the two existing ED areas.

3.3.2 Los Angeles County Community Climate Action Plan 2045

In 2015, unincorporated Los Angeles County adopted the 2020 Community Climate Action Plan (CCAP) as a component of the General Plan Air Quality Element and set a target to reduce emissions by 11 percent by 2020. The plan is currently being updated as the 2045 CCAP. The 2045 CCAP sets new targets and goals beyond 2020, and ties together existing climate change initiatives and provides a blueprint for deep carbon reductions. The 2045 CCAP builds upon the existing and ongoing efforts of the 2020 CCAP and focuses on actions to reduce greenhouse gas (GHG) emissions associated with community activities in unincorporated areas of the County.

The ESGVAP aligns with several policies and programs of the CCAP relating to the reduction of GHG emissions, the most significant being the targeting of growth near transit, active transportation and commercial services, and expanding pedestrian infrastructure, in order to facilitate walking, biking and transit use in place of vehicular travel that can lead to increased GHG emissions.

3.3.3 Active Transportation Strategic Plan

The Los Angeles County Metropolitan Transportation Authority (Metro) adopted the Active Transportation Strategic Plan (ATSP) in 2016. The ATSP identifies how the agency plans to help cities encourage more walking and biking in the County. Metro's goal is to make it easier for people to walk and bike to transit stations as well as to help cities fund and build regional walk/bike paths that connect communities.

Metro is working to advance active transportation initiatives and provide more travel options throughout the County. Metro is currently updating the 2016 ATSP, which will further their mission of providing a world-class transportation system and focus specifically on improving the regional active transportation network and first/last mile connectivity to transit. Relevant, existing and proposed, initiatives from the ATSP have been incorporated into the ESGVAP to further implement the ATSP and meet the ESGVAP goals of enhancing walkability and integrating land use and mobility throughout its communities.

3.3.4 Connect SoCal

The Southern California Association of Governments (SCAG) 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal) is a long-range plan that embodies a collective vision for the region's future and balances future mobility and housing needs with economic, environmental, and public health goals of the region. Connect SoCal was developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. Fundamental components of Connect SoCal contributed to the identification of the ESGVAP growth and opportunity areas as informed by the SCAG-identified priority growth areas and High-Quality Transit Areas (HQTAs).

3.3.5 Step by Step Los Angeles County

Step by Step Los Angeles County was adopted by the Los Angeles County Board of Supervisors in 2019. Pedestrian Plans for Unincorporated Communities provides a policy framework on how the County proposes to get more people walking, increase pedestrian safety, and support healthy and active lifestyles. It also includes Community Pedestrian Plans for unincorporated communities in Los Angeles County. ESGVAP is consistent with this Plan by providing goals and policies related to improving connectivity and pedestrian activity, and by locating new residential development in identified growth areas near existing commercial and active transportation corridors.

3.4 The East San Gabriel Valley Area Plan

The ESGVAP would provide a comprehensive planning vision for the 24 unincorporated communities in East San Gabriel Valley addressed in six community-specific planning elements: Land Use Element; Economic Development Element; Community Character and Design

Element; Natural Resources, Conservation, and Open Space Element; Parks and Recreation Element; and Mobility Element. Each element would establish area-wide goals, policies, and implementation programs that would apply to the entire ESGV Planning Area. The ESGVAP would also include community chapters that would consist of either a single community or a group of communities that have similar characteristics and needs. Each community chapter would contain additional community-specific goals, policies, and implementation programs that would only apply to its respective communities.

The County developed seven overarching vision statements to serve as a comprehensive land use vision for the ESGV Planning Area. These vision statements provide the foundation for the development of growth and preservation strategies, as well as the goals, policies, and implementation programs for the Project.

The following seven principles would shape the ESGVAP to create a planning area that supports:

- Sustainable Growth Patterns
- Diverse, Walkable Communities
- Connected and Active Communities
- Thriving Economy and Workforce
- Shared Community Identity and Character
- Sustainable Built and Natural Environment
- Informed, Empowered, and Environmental Just Community

3.4.1 Primary Plan Components

The ESGVAP is intended to the guide long-term growth of the ESGV Planning Area, enhance community spaces, promote a stable and livable environment that balances growth and preservation, and improve the quality of life in East San Gabriel Valley through the creation of vibrant, thriving, safe, healthy, and pleasant communities. Under the ESGVAP, the County would amend the General Plan, update the zoning map in the ESGV Planning Area, and implement advanced planning amendments as described below. The ESGVAP includes the following three General Plan, zoning map, and advanced planning amendments:

General Plan Amendment No. RPPL2022003554

The ESGVAP would amend the Los Angeles County General Plan to:

- Update, reorganize, and incorporate the existing Rowland Heights Community Plan and Hacienda Heights Community Plan into the ESGVAP as community chapters.
- Adjust the ESGV Planning Area boundary to include the unincorporated communities of South El Monte, Pellissier Village, and North Whittier.
- Establish the ESGVAP, which would be a comprehensive policy document for the unincorporated communities in the ESGV Planning Area that would include:

  - Area-wide goals and policies for the following topic specific elements: Land Use; Economic Development; Community Character and Design; Natural Resources, Conservation, and Open Space; Parks and Recreation; and Mobility.
  - Area-wide Implementation Program.
  - Proposed land use changes to increase housing and enhance commercial and residential development within one mile of major transit stops, within a half mile of HQTAs, and near major intersections where there is accessibility to existing or proposed frequent transit and commercial services. The goal of these land use changes would be to target growth near transit and active transportation facilities and everyday commercial services, and coordinate growth with improvements and investments that support walkable, thriving, and connected communities.
  - Community chapters with additional goals, policies, and implementation programs that would be community-specific to address planning issues unique to a particular community that cannot be addressed through area-wide goals, policies, and implementation programs alone.
  - An updated land use policy map that utilizes the General Plan Land Use Legend, which at a minimum, would:
    - Reflect proposed changes to land use designations to accomplish the focused growth proposed in the Land Use Element and updated Housing Element.
    - Address inconsistencies between zoning, land use policy designation, and existing use by updating zoning or land use designations, where appropriate.

Zone Change No. RPPL2022003557

The ESGVAP would amend Title 22 (Planning and Zoning Code) to:

- Make changes to the zoning map. The zone changes under consideration would be targeted within a one-mile radius of major transit stops and near high-quality transit corridors as follows:
  - A-1 (Light Agriculture) to R-1 (Single-Family Residence, R-2 (Two-Family Residence), R-A (Residential Agricultural), C-1 (Restricted Business), or MXD (Mixed Use Development)
  - C-1 (Restricted Business), C-2 (Neighborhood Business), C-3 (General Commercial), or C-H (Commercial Highway) to MXD (Mixed Use Development)
  - R-A (Residential Agriculture) to R-2 (Two-Family Residence), R-3 (Limited Multiple Residence), C-1 (Restricted Business), or MXD (Mixed Use Development)
  - R-1 (Single-Family Residence) to R-2 (Two-Family Residence or MXD (Mixed Use Development).
- Incorporate the proposed rezoning as identified in the Housing Element 2021–2029 to meet the Regional Housing Needs Assessment goals for the County.
- Re-zone agricultural zones that are developed with residential uses from A-1 (Light Agriculture) to an appropriate residential zone, such as R-1 (Single-family residence) or R-A (Residential Agricultural), so that zoning would reflect the existing use and would be consistent with the General Plan land use policy designations.

Proposed changes to land use and zoning that would increase growth in the ESGV Planning Area are summarized in **Table 3-1**, *Land Use and Zoning Change Summary for Proposed Growth*. Maps depicting proposed land use and zoning changes that could result in growth are included in **Appendix C,** *ESGV Planning Area Communities: Land Use and Zoning Change Figures*. Land use and zoning change maps are included for the communities of Avocado Heights; Charter Oaks; East San Dimas; Hacienda Heights; North Pomona; Pellissier Village; Rowland Heights; South Diamond Bar; South Walnut; Unincorporated North Whittier; Unincorporated South El Monte; Walnut Islands and West San Dimas; Covina Islands and East Irwindale; South San Jose Hills, Valinda, and West Puente Valley; and the Foothill Communities. The proposed zoning modifications would allow higher densities of growth focused within one mile of major transit stops, within a half-mile of high-quality transit corridors, and within a quarter-mile of established or new commercial centers that would have access to frequent transit services.

In addition to changes to land use designations and zoning to accomplish growth and preservation strategies, the ESGVAP would update some existing zoning and land use designations to ensure consistency between the ESGVAP and the General Plan land use policy map. In these cases, these updates would not change the density or type of land use allowed but would simply provide consistency with the General Plan. Land use and zoning changes proposed to create consistency with the General Plan are not included in Table 3-1, below.

TABLE 3-1
LAND USE AND ZONING CHANGE SUMMARY FOR PROPOSED GROWTH

Community	Location of Change	Existing Land Use Designation	Proposed Land Use Designation	Existing Zoning Designation	Proposed Zoning Designation
Avocado Heights	Areas near the intersection of Don Julian Rd and Workman Mill Rd	H9	Increase in residential density to H18	A1 C1 (Restricted Businesses)	R-2 or R-4 MXD (Mixed-Use Development).
Charter Oaks	Areas within a quarter-mile of a major transit stop (Arrow Hwy and Grand Ave). These areas are also located in proximity to HQTAs, existing commercial centers, and proposed village centers	H9	CG (General Commercial)	A-1	C-3
	Areas within a quarter-mile of an HQTA. Many of these areas are also within one mile of a major transit stop	H9	H18	A-1	R-2
	Areas within a quarter-mile of an HQTA and located between E. Cienega Ave and E. Arrow Hwy	H9	H18	A-1	R-2
	Some areas along E. Arrow Hwy and S. Valley Center Ave	H9	CG	A-1, C-1, C-2, C-3	MXD

Community	Location of Change	Existing Land Use Designation	Proposed Land Use Designation	Existing Zoning Designation	Proposed Zoning Designation
Covina Islands	Areas near the intersection of N. Citrus Ave and E. Covina Blvd, adjacent to Cypress Park, which are within a half-mile of a major transit stop (Metrolink Covina)	H9	H30	R-A	R-3
	Areas within a half-mile of the Arrow Hwy and Azusa Ave Transit Stop	H9	H18	A-1	R-2
	Area near E. Gladstone Ave and Barranca Ave. near a proposed commercial center	H9	CG	R-A	C-1
	Area near Arrow Hwy and Barranca Ave and another near E Gladstone St and Barranca Ave	H9	CG	A-1	C-1
	Area near E. Mauna Loa Ave and Barranca Ave (near Stanton Elementary School)	H9	H18	No change	No change
	Area on the southeast corner of Irwindale Ave and E. San Bernardino Ave	No change	No change	C-1	C-3
East Irwindale	An area within one mile of a major transit stop and within a half-mile of an HQTA north of East Arrow Highway and south of West Gladstone Street	H9	H18	A1	R-1, R-2
	An area within a half-mile of a major transit stop and within a quarter-mile of an HQTA north of East Arrow Highway and south of West Gladstone Street	H9	H30	A1	R2, R4, MXD
East San Dimas	Within a half-mile from proposed village centers	H9	H18	R-A	R-2
	Select residential areas along N. San Dimas Canyon Road and near proposed commercial areas	H9	CG	R-A	C-1
Hacienda Heights	Three areas that are within a half-mile of the proposed Village Center and existing Commercial Center at the corner of S. Hacienda Blvd and Newton St, that are currently designated H5 and H2, will increase in density to H30	H2 and H5	H30	R-1 and R-A	R-2
	Select areas that are within a half-mile of the proposed Village Center and existing Commercial Center at the intersection of S. Azusa Ave and Colima St	H5	H30	R-A	R-2

Community	Location of Change	Existing Land Use Designation	Proposed Land Use Designation	Existing Zoning Designation	Proposed Zoning Designation
	Two areas that are within a quarter-mile of the Village Center and Commercial Center at the intersection of S. Azusa Ave and Colima St	No change	No change	C-2	MXD
Rowland Heights	Area on the west end of Colima Rd near the proposed Village Center	No change	No change	C-3	MXD
	Along Colima Rd within a quarter-mile of existing commercial centers	U1	H18	R-1 C-1, C-2, C-3	R-2 MXD
	Select areas within a quarter-mile of existing commercial centers	U1 or U2	H18	A-1	R-2
South San Jose Hills	An area near the Commercial Center at the intersection of Temple Ave and S. Azusa Ave	H9	CG	A-1	C-1
	An area near the Commercial Center at the intersection of S. Nogales St and Northam St	No change	No change	C-2	MXD
Valinda	One area which is located along an HQTA and near a Village Center located at Amar Rd and Walnut Ave	H9	CG	R-1	MXD
	Another area that is within a half-mile of a major transit center (Azusa Ave and Amar Rd)	H18	CG	C-1	MXD
	One area located along S. Glendora Ave	No change	No change	C-2 and C-H	MXD
West Puente Valley	Area on the western corner of Orange Avenue and Francisquito Avenue	CG	MU (Mixed-Use Development)	C-1	MXD

Advanced Planning Case No. RPPL2021013047

The ESGVAP would amend Title 22 (Planning and Zoning Code) to implement the goals and policies of the Project that would, in part, improve walkability of neighborhoods, create communal space, improve community character and design, increase neighborhood greening, increase access to transit, and promote land use compatibility. The proposed advanced planning amendments to Title 22 (Planning and Zoning Code) would:

- Reassess and revise the existing Rowland Heights CSD to bring it into conformance with the goals and policies of the ESGVAP.
- Adjust the boundaries of Avocado Heights and the Trailside Ranch EDs to create one consolidated equestrian district and include adjacent properties with existing equestrian use.
- Establish an area-wide overlay to regulate height, protect significant ridgelines, and provide public communal space in new development.

ESGV Planning Area Elements

The ESGVAP would provide a comprehensive planning vision for the 24 unincorporated communities in East San Gabriel Valley addressed in six community-specific planning elements: Land Use Element; Economic Development Element; Community Character and Design Element; Natural Resources, Conservation, and Open Space; Parks and Recreation Element; and Mobility Element. Each element would establish area-wide goals, policies, and implementation programs that would apply to the entire ESGV Planning Area. The six planning elements of the ESGVAP are summarized below.

Land Use Element

The overarching goal of the Land Use Element would be to conserve the residential character of the East San Gabriel Valley communities while allowing communities to grow sustainably into a dynamic regional hub that provides diverse options for housing, shopping, entertainment, recreation, and services for its residents, workers, and visitors.

The Land Use Element would support this goal in two ways: 1) by changing the General Plan land use designations of select parcels in the Planning Area to provide for focused growth and preservation areas (as presented in Appendix E, *Land Use Maps*, of the ESGVAP); and 2) by developing land use goals and policies that articulate how the focused growth and preservation of these areas would address land use issues, implement the seven vision statements identified above, enhance the existing land uses and, as a result, quality of life in East San Gabriel Valley. Implementation actions and programs would be used to carry out the goals and policies identified in the Land Use Element.

In order to achieve the seven vision statements of the ESGVAP, the County developed the growth and preservation strategies identified in **Table 3-2**, *Growth and Preservation Strategies*. These strategies would inform proposed land use changes and would be implemented through the goals and policies in the Land Use Element as well as through targeted amendments to land use intensities and zoning designations as identified in Table 3-1, above.

TABLE 3-2
GROWTH AND PRESERVATION STRATEGIES

Vision Statement	Strategies
Sustainable Growth Patterns	Plan for the **orderly and sustainable growth** of ESGV. Focus growth within a mile from major transit stops, a half mile from HQTCs, and a quarter-mile from established or new commercial centers where there is accessibility to existing or proposed frequent transit and commercial services. Combine residential with mixed-use along major and secondary commercial corridors and combine growth with infrastructure improvements and investments that support walkable, thriving, and connected communities.
Diverse, Walkable Communities	1. Enable a more **diverse land use pattern** to support the varied needs of residents and employees in ESGV. Support **housing for all ages, stages, and incomes.**
	2. Enable **new commercial nodes** to locate at key intersections and community gateways, to support a more equitable distribution of retail and commercial uses, and to enhance accessibility to daily goods and services.
	3. Identify potential locations for **village centers and open space amenities** (e.g., parks, plazas, paseos) within each community, where possible, and link these areas to transit and greenways.
Connected and Active Communities	4. Create dedicated **neighborhood greenways** designed to connect neighborhoods and communities together, create a sense of unity and district identity, and provide clear, safe, enjoyable, and convenient routes to transit, active transportation routes, commercial centers, employment centers, parks, schools, and other amenities.
Shared Community Identity and Character	5. Ensure that the scale and massing of new development provides **appropriate transitions** in building height and massing and are sensitive to the physical and visual character of adjoining lower-density neighborhoods.
Thriving Economy and Workforce	6. Support the success of **existing employment and commercial centers** by enabling them to be more distributed; re-inhabited with uses that meet community needs for jobs, services, and amenities; and redesigned to beautify the public realm, create clear pedestrian and vehicular mobility, and encourage pedestrian activity.
Sustainable Built and Natural Environment	7. **Preserve** the sensitive resources, scenic hillsides, conservation areas, agricultural lands, parks, open spaces, water channels, and equestrian amenities that characterize the ESGV, and identify locations to **enhance and restore** these resources and amenities for current and future populations.
Informed, Empowered and Environmentally Just Community	8. **Prioritize** the needs of **disadvantaged communities** in the allocation of funding and capital investments, to ensure the equitable distribution of resources and amenities, and to address environmental injustices, correct social and economic inequities, and support the health, safety, and well-being of all ESGV residents.

Generally, changes to land use designations and zoning would include up-zoning to allow for higher densities that would focus growth within one mile of major transit stops, within a half-mile of HQTCs, and within a quarter-mile of established or new commercial centers that have access to frequent transit services. These changes would combine residential uses with mixed uses along major commercial corridors and near access to transit. Outside of these areas of focused growth, land use strategies would focus primarily on enhancing access to transit, commercial services, and other amenities in communities, as well as preserving sensitive natural resources and open space. While future growth could occur outside of land use and zoning modifications summarized in Table 3-1, above, the Land Use Element would include policies to future growth consistent with the growth and preservation strategies identified in Table 3-2. The purpose of these land use changes would be to create more diverse types of housing, walkable connected communities with access to transit, local jobs and economic revitalization,

community gathering spaces, and a distinct community identity, as well as to improve the quality-of-life for East San Gabriel Valley communities.

Land use and zoning maps for communities in the ESGV Planning Area (see Appendix C), show how development and preservation of land would occur in the ESGV Planning Area. Land use and zoning change maps are included for the communities of Avocado Heights; Charter Oaks; East San Dimas; Hacienda Heights; North Pomona; Pellissier Village; Rowland Heights; South Diamond Bar; South Walnut; Unincorporated North Whittier; Unincorporated South El Monte; Walnut Islands and West San Dimas; Covina Islands and East Irwindale; South San Jose Hills, Valinda, and West Puente Valley; and the Foothill Communities. As a visual reflection of the ESGVAP's land use goals and policies, the land use and zoning change figures in Appendix C provide designations that establish locations for various types and densities of land use in the unincorporated ESGV communities identified for growth. The County would determine the highest intensity of future development consistent with these figures. The figures in Appendix C also reflect updated land use designations to create consistency between the ESGVAP and the General Plan.

While the ESGVAP would be a policy document that would not include proposals for or approvals of any specific projects, land use/zoning changes and policies included in the ESGVAP would encourage and facilitate the development of future projects that could result in environmental impacts once developed, such as higher density residential uses and commercial/mixed-use development. For example, targeted residential and commercial growth near transit and commercial centers could result in physical environmental impacts due to the construction of new housing and commercial facilities, and could also create ongoing changes to communities with regard to aesthetics, public services, transportation, etc. These specific future projects would be analyzed in subsequent CEQA environmental analyses, as deemed necessary.

Economic Development Element

The Economic Development Element would provide a framework to support the County's goals for the East San Gabriel Valley by attracting investment, developing a resilient workforce, reducing economic and financial distress in vulnerable communities, and providing for an economically and fiscally sustainable region. The Economic Development Element would include goals and policies to increase workforce development, increase access to education and economic resources, and invest resources that prioritize disadvantaged communities. One goal of the Economic Development Element would be to maintain employment-generating land uses to promote jobs in the planning area for residents. The element would include policies to protect employment-rich land uses, provide flexibility in industrial land use designations to support emerging industries, and would use buffering and other planning practices to facilitate compatibility between industrial and non-industrial uses. This element would undertake a targeted and streamlined revitalization effort via expediting and streamlining permitting processes, expanding existing industries and attracting new businesses within the ESGV Planning Area, utilizing targeted development incentives to enhance economic viability, maintaining land use flexibility for industrial land uses to support new industries and businesses, and encouraging

facilities upgrades and incentivizing the development of green industries. Implementation of these policies would result in the development of new industries and businesses in the ESGV Planning Area.

Community Character and Design Element

The ESGV Planning Area features a strong sense of community identity, experienced most prominently through quiet residential streets, lower scale development, and in some cases rural and equestrian character. The ESGVAP would conserve the character of these communities while fostering and transitioning to more diverse residential, commercial, mixed-use, and open space resources and amenities. The Community Character and Design Element identifies goals and policies that indicate how the County would ensure that growth in the East San Gabriel Valley would enhance the community identity and character of the area, including incorporating high-quality design, prioritizing sustainable site development, incorporating shade trees with large canopies into landscaping, utilizing efforts at placemaking to convey the history of the area, preserving equestrian districts and bridle paths, developing unique architectural gateways to communities, and incorporating pedestrian-oriented designs.

This element would emphasize the conservation of the natural beauty of the ESGV Planning Area, including discouraging development along ridge lines to maintain the natural silhouette of the landform, creating opportunities to showcase viewsheds, and encouraging use of native, drought-tolerant trees and vegetation as an integral design component in new development. The Community Character and Design Element would include goals to ensure active connections between existing and new developments, including walking, biking, and transit infrastructure. A component of the Community Character and Design Element would be design guidelines to ensure consistency and compatibility between existing and new higher density development. These guidelines are provided as an appendix to the ESGVAP. This element would aim to create neighborhood-oriented mixed-use centers to provide goods and services in proximity to existing neighborhoods through the development of community-oriented centers with a mix of local commercial, residential, institutional, educational, and open space activities within walking distance of neighborhoods.

The County would foster the design of climate-resilient streetscapes and outdoor public facilities. Environmental design policies would include creating multipurpose open spaces, repurposing frontage roads as urban greenways, encouraging the use of light pavements to reflect solar radiation, improving waterways to address flooding issues with low impact development (LID) solutions, utilizing native landscaping materials, providing hade canopies at transit stops and public parks, and integrating public art into public and private open spaces.

Natural Resources, Conservation, and Open Space Element

The ESGV Planning Area contains a broad range of natural resources and open space with some of the last remaining natural lands within urbanized Los Angeles County. The Natural Resources, Conservation, and Open Space Element establishes a vision and priorities to guide conservation

in the ESGV Planning Area. The vision that guided the development of the Natural Resources, Conservation, and Open Space Element consists of the following:

- The diversity of native habitats are conserved, restored, and connected across jurisdictions for the benefit of all species.
- Species biodiversity is preserved and enhanced across all local native habitats.
- All communities have equitable access to open space, urban nature, and recreation.
- Multi-benefit spaces informed by urban ecology are developed and integrated into infrastructure projects to facilitate access to nature, provide habitat, improve air and water quality, and provide ecosystem services.
- Development is directed away from lands with sensitive resources and/or hazards.
- Biologically sensitive and resource rich lands are acquired for preservation in perpetuity.
- The scenic integrity of the region's hillsides and ridgelines is preserved.

This element provides goals, policies, strategies, and implementation actions to conserve open space, biological, water, and scenic resources. This element addresses issues of declining natural environments, habitat fragmentation, social equity, and scenic and natural resource conservation needs in consideration of potential climate change impacts. The element seeks to protect significant natural and scenic resources and set priorities for their protection. It also provides guidance for development to ensure its conformance with the natural environment, conservation of biological resources and open space, and protection of sensitive watersheds and water quality. Implementation of the policies in this element could result in increased urban greening, increased trails and parks, the conservation and expansion of open spaces and biological resources, the protection of open space, water resources, and biological resources from development encroachment, and the establishment of mitigation land banking programs.

East San Gabriel Valley Planning Area Significant Ecological Areas

In Los Angeles County, land that contains irreplaceable biological resources is designated as a Significant Ecological Area (SEA). The objective of the SEA Program is to conserve genetic and physical diversity by designating biological resource areas that are capable of sustaining themselves into the future. The ESGV Planning Area has four separate SEAs designated for resource protection, primarily in the hillside areas: the East San Gabriel Valley SEA, the Puente Hills SEA, the San Dimas Canyon and San Antonio Wash SEA, and the San Gabriel Canyon SEA. Each SEA is sized to support sustainable populations of its component species and includes undisturbed or lightly disturbed habitat along with linkages and corridors that promote species movement.

With guidance from the General Plan, the ESGVAP would promote the development of an Open Space Master Plan and land acquisition strategy and Mitigation Land Banking Program with a particular focus on SEAs. Under the Open Space Master Plan and land acquisition strategy, the County would work with collaborative partners to identify multi-use sites, explore means of open space acquisition and preservation, such as inter-jurisdictional land swaps, mitigation banking,

and other partnerships, and implement legal protections, such as deed-restrictions and easements. The ESGVAP would also create a Mitigation Land Banking Program that would be guided by conservation priorities with appropriate standards and criteria to allow eligible projects to purchase land within SEAs or other biologically sensitive areas as a mitigation measure for development in areas outside of SEAs. Mitigation lands could accommodate passive recreational use in addition to conserving biological resources. Considering the extent of SEA-designated lands in the ESGV Planning Area, the development of an Open Space Master Plan and land acquisition strategy and a Mitigation Land Banking Program to guide conservation priorities and cross-jurisdictional partnerships would protect valuable resources in the ESGV Planning Area consistent with the goals and policies of the Natural Resources, Conservation, and Open Space Element.

Mobility Element

The of purpose of the East San Gabriel Valley Mobility Element (as defined by the Mobility Action Plan [MAP]) is to identify ideas and to make it easier and safer to walk, bike, and use transit in and between the 24 unincorporated communities located in the East San Gabriel Valley. The County recognizes that its residents face challenges related to equity, systemic racism, climate change, disparate access to opportunity, and the impacts of traffic congestion and emissions from transportation sources. By acknowledging these challenges and the people they impact, the MAP outlines a strategy to improve mobility in a sustainable, equitable, and achievable way. The eleven policies recommended for the MAP meet at least one of the following three primary criteria:

1. They address mobility gaps and needs as defined in the technical analysis.
2. They are broadly consistent with the regional or state-level goals of partner agencies and may support the County's pursuit of funding for mobility improvements.
3. They are an innovation proven elsewhere that is not currently implemented in the East San Gabriel Valley.

The policies recommended for the ESGV MAP:

- Prioritize connections to food systems, health care facilities, parks, and other locations that support public well-being; prioritize mobility improvements that link transit, schools, parks, and other key destinations in the community;
- Utilize technology to implement more flexible transportation options that supplement existing service or address gaps in the existing network, and identify ways to support closing the digital divide;
- Incorporate sustainable design components into street treatments that increase safety for pedestrians, bicyclists, and sensitive groups such as youth and older adults while supporting environmental stewardship;
- Implement and connect safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use;
- Reduce car dependency by supporting the implementation of safe and convenient active transportation infrastructure that connects with and compliments the transit network;

- Support integrated land use and transportation planning (such as compact, mixed-use development adjacent to existing and planned transit corridors) to support a more sustainable and multimodal East San Gabriel Valley;
- Support mode shift to lower- or zero-emission travel modes that can balance increased emissions that may derive from increased travel/mobility;
- Identify potential locations for innovative traffic safety features or pilot programs that support safety, accessibility, and sustainability; address inequities created by a history of car-centric design in the ESGV by prioritizing the mobility and safety needs of priority populations such as youth, older adults, zero car households, and residents living in areas with environmental justice concerns; and
- Address real and perceived safety concerns to encourage walking and rolling, and identify barriers to walking and rolling in unincorporated areas.

Parks and Recreation Element

The intent of this element is to provide equitable access to open space, parks, and recreation; preserved natural, historical and cultural resources; recreational opportunities and education on indigenous history; enhanced parks and recreational programs; and improved, expanded, and connected trails. The Parks and Recreation Element would promote enhanced active and passive park and recreation opportunities for all users by providing opportunities for public participation in designing and planning parks and recreation programs; providing additional active and passive recreation opportunities based on a community's setting, and recreational needs and preferences; and promoting efficiency by building on existing recreation programs. This element would enhance multi-agency collaboration to leverage resources by supporting the development of multi-benefit parks and open spaces through collaborative efforts among entities such as cities, the County, state, and federal agencies, private groups, schools, private landowners, and other organizations, and increase communication and partnerships with local organizations to improve safety in parks.

The Parks and Recreation Element would support the acquisition and development of additional parkland by acquiring and developing parkland to meet County goals (i.e., 4 acres of local parkland per 1,000 residents in unincorporated areas and 6 acres of regional parkland per 1,000 residents of the total population of Los Angeles County); providing additional parks in communities with insufficient local parkland, especially in Very High and High park need study areas; and expanding existing regional parks by acquiring land that would provide a buffer from potential threats that would diminish the quality of the recreational experience, protect watersheds, and offer linkages that enhance wildlife movements and biodiversity.

This element proposes to improve accessibility and connectivity to a comprehensive greenway network by connect existing trails to storm channels, waterways, pedestrian paths, and bike paths. To accomplish this the County would develop a network of feeder trails into regional trails and collaborate with other public, non-profit, and private organizations in the development of a comprehensive trail system. In addition, the Park and Recreation Element would protect historical and natural resources on County park properties by preserving and developing facilities that serve

as educational resources to improve community understanding of and appreciation for natural areas, including watersheds.

Community Chapters

The community chapters for the unincorporated communities in the ESGV Planning Area present a community-specific vision for each area through targeted policies and implementation actions that build upon the guiding framework of the ESGVAP. Community chapters may consist of individual communities or may include a group of communities that have similar characteristics and planning needs. Community chapters include policies and implementation programs tailored to meet the specific needs, challenges, and opportunities of communities. Fifteen community chapters have been developed for the following communities and groups of communities: Avocado Heights; Charter Oak; East San Dimas; Hacienda Heights; North Pomona; Pellissier Village; Rowland Heights; South Diamond Bar; South Walnut; Unincorporated North Whittier; Unincorporated South El Monte; San Jose Hills Communities: Walnut Islands and West San Dimas; Northwestern Communities: Covina Islands and East Irwindale; Southwestern Communities: South San Jose Hills, Valinda, and West Puente Valley; and San Gabriel Mountains Foothill Communities: East Azusa, Glendora Islands, North Claremont, Northeast La Verne, Northeast San Dimas, and West Claremont.

The community chapters identify issues and opportunities and recommend policies and programs developed in part through visioning workshops with community members. The components of the community chapters are tailored to be specific to each community's conditions and needs. The policies and programs identified in the community chapters apply only to the respective communities in the chapter. Each community chapter includes implementation programs specific to its respective community, such as increasing housing and commercial revitalization in specific areas; providing cohesive downtown identities through placemaking efforts; designing new developments to minimize impacts on community character, surrounding neighborhoods, and natural features; ensuring growth is in line with infrastructure capacity; providing efficient and effective transit and active transportation options; increasing pedestrian and cycling paths in specific areas; policies to investigate revitalizing specific underutilized properties; policies to protect specific ecological resources; and policies to investigate the potential annexation of unincorporated areas into nearby cities.

Other Plan Components

Within the ESGV Planning Area there is the Rowland Heights Community Plan, the Hacienda Heights Community Plan, the Rowland Heights CSD, the Avocado Heights CSD, and four EDs (Rancho Potrero De Felipe Lugo ED, Pellissier Village ED, Avocado Heights ED, and Trailside Ranch ED). These existing regulations would be updated and consolidated into the ESGVAP which would preserve the regulations while streamlining land use and zoning regulations. Additional new implementing ordinances may be developed, such as an area-wide overlay to regulate height, protect significant ridgelines, and provide public communal space in new development.

Certain existing implementing ordinances, such as the relevant CSDs and EDs, would be updated to reflect land use changes proposed in the ESGVAP.

3.5 Required Approvals: Environmental Review and Consultation Requirements

State CEQA Guidelines Section 15124(d) requires an EIR to contain a statement briefly describing the intended uses of the EIR. Los Angeles County has approval authority over the ESGVAP. Approval from other public agencies is not required. The County would certify the Final Environmental Impact Report (EIR), approve the General Plan Amendment, and adopt the ESGVAP and project components. No other agency approvals would be required, as these are policy matters for the County. Some of the actions in the ESGVAP's implementation program may involve other agencies, such as SCAG concerning expanded transit service; however, such actions would require future project-level CEQA evaluation by the organization undertaking such an action, at which time they would be the lead or approving agency.

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CHAPTER 4
Environmental Analysis

Introduction to Environmental Analysis

This Draft Program Environmental Impact Report (PEIR) is intended to serve as a PEIR under the California Environmental Quality Act (CEQA). Although the legally required contents of a PEIR are the same as those of a Project EIR, PEIRs are typically more conceptual and may contain a more general or qualitative discussion of impacts, alternatives, and mitigation measures than a Project EIR. As provided in State CEQA Guidelines Section 15168, a PEIR may be prepared on a series of actions that may be characterized as one large project. Use of a PEIR provides the County (as lead agency) with the opportunity to consider broad policy alternatives and program wide mitigation measures, and provides the County with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive basis.

A PEIR is appropriate for the Project because it satisfies Section 15168(a) of the State CEQA Guidelines. The Project area includes the unincorporated areas of Los Angeles County within the East San Gabriel Valley; would be under the County's rules, regulations, plans, and other general criteria; is carried out under one regulatory authority, the County; and would have generally similar environmental effects, as they relate to changing land use designations and zoning within the County, which can be mitigated in similar ways.

The Project involves the implementation of a broad policy planning document. The project-level details of the implementation of the Proposed Project would not be known at the time of preparation of the PEIR. The PEIR approach would provide a sufficient level of analysis for the broad nature of the Project.

The purpose of this Draft PEIR is to evaluate the potential environmental effects of the Proposed Los Angeles County East San Gabriel Valley Area Plan (Project). The County of Los Angeles (County) circulated a Notice of Preparation (NOP) beginning on April 28, 2022, with the public review period ending on June 1, 2022. The NOP was transmitted to the State Clearinghouse, responsible agencies, other affected agencies, and other public and private potential stakeholders to solicit feedback regarding the scope of the environmental analysis to be addressed in the Project's Draft PEIR. A virtual scoping meeting was held on May 10, 2022, at 6pm to solicit feedback on the NOP and Project. The NOP and comment letters received are contained in **Appendix A** of this Draft PEIR.

Sections 4.1 through 4.18 of this Draft PEIR contain the potential environmental impacts analysis associated with implementation of the Project, and focus on the following issues:

- Section 4.1 – Aesthetics
- Section 4.2 – Agriculture and Forestry Resources
- Section 4.3 – Air Quality
- Section 4.4 – Biological Resources
- Section 4.5 – Cultural Resources
- Section 4.6 – Energy
- Section 4.7 – Greenhouse Gas Emissions
- Section 4.8 – Hazards and Hazardous Materials
- Section 4.9 – Hydrology and Water Quality
- Section 4.10 – Land Use and Planning
- Section 4.11 – Noise
- Section 4.12 – Population and Housing
- Section 4.13 – Public Services
- Section 4.14 – Recreation
- Section 4.15 – Transportation
- Section 4.16 – Tribal Cultural Resources
- Section 4.17 – Utilities and Service Systems
- Section 4.18 – Wildfire

Supporting Documentation

Supporting documentation was prepared to analyze air quality, biological resources, cultural resources, energy, greenhouse gas emissions, noise, paleontological resources, tribal cultural resources, and transportation. These documents are identified in the discussions for the individual environmental issues. They are included as appendices attached to this Draft PEIR.

Analysis Format

The Draft PEIR assesses how the Project would impact each of the above-listed resource areas. Each environmental issue addressed in this Draft PEIR is presented in terms of the following subsections:

- **Environmental Setting:** Provides information describing the existing setting on and/or surrounding the Project area that may be subject to change as a result of implementation of the Project. This setting discussion describes the conditions that existed when the NOP was sent to responsible agencies and the State Clearinghouse.
- **Relevant Plans, Policies, and Ordinances:** Provides a discussion of federal, state, regional, and local regulations, plans, policies, and ordinances applicable to the Project.

- **Thresholds of Significance:** Provides criteria for determining the significance of Project impacts for each environmental issue.
- **Methodology:** Provides the methods and approach for determining the level of significance for the Project impacts.
- **Environmental Impacts:** Provides a discussion of the characteristics of the Project that may have an impact on the environment, analyzes the nature and extent to which the Project is expected to change the existing environment, and indicates whether the Project's impacts would meet or exceed the levels of significance thresholds.
- **Cumulative Impacts:** Provides a discussion of the characteristics of the Project that may have a cumulative impact on the environment.
- **Mitigation Measures:** Identifies mitigation measures to reduce significant adverse impacts to the extent feasible.
- **Level of Significance After Mitigation:** Provides a discussion of significant unavoidable environmental impacts that cannot be feasibly mitigated or avoided, potentially significant environmental impacts that can be feasibly mitigated or avoided, and impacts that are not significant.
- **References:** Lists the sources cited during preparation of the Draft PEIR.

Approach to Impact Analysis

Significance Criteria

CEQA lead agencies rely on impact significance criteria as benchmarks to determine whether changes to the existing environment caused by a project or an alternative would cause a significant adverse effect. A *significant effect on the environment* is "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project" (CEQA Guidelines Section 15382). The significance criteria for this Draft PEIR are generally based on the series of questions provided in the State CEQA Guidelines Appendix G Environmental Checklist.

Significance Thresholds

To determine whether the impact of a project-caused change compared to any of the significance criteria could be significant, CEQA lead agencies evaluate the degree of that change relative to an established threshold. The State CEQA Guidelines Section 15064.7 defines "threshold of significance" as "an identifiable quantitative, qualitative or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency and compliance with which means the effect normally will be determined to be less than significant." Such thresholds may be sourced from a variety of places including general plan policies, ordinances, other agencies' thresholds, and industry standards. The thresholds used in this Draft PEIR are identified together with the relevant criteria on a resource-by-resource basis throughout this Chapter 4.

Significance Conclusions

Impact significance conclusions in this Draft PEIR are reached based on information in the record, including scientific and factual data as well as professional knowledge and judgment. Consistent with CEQA and the State CEQA Guidelines, each significance conclusion is characterized as one of the following:

1. **No Impact:** This signifies that the Project or an alternative would not cause any change in the environment relative to the applicable significance threshold; under these circumstances, no mitigation measures are required. Resources for which the Initial Study prepared for the Project (Appendix A) concluded that no impact would result are not analyzed in detail in this Draft PEIR.
2. **Less-than-Significant Impact:** This signifies that the Project or an alternative could cause an adverse change in the environment, but not one that would be substantial, relative to the applicable significance threshold. Under these circumstances, no mitigation measures are required. Resources for which the Initial Study prepared for the Project (Appendix A) concluded that a less-than-significant impact would result are not analyzed in detail in this Draft PEIR.
3. **Less than Significant with Mitigation Incorporated:** This signifies that the Project or an alternative could cause an adverse change in the environment that would be substantial relative to the applicable significance threshold, but that the implementation of one or more feasible mitigation measures would reduce the significance of the impact below the threshold.
4. **Significant and Unavoidable:** This signifies that the Project or an alternative could cause a substantial adverse change in the environment relative to the applicable significance threshold; however, either no feasible mitigation measures are available, or, even with implementation of feasible mitigation measures, the significance of the impact would remain above the threshold.
5. **Cumulatively Considerable:** This signifies that the Project-specific or alternative-specific contribution to a significant cumulative impact would be considerable when viewed in connection with the incremental impacts of past projects, the impacts of other current projects, and the impacts of reasonably foreseeable probable future projects (as defined in State CEQA Guidelines Section 15130).

Resources Eliminated from Detailed Consideration in This EIR

The Initial Study prepared for the Project identified two environmental factors that would have less than significant impacts if the Project is implemented: Geology and Soils, and Mineral Resources. Therefore, these factors were scoped out of the Draft PEIR (Appendix A) given they would result in “no impact” or “less-than-significant impact.” Certain other resources and significance criteria for which the Initial Study concluded that “no impact” or a “less-than-significant impact” would result, nonetheless have been brought forward for more detailed environmental significance impact analysis in this Chapter 4 based on scoping comments and input received.

Mitigation Measures

Mitigation measures are feasible actions intended to avoid or substantially lessen significant impacts identified in the impact analysis. To avoid or reduce significant impacts, feasible mitigation measures have been recommended to address them. The effectiveness of recommended mitigation measures has been evaluated by analyzing the impact remaining after the implementation of the measure. In some cases, the implementation of more than one mitigation measure may be needed to reduce the significance of an impact below the threshold. Impacts that remain significant after feasible mitigation measures are applied are identified as significant and unavoidable impacts.

Cumulative Impact Assumptions and Methodology

As defined in State CEQA Guidelines Section 15355, the term "cumulative impacts" refers to two or more individual impacts, which, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from multiple projects is the change in the physical environment that results from the incremental impact of the proposed project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time (State CEQA Guidelines Sections 15355[b] and 15130[a][1]).

The cumulative analysis evaluates cumulative impacts on a resource-by-resource basis by considering the incremental impacts of the Project together with the ongoing effects of past, present, and reasonably foreseeable probable future projects that could cause environmental impacts that are closely related to those caused by the Project. Factors considered in determining whether a project is included in the cumulative impact analysis include whether it would cause impacts of the same nature as the Project in the same area at the same time. In each case, the analysis follows the steps listed below. The analysis of whether an alternative could cause or contribute to cumulative impacts is provided in Chapter 5, *Project Alternatives*, of this Draft PEIR and follows these same steps.

1. For any resource area or consideration where the Project would result in no impact, the Project could not cause or contribute to any significant cumulative impact. No additional discussion is needed in such instances. For all other instances, the analysis continues.
2. Define the geographic scope of the impacts associated with each resource area affected by the Project. The geographic scope of the cumulative impacts analysis for each resource area is tailored to the natural boundaries of the affected resource or area of consideration. See **Table 4-1**, *Geographic Areas for Cumulative Analysis*, which identifies the geographic scope of the impacts associated with each resource area affected by the ESGVAP. Only those projects that could cause impacts in the same geographic area are relevant for a given resource.
3. Define the temporal scope of the impacts associated with each resource area affected by the Project. For example, are the Project's impacts restricted to a certain period or have the potential to occur at any point during the planning horizon?

4. Identify relevant plans, projections, and projects for cumulative impact analysis, which consists of resource area-specific trends; projections contained in one or more local, regional, or statewide planning documents; and past, present, and reasonably foreseeable probable future projects.[1] The incremental contribution of past projects generally is reflected in the existing environmental conditions within the cumulative impacts area, which reflect a combination of the natural condition and the ongoing effects of past actions in the affected area.
5. Identify, on a significance criterion-by-criterion basis, the incremental Project-specific impact before the implementation of any identified mitigation measures. Note whether they are temporary or permanent, as well as whether limited to a specific issue (e.g., emissions of nitrogen oxides but not PM_{10}).
6. Describe the impacts associated with the plans/projections and projects within the geographic and temporal scopes of the respective resource's impacts and determine whether the Project's impacts and the cumulative projects' impacts (when combined) would be significant. If not, the analysis concludes that a less-than-significant cumulative impact would result.

If when combined, the Project's impacts and the cumulative plans', projections,' or projects' impacts would be significant, then determine whether the Project's incremental impact is cumulatively considerable. A less-than-significant incremental impact may, nonetheless, be cumulatively considerable. The Project's contribution to a significant cumulative impact may not be cumulatively considerable based on the implementation of appropriate mitigation. The cumulative impact analyses first determines whether the ESGVAP's incremental impacts would be cumulatively considerable pre-mitigation, and then considers whether they would be cumulatively considerable post-mitigation. Mitigation measures identified at the Project-specific level can be considered in this context to determine whether their implementation would reduce the significance of the cumulative contribution below the established threshold. If with mitigation the Project's contribution would not be cumulatively considerable, then the analysis concludes that the Project's cumulative impact would be less than significant. Alternatively, even with the implementation of feasible mitigation measures, if the Project's contribution would remain above the identified threshold, then the analysis concludes that the Project's cumulative impact would be significant and unavoidable.

[1] State CEQA Guidelines Section 15130(b) recommends that cumulative impacts be analyzed using a "project" or "projection" approach. This EIR uses a blended hybrid approach.

TABLE 4-1
GEOGRAPHIC AREAS FOR CUMULATIVE ANALYSIS

Resource Area	Geographic Area
Aesthetics	Areas of the unincorporated communities and cities visible to and from the ESGVAP areas and vicinity.
Agriculture and Forestry	Unincorporated areas of the county that are designated as Farmland pursuant to the FMMP and forest land in the unincorporated areas.
Air Quality	The South Coast Air Basin
Biological Resources	Los Angeles County, Puente Hills, Angeles National Forest and San Bernardino National Forest to the north, and Santa Ana Mountains to the southeast.
Cultural Resources and Paleontological Resources	Unincorporated islands and communities within the Plan Area and adjacent cities.
Energy	Countywide (electricity) and 40-mile travel radius (fuel).
Greenhouse Gas Emissions	Statewide
Hazards and Hazardous Materials	Los Angeles County, inclusive of both incorporated and unincorporated areas.
Hydrology and Water Quality	Los Angeles County, inclusive of both incorporated and unincorporated areas.
Land Use and Planning	Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties.
Noise	Unincorporated County within the ESGVAP area, which includes the sites of future development facilitated by adoption of the ESGVAP
Population and Housing	Los Angeles County, inclusive of both incorporated and unincorporated areas.
Public Services	Los Angeles County, inclusive of both incorporated and unincorporated areas.
Recreation	Los Angeles County, inclusive of both incorporated and unincorporated areas.
Transportation	Cumulative growth projections for Los Angeles County that are reflected in the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy.
Tribal Cultural Resources	Unincorporated islands and communities within the Plan Area and adjacent cities.
Utilities and Service Systems	Los Angeles County, inclusive of both incorporated and unincorporated areas.
Wildfire	Los Angeles County, inclusive of both incorporated and unincorporated areas.

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4.1 Aesthetics

This section identifies and evaluates issues related to aesthetics to determine whether implementation of the East San Gabriel Valley Area Plan (ESGVAP or Project) could result in a significant impact related to scenic vistas; views from a regional trail; scenic resources in a state scenic highway; existing visual character or quality; or shadows, light, or glare that would adversely affect day or nighttime views in the area. This section describes the environmental and regulatory setting, the criteria and thresholds used to evaluate the significance of impacts, the methods used in evaluating these impacts, and the results of the impact assessment.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (**Appendix A**). These comments identified various substantive concerns related to Aesthetics, as follows: potential effects on community character, the nature and placement of public art, and aesthetic effects on transit corridors. **Table 1-1**, *Notice of Preparation and Comment Letters Summary*, in Chapter 1, *Introduction*, includes a summary of all comments received during the scoping comment period. Issues relating to aesthetics, light, or glare raised in comments are addressed in this section.

4.1.1 Environmental Setting

The visual character of the East San Gabriel Valley features wide topographic variation from the San Gabriel Mountains and Puente and San Jose Hills down to the San Gabriel Valley floor. The East San Gabriel Valley is primarily developed with residential land uses in the valley and into hillsides with access to open space in the hills and mountains which ring the valley. These hills and mountains provide access to a variety of multi-use trails, including equestrian trails, that are present throughout the Project area. There is one designated state scenic highway near the ESGVAP area: Angeles Crest Highway Route-2, from 2.7 miles north of Interstate (I)-210 to the San Bernardino County line. There are also three highways within or near the Plan Area that are eligible for designation including State Route (SR) 142, SR 57, and SR 39 (DRP 2014; Caltrans 2019).

Regulatory Setting

Federal Laws, Regulations, and Policies

There are no federal regulations, plans, or policies applicable to aesthetics issues relevant to the Project.

State Laws, Regulations, and Policies

Modernization of Analysis for Transit-Oriented Infill Projects (Senate Bill 743)

Enacted in 2013, Senate Bill 743 implemented a number of changes to CEQA that are designed to streamline some of its procedures for certain projects, including infill residential, mixed-use residential, an employment center projects located near transit services. As specified in CEQA Section 21099(d)(1), aesthetic and parking impacts of a residential, mixed-use residential, or

employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment, provided the project meets all of the following three criteria:

- The project is in a transit priority area[1]
- The project is on an infill site[2]
- The project is residential, mixed-use residential, or an employment center[3]

CEQA Section 21099(d)(2)(A) specifies that this subdivision does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies. CEQA Section 21099(e) further specifies that this section does not affect the authority of a public agency to establish or adopt thresholds of significance that are more protective of the environment.

Some new residential and mixed-use development that could result from implementation of the ESGVAP, particularly development within one-half mile of an existing or planned major transit stop, as defined in Section 21064.3 of the State CEQA Guidelines, would meet the criteria above under which aesthetic impacts are not required to be considered. However, as permitted under the aforementioned State CEQA Guidelines sections, this EIR considers and evaluates the potential aesthetic impacts of new development that could result with implementation of the ESGVAP in all applicable areas of unincorporated Los Angeles County within the ESGVAP, including new infill development that could occur within a transit priority area.

State Scenic Highway Program

California's Scenic Highway Program was created by the Legislature in 1963 to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to designated scenic highways. The State laws governing the Scenic Highway Program are found in the California Streets and Highways Code, Division 1, Chapter 2, Article 2.5, Section 260 et seq. The State Scenic Highway System includes a list of federal and State highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Streets and Highways Code Sections 263 through 263.8. A highway may be designated scenic based upon the amount of natural landscape that can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view.

When a city or county nominates an eligible scenic highway for official designation, it must identify and define the scenic corridor of the highway. A scenic corridor is the land generally

[1] CEQA Section 21099(a)(7) defines a "transit priority area" as an area within one-half mile of an existing or planned major transit stop. A "major transit stop" is defined in CEQA Section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the a.m. and p.m. peak commute periods.

[2] CEQA Section 21099(a)(4) defines an "infill site" as either (1) a lot within an urban area that was previously developed; or (2) a vacant site where at least 75 percent of the site perimeter adjoins (or is separated by only an improved public right-of-way from) parcels that are developed with qualified urban uses.

[3] CEQA Section 21099(a)(1) defines an "employment center" as a project situated on property zoned for commercial uses with a floor area ratio of no less than 0.75 and located within a transit priority area.

adjacent to and visible from the highway. A scenic corridor is identified using a motorist's line of vision. A reasonable boundary is selected when the view extends to the distant horizon. The corridor protection program does not preclude development, but seeks to encourage quality development that does not degrade the scenic value of the corridor. Jurisdictional boundaries of the nominating agency are also considered. The agency must also adopt ordinances to preserve the scenic quality of the corridor or document such regulations that already exist in various portions of local codes. These ordinances make up the scenic corridor protection program.

According to the California Department of Transportation (Caltrans) list of designated scenic highways under the California Scenic Highway Program, there is one designated state scenic highway near the ESGVAP area: Angeles Crest Highway Route-2, from 2.7 miles north of I-210 to the San Bernardino County line. There are also three highways within or near the Plan Area that are eligible for designation including SR 142, SR 57, and SR 39 (DRP 2015; Caltrans 2019).

California Building Code

The California Building Code, Part 2 of Title 24 in the California Code of Regulations (CCR), is based on the International Building Code and combines three types of building standards from three different origins:

- Building standards that have been adopted by State agencies without change from building standards contained in the International Building Code.
- Building standards that have been adopted and adapted from the International Building Code to meet California conditions.
- Building standards, authorized by the California legislature, that constitute extensive additions not covered by the International Building Code that have been adopted to address particular California concerns.

The California Building Code includes standards for outdoor lighting that are intended to improve energy efficiency, and to reduce light pollution and glare by regulating light power and brightness, shielding, and sensor controls.

Regional Laws, Regulations, and Policies

There are no regional laws, regulations, and/or policies that are specifically applicable to aesthetics. See below for a discussion of the local laws, regulations, and policies.

Local Laws, Regulations, and Policies

Zoning Ordinance

The Los Angeles County Code includes applicable sections to visual resources in the ESGVPA. The following sections provide a brief overview of the applicable sections.

Title 22 – Planning and Zoning

Title 22 (Zoning Ordinance) describes the development standards that apply to each zone (e.g., height limits, setbacks, etc.). Subsections of Title 22 that are substantially relevant to visual resources include the following:

- Chapter 22.48 (Yards, Highway Lines and Highways) contains provisions that pertain to the regulation of, and development standards for highways and parkways;
- Chapter 22.44 (Supplemental Districts) Part 9 (Rural Outdoor Lighting District) allows for the establishment of rural outdoor lighting districts, which promote and maintain dark skies for the health and enjoyment of individuals and wildlife;
- Chapter 22.44 includes regulations that, in addition to other provisions in the Zoning Ordinance, regulate light and glare;
- Chapter 22.44 Part 2 (Community Standards Districts) contains development regulations which supersede the countywide standards in the Zoning Ordinance for a list of communities that form districts for this purpose; and
- Chapter 22.52 (General Regulations) contains a number of general regulations, including Part 10 (Signs), which regulates the design and siting of all signs in the unincorporated County. Part 10 is discussed further below.

Hillside Management Areas (HMAs) Ordinance

With related provisions contained in Section 22.56.215 (Hillside Management and Significant Ecological Areas—Additional Regulations) of the Zoning Ordinance, Hillside Management Areas (HMAs) were established to ensure that development preserves the physical character and scenic value of areas of the County with a natural slope of greater than 25 percent. In order to accomplish this, provisions relating to HMAs encourage protecting scenic hillside views and conserving natural hillside character.

Mills Act Program

Chapter 22.52 (General Regulations) Part 26 (Los Angeles County Mills Act Program) of the Zoning Ordinance is commonly referred to as the Los Angeles County Mills Act Program. The purpose of the program is to provide an incentive for owners of qualified historical properties within the unincorporated areas of the County to preserve, restore, and rehabilitate the historic character of such properties, thereby providing a historical, architectural, social, artistic, and cultural benefit to the citizens of the Project Area, as authorized by the provisions of Article 12 (commencing with Section 50280) of Chapter 1, Part 1, Division 1 of Title 5 of the California Government Code, the provisions of which are commonly known as the “Mills Act.”

Oak Tree Ordinance

Contained in Part 16 (Oak Tree Permits) of Section 22.56 (Conditional Use Permits, Variances, Nonconforming Uses, Temporary Uses and Director’s Review) of the Zoning Ordinance, the Oak Tree Ordinance was established to recognize oak trees as significant aesthetic, historical and ecological resources. The ordinance establishes permitting requirements for removal of protected oak trees.

Signs

Part 10 (Signs) of Chapter 22.52 (General Provisions) of the Los Angeles County Code regulates the design, siting, and maintenance of signs in the Project Area. These regulations are intended to provide standards for the protection of property values, visual aesthetics, and the public health, safety and general welfare of citizens, while still providing ample opportunities for businesses and the visual advertising industry to operate successfully and effectively.

Community Standards Districts

Avocado Heights Community Standards District (CSD)

The Avocado Heights CSD, adopted in 2003, sets specific requirements for the development of properties in the community. The objective is to preserve the open character, support property maintenance, and improve the compatibility between residential and industrial uses.

Rowland Heights Community Standards District (CSD)

The Rowland Heights CSD includes zone-specific development standards intended to limit impacts to visual character within the Rowland Heights Community and which provides limitations to building heights in commercial and mixed-use zones within certain proximities to Colima Boulevard. The height limitations applied by the Rowland Heights CSD can be lower than allowable heights in subject zoning districts.

Los Angeles County General Plan

The Conservation and Natural Resources Element of the Los Angeles County General Plan provides goals and policies relevant to aesthetic resources in Section VII. Scenic Resources, which include the following:

Goal C/NR 13: Protected visual and scenic resources

Policy C/NR 13.1: Protect scenic resources through land use regulations that mitigate development impacts.

Policy C/NR 13.2: Protect ridgelines from incompatible development that diminishes their scenic value.

Policy C/NR 13.3: Reduce light trespass, light pollution and other threats to scenic resources.

Policy C/NR 13.4: Encourage developments to be designed to create a consistent visual relationship with the natural terrain and vegetation.

Policy C/NR 13.5: Encourage required grading to be compatible with the existing terrain.

Policy C/NR 13.6: Prohibit outdoor advertising and billboards along scenic routes, corridors, waterways, and other scenic areas.

Policy C/NR 13.7: Encourage the incorporation of roadside rest stops, vista points, and interpretive displays into projects in scenic areas.

Policy C/NR 13.8: Manage development in HMAs to protect their natural and scenic character and minimize risks from natural hazards, such as fire, flood, erosion, and landslides.

Policy C/NR 13.9: Consider the following in the design of a project that is located within an HMA, to the greatest extent feasible:

- Public safety and the protection of hillside resources through the application of safety and conservation design standards;
- Maintenance of large contiguous open areas that limit exposure to landslide, liquefaction and fire hazards and protect natural features, such as significant ridgelines, watercourses and SEAs.

Policy C/NR 13.10: To identify significant ridgelines, the following criteria must be considered:

- Topographic complexity;
- Uniqueness of character and location;
- Presence of cultural or historical landmarks;
- Visual dominance on the skyline or viewshed, such as the height and elevation of a ridgeline; and
- Environmental significance to natural ecosystems, parks, and trail systems.

Existing Environmental Conditions

East San Gabriel Valley Area Plan

The regional setting for the ESGVAP as it relates to aesthetics includes the 32,826-acre combined Plan Area and surrounding areas with views into the combined planning area. The view-scape in the ESGVAP area is that of an urban environment characterized by an array of interspersed developments, open spaces, and infrastructure improvements. The combined planning area is characterized by a large flat lowland valley, surrounded by rolling, dry hills, and the San Gabriel Mountains to the north. The San Gabriel River and Interstate (I-) 605 (also called the San Gabriel River Freeway) form the western boundary of the Plan Area. The Puente Hills, with areas of open space and habitat, form the southern boundary. The steep slopes and urban-wildland interface with the San Gabriel Mountains and Angeles National Forest form the northern extent of the Plan Area. The surrounding terrain provides access to a variety of trails and viewpoints. Additionally, the ESGV is unique with regard to the equestrian trails that are present throughout the Plan Area.

The unincorporated communities subject to the ESGVAP are spread throughout the Plan Area, which places each community at varying distances to views of surrounding hills and mountains. The San Gabriel Mountains and San Jose and Puente Hills play a major role in physically defining the diverse communities in the unincorporated ESGV. Views of those scenic resources are available from many vantage points within the subject communities, though the urbanized setting includes development and trees that can obscure all or some views of the landscape surrounding the Plan Area.

Viewpoints

Viewpoints are distributed throughout the 24 unincorporated communities that make up the ESGV Plan Area, with viewpoints located at high points in landscapes and in open areas where vistas of surrounding mountains and hills are available.

Light and Glare

Lighting

Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments. However, these lights have the potential to produce spillover light and glare, and if designed incorrectly, could be considered unattractive. Although nighttime light is a common feature of urban areas, spillover light can adversely affect light-sensitive uses, such as residential units at nighttime.

With respect to nighttime lighting and illumination, the areas within the unincorporated communities that make up the ESGV Plan Area have a relatively high level of ambient lighting, particularly along active transportation corridors. High levels of nighttime lighting along these roadways are generated by street lights, vehicle headlights, illuminated signage, lighted outdoor advertising displays, security lighting from commercial and industrial uses and parking lots, and interior building illumination. Around the active transportation corridors, lower density residential areas exhibit less intensive lighting, though some nighttime lighting is provided by street lighting, vehicle headlights, security lighting, and interior illumination from residences. Lighting in residential communities is generally consistent with the development density of those communities, with lower density residential neighborhoods exhibiting less intensive street lighting and security lighting.

Glare

Glare results when a light source directly in the field of vision is brighter than the eye can comfortably accept. Squinting or turning away from a light source is an indication of glare. The presence of a bright light in an otherwise dark setting may be distracting or annoying, referred to as discomfort glare, or it may diminish the ability to see other objects in the darkened environment, referred to as disability glare. Reflective glare, such as the reflected view of the sun from a window or mirrored surface, can be distracting during the day.

Most glare in the 24 unincorporated communities that make up the ESGV Plan Area is generated by reflective materials on existing buildings and glare from vehicles passing on major street corridors.

Scenic Highways

There are no designated state scenic highways near the ESGVAP area. The nearest officially designated California State Scenic Highway is the Angeles Crest Highway Route-2, from 2.7 miles north of I-210 to the San Bernardino County line near Wrightwood. The ESGVAP is not visible from the segment of Route 2 that is officially designated as a California State Scenic Highway. While this is outside the Plan Area, the designation does impact scenic beauty of the mountains which provide a dramatic backdrop to the communities in the Plan Area.

There are two highways within or near the Plan Area that are eligible for designation including SR 39 and SR 57 (DRP 2015; Caltrans 2019).

The segment of SR 39 that is eligible for designation as a California State Scenic Highway extends north from I-210, near Azusa, into the San Gabriel Mountains. The unincorporated communities of East Azusa, Covina Islands, and East Irwindale are in the vicinity of the eligible segment of SR 39.

The segment of SR 57 that is eligible for designation as a California State Scenic Highway extends south from SR 60 to its interchange with SR 90/Imperial Highway in Brea, south of the ESGVAP area. The unincorporated communities of South Diamond Bar and Rowland Heights are divided by part of the eligible segment of SR 57, along the southern boundary of the ESGVAP area and northern boundary of Orange County.

4.1.2 Environmental Impacts

Methodology

The analysis of potential impacts related to aesthetics in this PEIR relies on qualitatively comparing the existing built and natural environment to the future built and natural environment and evaluating the visual changes that would result from implementation of the ESGVAP. Potential impacts are evaluated within the context of existing conditions based on analyses of photographs, site reconnaissance, and project data. Key view corridors are examined, and existing views are considered alongside those that would be expected to occur in the future with implementation of the HEU.

Anticipated visual changes are evaluated in the context of adopted City policies and regulations when considering the exclusion of subjective and non-quantitative standards included in State law. The evaluation also considers that, as detailed in Chapter 3, *Project Description*, the ESGVAP would include adoption of General Plan amendments that would add or modify goals, objectives, policies, and implementation programs related to land use, community character, housing diversity, and protection of scenic resources, that would apply throughout the Plan Area.

As detailed in Chapter 3, *Project Description*, and in this section, County planners have identified several subareas of unincorporated areas in the ESVG Plan Area where development density could potentially be focused with implementation of the ESGVAP. Various possible distributions of development sites and densities in the unincorporated communities have been and will be considered for inclusion in the ESGVAP by the communities, planning staff, the Regional Planning Commission, and the County Board of Supervisors. The Distributed Sites approach represents the project analyzed in this Draft EIR.

The Distributed Sites approach would include development sites in the vicinity of key corridors in unincorporated communities throughout Planning Area. As the specific location of development sites pursuant to implementation of the ESGVAP is not known at this time, development in unincorporated County communities in the Plan is conservatively assumed to occur throughout

the Planning Area at vacant and underutilized sites. Assumed development would be at volumes and heights consistent with development limitations imposed by relevant policies and regulations, including increased building heights and densities around key transit corridors.

Under the ESGVAP, development of individual Accessory Dwelling Units (ADUs) and single family residential projects will continue to be developed in residential neighborhoods throughout the areas of unincorporated Los Angeles County. The analysis of potential impacts related to aesthetics assumes that the scale and distribution of these types of developments would be such that they would not result in adverse visual changes.

Significance Thresholds

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, the Project would have a significant impact to aesthetics if it would:

a) Have a substantial adverse effect on a scenic vista;

b) Be visible from or obstruct views from a regional riding, hiking, or multi-use trail;

c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;

d) Substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality? (Public views are those that are experienced from a publicly accessible vantage point); or

e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area.

More specifically with regard to lighting, the ESGVAP would have a significant impact if the implementation of the ESGVAP would:

- Substantially alter the character of off-site areas surrounding the sites of projects constructed pursuant to the ESGVAP.
- Interfere with the performance of an off-site activity.

Criteria used to assess whether the Project would exceed the thresholds identified above and, thereby, create a significant impact with regard to artificial light or glare if implementation of the ESGVAP would:

- Exceed 0.74 foot-candle at the property line of a residential zoned property[4]
- Create new high-contrast conditions visible from a field of view from a residentially zoned property
- Generate light intensity levels greater than 1,000 times the minimum measured brightness in the driver's field of view, except when the minimum values are 10 foot-lamberts (fL) or less,

[4] CALGreen lighting standards

the measured brightness of the light source in foot-lamberts shall not exceed 500 plus 100 times the angle, in degrees, between the driver's field of view and the light source.

Impacts regarding shade/shadow are considered significant if implementation of the ESGVAP would:

- Result in shadows on shadow-sensitive uses from structures on a site for more than 3 hours between the hours of 9:00 a.m. and 3:00 p.m., between late October and early April, or more than 4 hours between the hours of 9:00 a.m. and 5:00 p.m. between April and late October.

Proposed Project Characteristics and Relevant ESGVAP Goals and Policies

Proposed Project Characteristics

Implementation of the ESGVAP would involve construction of new development and would involve changes to the existing visual appearance of development in the ESGV, primarily clustered within 1-mile of active transit resources and commercial centers. Construction of new development and increases in building heights and changes to building forms would increase development density. The ESGVAP also includes zone changes and policies that would focus increased housing and mixed-use development diversity near transit corridors and commercial centers. The ESGVAP also includes provisions intended to preserve defining community aesthetic characteristics while also establishing common community-specific and ESGV-Planning-Area-wide aesthetic identities.

ESGVAP Goals and Policies

Chapter 2. Land Use Element

The Land Use Element of the ESGVAP changes the General Plan land use and zoning designations of select parcels in the Plan Area to provide for focused growth and preservation areas (as presented in the Land Use Policy Map) and includes land use goals and policies that articulate how the focused growth and preservation of these areas will address land use issues, implement the Vision Statements (found in Chapter 1 of the ESGVAP), enhance the existing land uses and, as a result, quality of life in the ESGV. The following goals and policies of the Land Use Element are relevant to the analysis of aesthetic impacts that could occur pursuant to implementation of the ESGVAP:

Goal LU-1: Growth is planned to facilitate sustainable patterns and is targeted to areas with existing and future transit opportunities and commercial services, to facilitate transit use and accessibility to everyday goods and services within walking distance.

Policy LU-1.5: Complementary Growth. Accommodate growth in a way that complements community scale and character, while accommodating for a diversity of land uses.

Policy LU-1.7: Coordination with Adjacent Cities. Coordinate with adjacent cities on plans and growth initiatives to support the needs of unincorporated ESGV communities and inform future planning decisions and priorities.

Goal LU-3: Growth areas in the ESGV that offer diversity and accessibility of land uses, preserving and providing a variety of housing options, jobs, services, and amenities within walking distance for residents and employees in the ESGV.

Policy LU-3.1: Land Use Diversity. Enable a more diverse land use pattern to meet the needs of residents and employees, including increased housing options, viable commercial uses, a variety of employment opportunities, ample parks and open spaces, and a range of superior community services and amenities to support the mental, physical, emotional, economic, and social well-being of the community.

Policy LU-3.2: Housing for all Ages, Stages and Incomes. Provide a wide variety of housing options for residents and employees in the ESGV by increasing housing choices, thereby enabling residents to find appropriate housing for their income, age, and stage in life.

Policy LU-3.3: Residential Neighborhoods. Preserve the character of the ESGV's established residential neighborhoods and equestrian districts, and ensure that any new development contributes to the preservation and enhancement of the character and scale of these communities.

Policy LU-3.4: Affordable Housing. Equitably distribute affordable housing throughout ESGV communities and encourage units to be designed to accommodate aging in place.

Policy LU-3.9: Commercial Corridors and Centers. Strengthen commercial corridors in the ESGV by clustering uses at major intersections, allowing a mix of uses between intersections, and creating Living Streets (see Policy LU-4.2, Living Streets) to make corridors safe and attractive for pedestrians and cyclists. Prioritize street beautification where it will have the most impact on existing businesses and commercial centers.

Policy LU-3.10: Commercial Center Revitalization. Create incentives to attract private reinvestment to aging or underutilized commercial centers and actively promote these incentives to commercial property owners.

Policy LU-3.11: Commercial Use Flexibility. Provide flexibility in permitted land uses in commercially designated areas to allow a mix of retail, restaurant, small-scale institutional, office, and other compatible uses in commercial centers to prevent vacancies and increase accessibility to the community's everyday needs.

Policy LU-3.12: Commercial Service Gaps. Assist commercial property owners in understanding local community gaps and needs.

Policy LU-3.13: Commercial Redevelopment. Encourage the evolution of existing single-purpose commercial projects into mixed-use community-oriented centers that foster convenient everyday life for residents.

Policy LU-3.14: Mixed-Use Development. Allow for a mix of housing with office space, community-oriented commercial uses, and pedestrian-oriented amenities in areas designated as "Mixed-Use," and allow higher land use intensities to enable ESGV residents to live close to businesses and employment, reduce vehicular travel, and interact socially.

Policy LU-3.21: Residential/Industrial Interface. Ensure that industrial developments incorporate adequate landscape and noise buffers to minimize any negative impacts to surrounding neighborhoods and development, and adequately address on-site lighting,

noise, odors, vibration, toxic materials, truck access, and other elements that may impact adjoining uses.

Policy LU-3.28: Parks, Open Spaces, and Trails. Ensure that existing neighborhoods contain a diverse mix of parks and open spaces that are well maintained and connected by trails, pathways, transit, and bikeways and within walking distance of residents.

Goal LU-6: The ESGV's natural resources and open spaces are preserved, protected, and, where possible, restored and expanded for the health, safety, and enjoyment of existing and future populations.

Policy LU-6.2: Significant Ecological Areas and Undeveloped Hillsides. Discourage development that threatens sensitive biological resources within SEAs and undeveloped hillsides in the ESGV.

Chapter 4. Community Character and Design Element

This Community Character and Design Element of the ESGVAP supports the conservation of the character of the 24 unincorporated communities of the ESGV, which can be characterized as having quiet residential street and lower scales. The Community Character and Design Element of the ESGVAP supports this vision by first observing and summarizing at a high-level existing residential, commercial, and public realm character. Based on these observations and findings, community character goals and policies are included to articulate how growth within the unincorporated communities of the ESGV may transition to and fit the existing community character. The following goals and policies of the Community Character and Design Element are relevant to the analysis of aesthetic impacts that could occur pursuant to implementation of the ESGVAP:

Goal CC-1: ESGV communities enjoy a strong sense of community, reinforced through placemaking, compatible design, and safe and well-maintained neighborhoods.

Policy CC-1.1: Placemaking. Require new development and public realm improvements to enhance the community's sense of place and identity through placemaking by considering the unique or defining elements of the community manifested through its built form, architectural character, building materials, public realm, views, and other defining elements.

Policy CC-1.2: Rural and Equestrian Character. Protect the ESGV's rural and equestrian character by fostering it in public design treatments and by preserving equestrian districts, bridle paths, and rural areas.

Policy CC-1.3: Community, Historic, and Cultural Resources. Encourage the identification and preservation of community, historic, and cultural resources through community-led asset mapping.

Policy CC-1.4: Community Identity. Create a common design theme that can be reinforced through public realm treatments in all unincorporated ESGV communities to reinforce and foster community identity.

Policy CC-1.5: Individual Community and Neighborhood Identity. Foster design themes that highlight the unique characteristics of individual unincorporated communities and neighborhoods, while maintaining a sense of belonging to the greater ESGV.

Policy CC-1.6: Public Spaces and Facilities. Design public facilities to encourage creative placemaking and reinforce community identity and pride.

Policy CC-1.7: Street Beautification. Beautify and reinforce ESGV identity and character through street trees, lighting, community signage, bike lanes, public art, and other strategies. Prioritize the beautification of commercial streets and community greenways to increase pedestrian and bicycle activity.

Policy CC-1.8: Community Gateways. Define unique and prominent gateways at community entrance points for each unincorporated community with special design and architectural enhancements, such as signage, landscaping, public art installation, or distinctive architecture.

Policy CC-1.9: Viewsheds. Protect significant views of the San Gabriel Mountains, Puente Hills, and other prominent viewpoints from points of public access as a defining characteristic of the ESGV.

Policy CC-1.11: Maintenance. Ensure that property owners maintain their buildings and properties, for the safety of the residents and tenants, and for the preservation of community character and aesthetics.

Goal CC-2: Ensure that residential, commercial, mixed-use, open space, and public realm improvements enhance the community identity and character of the ESGV.

Policy CC-2.3: Compatible Development. Ensure that new development is sited, designed, and scaled to relate to the surrounding neighborhood character with respect to height, bulk, orientation, setbacks, access, lighting, landscaping, and aesthetics.

Policy CC-2.4: Shade Trees. Incorporate locally native, drought-tolerant, and climate-appropriate shade trees with large canopies into the landscaping of private development sites and public parkways, public streets, sidewalks, and rights-of-way to mitigate heat island effect and minimize cooling costs.

Policy CC-2.5: Vegetation. Encourage the use of locally native, drought-tolerant and climate-appropriate trees and vegetation as an integral design component in new development projects, particularly along public sidewalks, landscaped buffers at abutting sites, landscaped parking areas, and passive and active recreational open spaces.

Goal CC-3: Accommodate households with a full range of multifamily and missing middle residential building types.

Policy CC-3.1: Higher-Intensity Types. Direct higher-intensity residential building types toward high-quality transit corridors and stops as well as major streets, while providing setbacks and built-form transitions to lower-scale communities.

Policy CC-3.3: Mansionization. Discourage mansionization by requiring building scale, massing, front façade articulation, and setbacks to be compatible with existing neighborhoods. Incorporate building breaks, roofscapes varying in height and shape, and other building details to ensure new development is in scale with its context.

Policy CC-3.4: Mass and Bulk. Design new developments with major and minor massing components and breaks in massing and plane to mimic the existing residential character.

Policy CC-3.5: Materiality. Highlight key building components, such as entryways and windows, by using multiple materials, textures, and colors.

Goal CC-4: Improve the commercial character of ESGV major streets and centers.

Policy CC-4.1: Pedestrian-Oriented Design. Require all new development along commercial corridors to be designed to emphasize pedestrian activity and interest from the street. Building entrances should be located along street frontages and driveway access should be limited to the minimum necessary, including closing unnecessary driveways. Additional features include providing multiple pedestrian access points with clear paths of travel, wayfinding signage, shade structures, drought-tolerant, native landscaping and shade trees, energy-efficient pedestrian-scaled lighting, seated gathering areas, small plazas, public art, open space, aesthetic buildings materials and colors, and transparent ground-level window façades.

Policy CC-4.4: Revitalization. Rehabilitate existing commercial corridors to prioritize pedestrian accessibility to sidewalks and public rights-of-way, and improve visual appearance.

Policy CC-4.5: Mass and Height. Ensure that higher-intensity commercial uses and mixed-use projects fit with the lower scale of adjoining residential communities through the use of step-backs, transitional heights, and landscape buffers.

Goal CC-5: Foster the design of climate-resilient streetscapes and outdoor public facilities that provide active and passive programmable environments for residents in ESGV communities.

Policy CC-5.2: Urban Greenways. Repurpose the frontage roads prevalent in the northern ESGV unincorporated communities and/or the buffers between arterial and frontage roads into urban greenways by adding landscaping and pedestrian treatments to divide the significantly wide rights-of-way.

Policy CC-5.3: Light Pavements. Encourage the use of light pavements for streets, driveways, and hardscaped open spaces to reflect the solar radiation that warms the surrounding environment and cool urban heat islands.

Policy CC-5.5: Native Landscaping. Improve existing and future public and private open spaces, greenway, streets, and sidewalks with additional native trees and drought-tolerant native plants to mitigate heat island effects, create comfort for users, and manage water usage.

Policy CC-5.6: Canopies. Provide shade along streetscapes at transit stops and in public parks through covered outdoor structures, when possible, to improve the character of streets and open spaces.

Policy CC-5.7: Public Art. Integrate public art and creative local expression, such as murals, sculptures, creative signage, into the design of public and private open spaces, greenways, and infrastructure, including but not limited to bus shelters, trash bins, bike racks, and streetlights.

Chapter 5. Natural Resources, Conservation, and Open Space Element

The Natural Resources, Conservation, and Open Space Element provides goals and policies intended to protect and improve aesthetic resources within the ESGV Plan Area. The following

goals and policies are relevant to the analysis of aesthetics impacts that would occur as a result of implementation of the ESGVAP:

Goal NR-4: Lands with sensitive biological resources are buffered, preserved, restored, and protected for the benefit of all beings, enhancing biodiversity and natural processes.

Policy NR-7.1: Protect Natural and Scenic Resources. Direct development away from natural and scenic resource areas and toward areas where development already exists.

Policy NR-7.2: Protection from Light and Noise Pollution. Screen SEAs, open space, conservation areas, and lands with sensitive biological resources from direct and spillover lighting and noise pollution from land uses in their vicinity.

Goal NR-13: Scenic resources, including but not limited to significant ridgelines, scenic hillsides, riparian corridors, scenic highways, and corridors, scenic viewsheds and vistas, natural landforms, and scenic routes along rivers and waterways, among other scenic features in the landscape, are protected and preserved.

Policy NR-13.1: Protect Scenic Hillsides and Ridgelines. Protect scenic hillsides, natural landforms, and significant ridgelines in the Puente Hills, San Jose Hills, and San Gabriel Mountain foothills from development that impacts their scenic and ecological value.

Policy NR-13.2: Limit Grading. Regulate project designs to blend seamlessly with the natural terrain and native vegetation. Require that grading for a development project is limited to the minimum amount necessary.

Policy NR-13.3: Minimize Impacts of Development. Design and site structures and development so that they are as far away as feasible from scenic resources and so that their visual impact is minimized.

Policy NR-13.4: Scenic Viewsheds. Identify and preserve scenic viewsheds visible from trails and public roads.

Policy NR-13.5: Regulate Development. Prepare regulations that prevent the intrusion of development into a scenic viewshed visible from trails and public roads.

Policy NR-13.6: Protect Scenic Qualities of Riparian Areas. Protect and preserve the scenic qualities of riparian corridors in undeveloped areas and canyons, and scenic portions of waterways in developed communities including the San Gabriel River, Walnut Creek, San Jose Creek, Thompson Creek, and Coyote Creek, among others.

Impact Analysis

Impact 4.1-1: Would the Project have a substantial adverse effect on a scenic vista?

Significant and Unavoidable Impact. There are no County-designated scenic vistas in the East San Gabriel Valley. However, wide viewsheds or views with important aesthetic or community significance may be available from elevated points and hills. The ESGVAP would allow for development around high-quality transit areas and major transit stops at densities that are higher than what currently exists. Implementation of the ESGVAP would involve construction of new development and would involve changes to the existing visual appearance of development in the

East San Gabriel Valley, primarily clustered within one mile of active transit resources and commercial centers. Construction of new development and potential increases in building heights and changes to building forms could result in visual impacts that are visible from scenic vistas.

The ESGVAP includes policies intended to minimize the visual impact of new development constructed pursuant the ESGVAP. Policy LU-1.5, calls for accommodation of growth in a way that compliments community scale and character. Policies LU-6.1 and CC-1.4 require new development and improvements to be designed with consideration of the unique or defining elements of the communities' existing built form, architectural character, buildings materials, views and other defining elements. Policy LU-6.9 calls for compatible development, ensuring that new development is sited, designed, and scaled to relate contextually with surrounding neighborhood character with respect to heigh, bulk, orientation, setback access, lighting, landscaping, and aesthetics. Policies CC-4.1 calls for the directed higher-density development pursuant to the ESGVAP to provide setbacks and built-form transitions to lower-scale communities, which would lessen the severity of the transition to the surrounding lower-density uses. Policy CC-4.4 requires the massing of new development to include varying massing components and breaks in massing and plane to mimic existing residential character. Policy CC-6.3 calls for the County to ensure that higher-intensity commercial and mixed-use projects fit with the lower scale of adjoining residential communities through the use of step-back, transitional heights, and landscape buffers. Policy NR-15.4 requires the County to regulate project designs to blend seamlessly with the natural terrain and vegetation. Similarly, Policy NR-15.8 requires development in HMAs to site structures to minimize their visual impact and blend into the natural landscape. Implementation of the ESGVAP policies identified above would guide the design, massing, and height, of development pursuant to implementation of the ESGVAP such that it would be visually compatible with nearby uses, would be consistent with the character of the individual communities in which development would occur, and would have transitions in height and massing that would minimize the visual obtrusion increasing density around targeted corridors.

The ESGVAP also includes policies intended to preserve the unique character of existing development within the unincorporated communities that make up the ESGVAP area. Policy LU-3.3 is intended to preserve the character of established single-family residential neighborhoods and equestrian districts. Policies LU-6.2 and CC-1.5 are intended to maintain rural and equestrian character in equestrian districts and rural areas. Policy LU-6.3 is intended to encourage the identification and preservation of community, historic and cultural resources. Policy LU-6.12 calls for the County to hold property owners accountable for the maintenance of buildings and properties, for the preservation of community character and aesthetics. Implementation of the ESGVAP policies identified here would contribute to the preservation and maintenance of existing uses within the ESGVAP area, and their visibility as a part of a scenic vista.

The ESGVAP would amend Title 22 (Planning and Zoning Code) to implement the goals and policies of the Project that would, in part, improve walkability of neighborhoods, create communal space, improve community character and design, increase neighborhood greening,

increase access to transit, and promote land use compatibility. The proposed advanced planning amendments to Title 22 (Planning and Zoning Code) would: reassess and revise the existing Rowland Heights CSD to bring it into conformance with the goals and policies of the ESGVAP; adjust the boundaries of Avocado Heights and the Trailside Ranch EDs to create one consolidated equestrian district and include adjacent properties with existing equestrian use; and establish an area-wide overlay to regulate height to fifty feet (versus the currently allowable 65 feet height limit), protect significant ridgelines, and provide public communal space in new development.

As described above, implementation of the ESGVAP would be anticipated to result in the clustering of the bulk of future development in the 24 unincorporated communities that make up the ESGVAP area, such that the increased height and massing in those areas could be noticeable as part of larger scenic vistas. However, policies included in the ESGVAP and the County's General Plan, as well as amendments to Title 22, would guide the design of future development in these areas to the extent that such development would integrate into the existing character of those communities, would have gradual transitions between areas of differing density, and would not have an adverse impact to existing views of the East San Gabriel Valley area from elevated vantage points.

The San Gabriel Mountains and San Jose and Puente Hills play a major role in physically defining the diverse communities in the unincorporated East San Gabriel Valley. Views of those scenic resources are available from many vantage points within the subject communities, though the urbanized setting includes development and trees that can obscure all or some views of the landscape surrounding the Plan Area. Development pursuant to implementation of the ESGVAP would result in targeted clustering of higher density development around valued transit corridors, which may have taller buildings heights, the construction of which would have the potential to obscure views of the surrounding mountainous terrain from certain vantage points within the lowland valley. While abundant views of these scenic and visual resources would remain with new development, the extent of physical change that could occur and the associated alteration and potential blockage of views is considered substantial. Given that the ESGVAP plans for higher density development than currently exists in the area, no feasible mitigation measures are available to reduce this impact. This impact is, therefore, considered **significant and unavoidable**.

Impact 4.1-2: Would the Project be visible from or obstruct views from a regional riding, hiking, or multi-use trail?

Less-Than-Significant Impact. The East San Gabriel Valley is encircled by hills and mountains which provide access to a variety of trails. Additionally, the East San Gabriel Valley is unique with regard to the equestrian trails that are present throughout the Plan Area. The ESGVAP would allow for development around high-quality transit areas and major transit stops at densities that are higher than what currently exists. Implementation of the ESGVAP would involve construction of new development and would involve changes to the existing visual appearance of development in the East San Gabriel Valley. The proposed focused densification that would occur pursuant to the ESGVAP is not anticipated to occur proximal to regional riding, hiking, or multi-

use trails, which are understood to primarily exist in open space areas. Therefore, implementation of the ESGVAP is not anticipated to obstruct views from those locations. Construction of new development and increases in building heights and changes to building forms could result in visual impacts that are visible from regional trails.

As described above, implementation of the ESGVAP is anticipated to result in the clustering of the bulk of future development in the 24 unincorporated communities that make up the ESGVAP area, such that the increased height and massing in those areas could be noticeable as part of larger scenic vistas. However, policies included in the ESGVAP and the County's General Plan would guide the design of future development in these areas to the extent that such development would integrate into the existing character of those communities, would have gradual transitions between areas of differing density, and would not have an adverse impact to existing views of the ESGVAP area from elevated vantage points, as are available from regional riding, hiking, and multi-use trails, and a **less-than-significant** impact would occur. No mitigation is required.

Impact 4.1-3: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less-Than-Significant Impact. As described above in the Environmental Setting, there are no designated state scenic highways within or visible from the ESGVAP area, and the Plan Area is not visible to any designated state scenic highways. However, as described in the Environmental Setting, SR 57 is identified by Caltrans as eligible for designation as a state scenic highway. Views into the ESGVAP area from SR 57 are limited to distant views characterized by rolling hills in the southern portion of the Plan Area that obscure views of the majority of the ESGVAP area to the north. The San Gabriel mountains are a visible feature further to the north. From this segment of SR 57, development in the Rowland Heights, South Diamond Bar, and South Walnut communities could be visible. However, the summary of land use changes in Table 3-1 of Chapter 3, *Project Description*, do not include land use or zoning changes that would be anticipated to be visible from SR 57. Development in unincorporated communities further to the north, may be briefly visible from SR 57; however, based on the level of densification anticipated to occur pursuant to the ESGVAP, such development is not anticipated to be visibly discernable from those distances. For this reason, implementation of the ESGVAP is not anticipated to substantially damage scenic resources within a state scenic highway, and a **less-than-significant** impact would occur. No mitigation is required.

Impact 4.1-4: Would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality? (Public views are those that are experienced from a publicly accessible vantage point.)

Significant and Unavoidable Impact. The ESGVAP includes proposed land use changes and policies, the implementation of which would focus residential, commercial, and mixed use growth within approximately one mile of existing and planned future high quality transit and commercial services. Within this radius to transit, the ESGVAP includes amendments to the

General Plan and Zoning Code to convert the lower-density agriculture (A-1), commercial (C-1, C-2, , or C-H), residential agriculture (R-A), and single-family residential zones to higher density residential or mixed-use zones. The amendment of Title 22 (to implement the goals and policies of the Project) would, in part, establish an area-wide overlay to regulate height to fifty feet (versus the currently allowable 65 feet height limit), protect significant ridgelines, and provide public communal space in new development. The densification of development around these corridors would result in development of increased density, greater scale, and higher height than currently exists in many areas under the ESGVAP, and for the purposes of CEQA, could result in potentially adverse effects to visual character and the quality of public views.

The ESGVAP includes policies intended to minimize the visual impact of new development constructed pursuant to the ESGVAP. Policy LU-1.5, calls for accommodation of growth in a way that compliments community scale and character. Policies LU-6.1 and CC-1.4 require new development and improvements to be designed with consideration of the unique or defining elements of the communities' existing built form, architectural character, buildings materials, views, and other defining elements. Policy LU-6.9 calls for compatible development, ensuring that new development is sited, designed, and scaled to relate contextually with surrounding neighborhood character with respect to heigh, bulk, orientation, setback access, lighting, landscaping, and aesthetics. Policy CC-4.1 calls for the directed higher-density development pursuant to the ESGVAP to provide setbacks and built-form transitions to lower-scale communities, which would lessen the severity of the transition to the surrounding lower-density uses. Policy CC-4.4 requires the massing of new development to include varying massing components and breaks in massing and plane to mimic existing residential character. Policy CC-6.3 calls for the County to ensure that higher-intensity commercial and mixed-use projects fit with the lower scale of adjoining residential communities through the use of step-back, transitional heights, and landscape buffers. Policy NR-15.4 requires the County to regulate project designs to blend seamlessly with the natural terrain and vegetation. Similarly, Policy NR-15.8 requires development in HMAs to site structures to minimize their visual impact and blend into the natural landscape. Implementation of the ESGVAP policies identified above would guide the design, massing, and height, of development pursuant to implementation of the ESGVAP such that it would be visually compatible with nearby uses, would be consistent with the character of the individual communities in which development would occur, and would have transitions in height and massing that would minimize the visual obtrusion of increasing density around targeted corridors.

Notwithstanding the adoption of General Plan and zoning amendments with approval of the ESGVAP, new developments of increased density, greater scale, and higher height than currently exists in many areas could result in potentially adverse effects to visual character and the quality of public views. As development pursuant to the ESGVAP could be denser and taller than most or all of the existing adjacent development, some areas currently appreciated as open space could be developed with new housing. Given that the ESGVAP would result in higher density development than currently exists in the Plan Area, no feasible mitigation is available, and this impact is considered **significant and unavoidable**.

Impact 4.1-5: Would the Project create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?

Less-Than-Significant Impact. The East San Gabriel Valley is an urbanized area that includes a variety of residential, commercial, and public uses. Existing sources of light and glare in the Plan Area are similar to those that would be found in any urbanized area, and include streetlamps, parking-lot lighting, storefront and signage lighting, and car headlamps. Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments; however, these lights have the potential to produce spillover light and glare. Although nighttime light is a common feature of urban areas, spillover light can adversely affect light-sensitive uses, such as residential units at nighttime. Glare results when a light source directly in the field of vision is brighter than the eye can comfortably accept. Squinting or turning away from a light source is an indication of glare. The presence of a bright light in an otherwise dark setting may be distracting or annoying or may diminish the ability to see other objects in the darkened environment. Reflective glare, such as the reflected view of the sun from a window or mirrored surface, can be distracting during the day.

Development of housing, commercial, and mixed-use land uses at increasing densities that could occur under the ESGVAP would be subject to compliance with objective County policies and standards, including provisions regarding signs and outdoor lighting. Also, residential construction contains abundant windows and outdoor open spaces, such that designers are sensitive to the need to reduce spill over light effects. Resulting developments would also be within an urban setting where street lighting, parking area lighting, and auto traffic are common. For these reasons, the development would not create a new source of substantial light or glare that would adversely affect day or nighttime views. The impact would be **less than significant**. No mitigation is required.

Cumulative Impacts

This section presents an analysis of the cumulative effects of the ESGVAP in combination with other past, present, and reasonably foreseeable future projects that could cause cumulatively considerable impacts. Significant cumulative impacts related to aesthetics could occur if the incremental impacts of the ESGVAP combined with the incremental impacts of one or more cumulative projects.

For this topic, the geographic context for the cumulative analysis includes areas of the unincorporated communities and cities visible to and from the ESGVAP areas and vicinity. Cities that are interspersed among and the 24 unincorporated communities that make up the ESGVAP area, and in surrounding areas, are also anticipated to have new development occur with a focus on densification in proximity to transit priority areas, as defined in CEQA Section 21099(a)(7). Further, recent changes in State Law, including the Housing Accountability Act codified in Government Code Section 65589.5 the design review of proposed housing development projects (and mixed-use projects where at least two thirds of the square footage is designated for residential use) in those cities is limited to the application of “objective, quantifiable, written

development standards, conditions, and policies appropriate to, and consistent with" meeting the RHNA requirements of those cities. If proposed housing development projects comply with all objective general plan, zoning, and subdivision standards, the cities can only deny the projects or reduce their density if they find that there would be a "specific adverse impact" upon public health or safety that can't be mitigated in any other way. These regulatory mechanisms that would aid residential densification and would be anticipated to focus development around transit corridors would be anticipated to follow the statewide trend of future development, with the intent of improving transit use and transit-oriented development. Thus, cumulative development that would be part of the context for cumulative analysis would be anticipated to exhibit similar development patterns throughout and around the East San Gabriel Valley. This type of cumulative development is considered in the cumulative impact discussions below.

Impact 4.1-6: Would implementation of the Project, when combined with other past, present, or reasonably foreseeable projects, have a substantial adverse effect on a scenic vista?

Significant and Unavoidable Impact. Development that could occur with implementation of the ESGVAP and the cumulative development discussed in this PEIR would introduce new housing, commercial, and mixed-use development of increased density, scale, and height than currently exists in many areas in the East San Gabriel Valley. This new development could block or limit views of the natural environment, including ridgelines, hills, creek areas, and trees. While abundant views of these scenic and visual resources would remain with new development of these sites, the extent of physical change that could occur and the associated alteration and potential blockage of views is considered to be a substantial cumulative impact. Notwithstanding compliance with objective and quantitative County policies and standards and the adoption of General Plan and zoning amendments as part of the ESGVAP, the extent of physical change that could occur in many areas under the ESGVAP would result in a considerable contribution to the significant cumulative impact on scenic vistas. Given the Project's plan for higher density development than currently exists in the Plan Area, no feasible mitigation measures are available to reduce this impact. This cumulative impact is therefore considered **significant and unavoidable**.

Impact 4.1-7: Would implementation of the Project, when combined with other past, present, or reasonably foreseeable projects, be visible from or obstruct views from a regional riding, hiking, or multi-use trail?

Less-Than-Significant Impact. The East San Gabriel Valley is encircled by hills and mountains which provide access to a variety of trails. Additionally, the East San Gabriel Valley is unique with regard to the equestrian trails that are present throughout the ESGVAP area. The ESGVAP and anticipated cumulative development result in development around high-quality transit areas and major transit stops at densities that are higher than what currently exists. Implementation of the ESGVAP and cumulative development would involve changes to the existing visual appearance of development in the East San Gabriel Valley and nearby areas. The anticipated focused densification that would occur pursuant to the ESGVAP and cumulative development is

not anticipated to occur proximal to regional riding, hiking, or multi-use trails, which are understood to primarily exist in open space and undeveloped areas in the hills and mountains surrounding the East San Gabriel Valley. Therefore, implementation of the ESGVAP and cumulative development is not anticipated to obstruct views from those locations.

Construction of new development and increases in building heights and changes to building forms could result in visual impacts that are visible from regional trails. As described above, implementation of the ESGVAP and cumulative development would be anticipated to result in the clusters of increased height and massing in around transit priority areas and commercial centers that could be noticeable as part of larger scenic vistas, as viewed from regional riding, hiking, or multi-use trails. The magnitude of this change across the East San Gabriel Valley and nearby areas would be a substantial change relative to existing development across those same vistas. This would be a significant cumulative impact, as the anticipated pattern of cumulative development may result in abrupt changes in the landscape or obtrusive higher density development clusters adjacent lower density uses. The implementation of policies included in the ESGVAP and the County's General Plan that would guide the design of future development in these areas, would be anticipated to lessen this effect to the extent that such development would integrate into the existing character of those communities, would have gradual transitions between areas of differing density, and would not have an adverse impact to existing views of the ESGVAP area from elevated vantage points, as are available from regional riding, hiking, and multi-use trails. For this reason, development that would occur pursuant to the ESGVAP would be anticipated to have a **less-than-cumulatively-considerable** impact on the significant cumulative impact to views from regional riding, hiking, or multi-use trails. No mitigation is required.

Impact 4.1-8: Would implementation of the Project, when combined with other past, present, or reasonably foreseeable projects, substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less-Than-Significant Impact. As described above in the Environmental Setting, there are no designated state scenic highways within or visible from the East San Gabriel Valley, and the Plan Area is not visible to any designated state scenic highways. Views into the ESGVAP area from SR 57 are limited to distant views characterized by rolling hills in the southern portion of the ESGVAP area that obscure views of the majority of the Plan Area to the north. The San Gabriel mountains are a visible feature further to the north. From this segment of SR 57, development in the Rowland Heights, South Diamond Bar, and South Walnut communities are visible portions of the ESGVAP area. However, the cities of Diamond Bar and Walnut provide the majority of visible landscape from this segment of SR 57. Cumulative development that could occur in those areas is not within the County's planning and project approval jurisdiction and would have the potential to result in substantial damage to scenic resources along a state scenic highway, which would be a significant cumulative impact. However, the summary of land use changes in Table 3-1 of Chapter 3, *Project Description*, do not include land use or zoning changes pursuant to the ESGVAP that would be anticipated to be visible from SR 57. Development in unincorporated

communities further to the north, may be briefly visible from SR 57; however, based on the level of densification anticipated to occur pursuant to the ESGVAP, such development is not anticipated to be visibly discernable from those distances. For this reason, implementation of the ESGVAP is not anticipated to substantially damage scenic resources within a state scenic highway, and its contribution to a potentially significant cumulative impact to scenic resources would be **less-than-cumulatively considerable**. No mitigation is required.

Impact 4.1-9: Would implementation of the Project, when combined with other past, present, or reasonably foreseeable projects, substantially degrade the existing visual character or quality of public views or conflict with applicable zoning and other regulations governing scenic quality?

Significant and Unavoidable Impact. Development that could occur with implementation of the ESGVAP and cumulative development would be of a density, scale, and height that could result in substantial changes to the visual character of sites and surroundings. The densification of cumulative development around transit and commercial corridors would result in development of increased density, greater scale, and higher height than currently exists in many areas in the East San Gabriel Valley and could result in potentially adverse effects to visual character and the quality of public views.

The ESGVAP includes policies intended to minimize the visual impact of new development constructed pursuant the ESGVAP. Implementation of the ESGVAP policies identified in the Impact 4.1-4 discussion above would guide the design, massing, and height, of development pursuant to implementation of the ESGVAP such that it would be visually compatible with nearby uses, would be consistent with the character of the individual communities in which development would occur, and would have transitions in height and massing that would minimize the visual obtrusion of increasing density around targeted corridors. Specifically, the amendment of Title 22 (to implement the goals and policies of the Project) would, in part, establish an area-wide overlay to regulate height to fifty feet (versus the currently allowable 65-foot height limit), protect significant ridgelines, and provide public communal space in new development.

Notwithstanding the adoption of General Plan and zoning amendments with approval of the ESGVAP, new developments of increased density, greater scale, and higher height than currently exists in some areas could result in potentially adverse effects to visual character and the quality of public views. As development pursuant to the ESGVAP and cumulative could be denser and taller than most or all of the existing adjacent development, some areas currently appreciated as open space could be developed with new housing. Even though the maximum allowable height for future development projects under the ESGVAP would be reduced to fifty feet (from the currently allowable 65-foot height limit), given that the ESGVAP and cumulative development would result in higher density development than currently exists in the Plan Area and no feasible mitigation is available to address unknown potential future project-specific impacts to visual character, public views, or scenic quality, this impact is considered cumulatively **significant and unavoidable**.

Impact 4.1-10: Would implementation of the Project, when combined with other past, present, or reasonably foreseeable projects, create a new source of substantial light or glare which would adversely affect day or nighttime views?

Less-Than-Significant Impact. The East San Gabriel Valley is an urbanized area that includes a variety of residential, commercial, and public uses. Existing sources of light and glare in the Plan Area are similar to those that would be found in any urbanized area, and include streetlamps, parking-lot lighting, storefront and signage lighting, and car headlamps. Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments; however, these lights have the potential to produce spillover light and glare. Although nighttime light is a common feature of urban areas, spillover light can adversely affect light-sensitive uses, such as residential units at nighttime. Glare results when a light source directly in the field of vision is brighter than the eye can comfortably accept. Squinting or turning away from a light source is an indication of glare. The presence of a bright light in an otherwise dark setting may be distracting or annoying or may diminish the ability to see other objects in the darkened environment. Reflective glare, such as the reflected view of the sun from a window or mirrored surface, can be distracting during the day.

Development of housing, commercial, mixed-use, and other land uses at increasing densities that could occur under the ESGVAP and cumulative development would increase nighttime lighting and sources of daytime glare in the East San Gabriel Valley and surrounding areas. Development within the ESGVAP area would be subject to compliance with objective County policies and standards, including provisions regarding signs and outdoor lighting. Also, residential construction contains abundant windows and outdoor open spaces, such that designers are sensitive to the need to reduce spill over light effects. Further, the majority of resulting developments would be within an urban setting where street lighting, parking area lighting, and auto traffic are common. However, anticipated development patterns within the ESGVAP would not preclude other cities and counties within East San Gabriel Valley viewsheds from developing substantial new sources of light or glare. For this reason, there would be a potential cumulatively significant impact related to the creation of new sources of substantial light or glare, which could adversely affect day or nighttime views in the East San Gabriel Valley area. However, with the application of relevant County policies related to the control of sources of light and glare, implementation of the ESGVAP would have a **less-than-cumulatively-considerable** contribution to this potentially significant cumulative impact. No mitigation is required.

Mitigation Measures

No feasible mitigation measures are available.

Level of Significance After Mitigation

Future development facilitated by the Project will be subject to discretionary permits and compliance with all federal, state and local requirements for protecting visual resources and scenic corridors. Nonetheless, the future development under the ESGVAP could have a substantial adverse effect on a scenic vista and could substantially degrade the existing visual

character or quality of public views or conflict with applicable zoning and other regulations governing scenic quality. Given that the ESGVAP (and cumulative development) would result in higher density development than currently exists in the Plan Area, no feasible mitigation is available. Impacts would remain **significant and unavoidable**.

There would be **less-than-significant impacts** regarding the Project: being visible from or obstructing views from a regional riding, hiking, or multi-use trail; substantially damaging scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; and creating a new source of substantial light or glare which would adversely affect day or nighttime views.

4.1.3 References

Caltrans (California Department of Transportation). 2019. "California State Scenic Highways." Last updated July 2019. https://dot.ca.gov/programs/design/lap-landsESGVAPe-architecture-and-community-livability/ lap-liv-i-scenic-highways.

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4.2 Agriculture and Forestry Resources

This section identifies and evaluates issues related to agriculture and forestry resources to determine whether implementation of the East San Gabriel Valley Area Plan (ESGVAP or Project) could result in a significant impact related to the loss or conversion of agricultural resources (e.g., protected farmland, agricultural zoning, or forestry resources (e.g., forest land, timberland, or Timberland Production zoning). This section describes the physical environmental and regulatory setting, the criteria and thresholds used to evaluate the significance of impacts, the methods used in evaluating these impacts, and the results of the impact assessment. The information in this section is based on the Los Angeles County 2035 General Plan (General Plan), review of aerial photographs, and review of state farmland maps.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (**Appendix A**). Comments received did not identify any substantive issues or questions related to Agriculture and Forestry Resources. The California Department of Fish and Wildlife (CDFW) recommended that the Lead Agency identify and prepare a map of agricultural land that would result in a zoning designation change as a result of implementing the Project; **Figure 4.2-1**, *Agricultural Resource Areas*, responds to this comment. **Table 1-1**, *Notice of Preparation and Comment Letters Summary*, in Chapter 1, *Introduction*, includes a summary of all comments received during the scoping comment period.

4.2.1 Environmental Setting

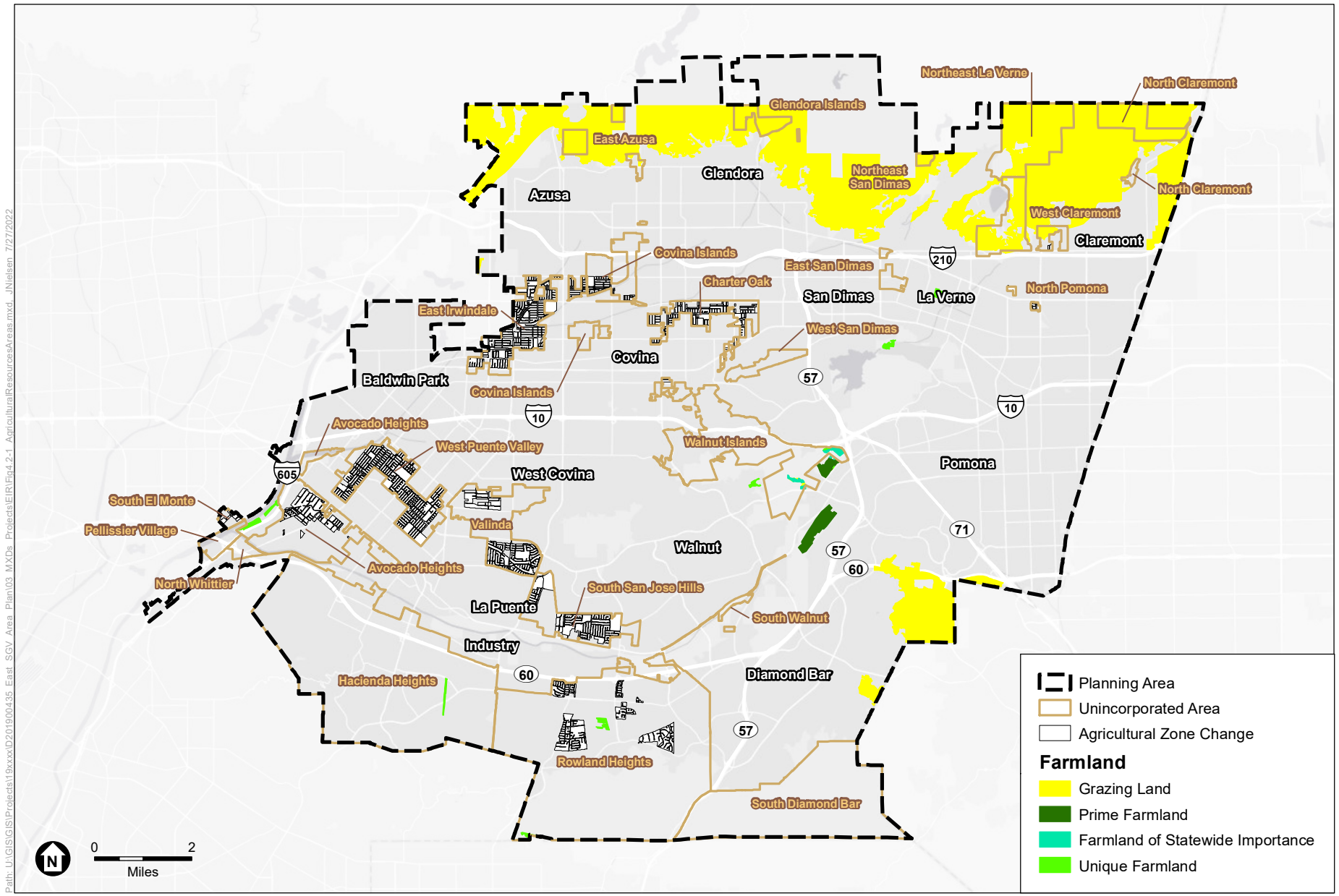
This section discusses the existing environmental setting relative to agriculture and forestry resources. As described in Chapter 3, *Project Description*, the Project is evaluated at a programmatic level and the analysis is based on information available to the County where reasonably foreseeable, direct, and indirect physical changes in the environment could be considered. As a result, this section describes generally the Project Area and, where applicable, the general areas of future potential land use changes as part of implementing the ESGVAP, as those are the areas that may result in changes to the environment that weren't already considered in previous environmental analyses or studies.

Regulatory Setting

Federal Laws, Regulations, and Policies

Farmland Protection Policy Act

The U.S. Department of Agriculture administers the Farmland Protection Policy Act of 1981. The act discourages federal activities that would convert farmland to nonagricultural purposes and assures to the extent possible that federal programs are administered to be compatible with state, local government, and private programs and policies to protect farmland. For purposes of the act, farmland includes land defined as prime, unique, or farmlands of statewide or local importance as well as forest land, pastureland, or cropland; it does not include water or urban built-up land. Projects are subject to Farmland Protection Policy Act requirements if they could irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency (NRCS 2022).



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SOURCE: ESRI; Los Angeles County GIS; FMMP, 2018; ESA, 2022.

East San Gabriel Valley Area Plan

Figure 4.2-1
Agricultural Resource Areas

Federal agency representatives of projects that have the potential to convert farmland to non-farm use coordinate with their local office of the Natural Resources Conservation Service (NRCS) or U.S. Department of Agriculture Service Center. The NRCS uses a land evaluation and site assessment (LESA) system to establish a farmland conversion impact rating score on proposed sites of federally funded and assisted projects. The resulting score is used as an indicator for the project sponsor to consider alternative sites if the potential adverse impacts on the farmland exceed the recommended allowable level. The LESA system, as adopted for use in California, is described further below.

State Laws, Regulations, and Policies

California Public Resources Code

Section 4526 of the California Public Resources Code defines timberland as land (other than land owned by the federal government and land designated by the county board of supervisors as experimental forest land) that is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species are determined by the county board of supervisors on a district basis after consultation with district committees and others.

According to Section 12220(g) of the California Public Resources Code, forest land refers to "land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

California Civil Code Section 3482.5 (Right to Farm Act)

The Right to Farm Act is designed to protect commercial agricultural operations from nuisance complaints that may arise when an agricultural operation is conducting business in a "manner consistent with proper and accepted customs." The law specifies that established operations that have been in business for three or more years that were not nuisances at the time they began shall not be considered a nuisance as a result of a new land use.

Farmland Mapping and Monitoring Program

The FMMP produces maps and statistical data used for analyzing impacts on California's agricultural resources. For the purposes of this environmental analysis, the term Farmland refers to the FMMP map categories Prime Farmland, Unique Farmland, and Farmland of Statewide Importance (hereafter collectively referred to as "Farmland"). Generally, any conversion of land from one of these categories to a lesser quality category or a nonagricultural use would be considered to be an adverse impact. These map categories are defined in *Existing Environmental Conditions*.

California Land Conservation Act (Williamson Act)

The Williamson Act of 1965 provides tax incentives to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program requires a 10-year contract between the county where the subject land is located and the

landowner. While subject to contract, the land is taxed on the basis of its agricultural use rather than its market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement. The goal of the Williamson Act is to protect agriculture and open space. There are no Williamson Act contracts within the ESGVAP area.

Land Evaluation and Site Assessment

The California Department of Conservation adopted the NRCS's LESA model for use in California. CEQA recommends, but does not require, use of the LESA system's numeric threshold in evaluating the significance of potential impacts of converting mapped Farmland to nonagricultural use.

California Government Code

California Government Code Section 51104(g) defines a timberland production zone as an area that has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses. The Los Angeles County Code does not identify timberland production zones within the unincorporated portion of the county.

Regional Laws, Regulations, and Policies

There are no regional laws, regulations, and/or policies that are specifically applicable to agriculture and forestry resources. See below for a discussion of the local laws, regulations, and policies.

Local Laws, Regulations, and Policies

Los Angeles County Code—Agricultural Zone

County Code Title 22, Chapter 22.24, Parts 1–4 regulate uses within the county's agricultural zones, which include A-1, A-2, A-2-H, and Residential Agricultural (R-A). Chapter 22.24 of the County Code contains a list of allowable uses for each of these zones, allowable uses with director's review and approval, and allowable uses with the appropriate permits, and a list of development standards (County Code, Chapter 22.24).

Los Angeles County Code—Watershed Zone

County Code Title 22, Chapter 22.20, Part 6 contains regulations for the W zone, one of two zones used for forest lands within the county. The purpose of the W zone, as defined in the County Code, is to "provide for conservation of water and other natural resources within a watershed area and to protect areas subject to fire, flood, erosion or similar hazards" (County Code Section 22.40.240). This zone allows for limited recreational development of the land and necessary public facilities. Chapter 22.40, Part 6 contains a list of allowable uses for the W zone, allowable uses with director's review and approval, and allowable uses with the appropriate permits, as well as a list of development standards.

Los Angeles County Code—Open Space Zone

County Code, Title 22, Chapter 22.40, Part 9 contains regulations for the O-S zone, one of two zones used for forest lands within the county. The purpose of the O-S zone is to provide for the

"preservation, maintenance and enhancement of the recreational, natural and environmental resources of this county as defined in the general plan" (County Code Section 22.40.440). Chapter 22.40, Part 9 contains a list of allowable uses for the O-S zone, allowable uses with director's review and approval, and allowable uses with the appropriate permits, as well as a list of development standards.

Significant Ecological Area (SEA) Ordinance

The County's Significant Ecological Area (SEA) Program began in 1980 with the adoption of SEAs as Special Management Areas in the Los Angeles County General Plan (Existing General Plan). The objective of the SEA Program is to preserve the genetic and physical ecological diversity of Los Angeles County by designating biological resource areas capable of sustaining themselves into the future. The SEA designation is given to land that contains irreplaceable biological resources and includes undisturbed or lightly disturbed habitats that support valuable and threatened species and linkages and corridors to promote species movement. SEAs are not wilderness preserves, and much of the land within SEAs is privately held, used for public recreation or abuts developed areas. The SEA Program is intended to ensure that privately held lands within the SEAs retain the right of reasonable use, while avoiding activities and developments that are incompatible with the long-term survival of the SEAs. The County has regulated development within the SEAs with the SEA Conditional Use Permit.

Community Standards Districts

Community Standards Districts (CSDs) are established as supplemental districts to provide a means of implementing special development standards contained in adopted neighborhood, community, area, specific and local coastal plans within the unincorporated areas of Los Angeles County, or to provide a means of addressing special problems which are unique to certain geographic areas within the unincorporated areas of Los Angeles County. CSD regulations supplement the countywide zoning and subdivision regulations (Los Angeles County 2022). CSDs within the ESGVAP include Rowland Heights CSD and Avocado Heights CSD.

Rowland Heights Community Plan

The Rowland Heights Community General Plan, adopted in September 1981, establishes a direction and form for the future development of Rowland Heights, setting forth broad guide1ines for the extent and nature of growth. It is an element of the Los Angeles County General Plan, delineating more clearly and in greater detail than is possible in the Countywide General Plan, policies and standards for development in Rowland Heights. The plan is comprehensive, being based on an analysis of such physical features of the Community as geology, seismicity, slope and vegetation as well as of the social environment and its relationship to physical features. Study of these interrelationships provides a basis for determining the kinds of growth which can be accommodated and for setting a framework for the future. Based on a long-range view, the plan provides a rationale for the effective coordination of the development of needed facilities. This report contains a summary of the problems and issues facing Rowland Heights and the policy recommendations developed to respond to these community concerns.

Hacienda Heights Community Plan

The Hacienda Heights Community Plan is a comprehensive, long-range plan to guide development in Hacienda Heights. The Plan was created through a participatory process and seeks to achieve the shared vision and future desired by Hacienda Heights residents through goals, policies, a land use map, and implementation actions that will guide future development. The Plan was adopted in May 2011 and replaced the previously adopted 1978 Hacienda Heights Community General Plan.

Equestrian Districts (ED)

Per County Code 22.44, Part 3, equestrian districts establish a supplemental district in order to recognize particular areas where the keeping or maintaining of horses and other large domestic animals for the personal use of members of the family residing on the premises has become or is intended to become an integral part of the character of the area. This is within unincorporated areas of Los Angeles County only. EDs within the ESGVAP include Rancho Potrero De Felipe Lugo ED, Pellissier Village ED, Avocado Heights ED, and Trailside Ranch ED.

Los Angeles County General Plan 2035

The General Plan includes an implementing program to adopt an Agricultural Resources Areas Ordinance. The intent of this ordinance is to encourage the retention and sustainable use of agricultural land for agricultural uses. The ordinance effort would also include analyzing the feasibility of offering incentives such as density bonuses and/or conservation subdivisions that deed-restrict a certain percentage of a project site for open space and agricultural uses only. The County also anticipates that this future ordinance would ensure compatibility between agricultural and nonagricultural land uses through buffering, development standards, and design requirements (DRP 2015). Relevant agricultural resources policies set forth in the General Plan include protection of ARAs and other land identified as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance from encroaching development. These policies also discourage incompatible land uses in areas adjacent to or within these farmland areas and encourage agricultural activity within ARAs (DRP 2015).

The following County General Plan policies from the Land Use and Conservation and Natural Resources Elements, are relevant to the ESGVAP:

Land Use Element

Goal LU 1: A General Plan that serves as the constitution for development, and a Land Use Policy Map that implements the General Plan's Goals, Policies and Guiding Principles.

Policy LU 1.7: In the review of a project-specific amendment(s) to convert lands within the ARAs, ensure that the project-specific amendment(s):

- Is located on a parcel that adjoins another parcel with a comparable use, at a comparable scale and intensity; and
- Will not negatively impact the productivity of neighboring agricultural activities.

Conservation and Natural Resources Element

Goal C/NR-8: Productive farmland that is protected for local food production, open space, public health, and the local economy.

Policy C/NR 8.1: Protect ARAs, and other land identified as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance by the California Department of Conservation, from encroaching development and discourage incompatible adjacent land uses.

Policy C/NR 8.2: Discourage land uses in the ARAs, and other land identified as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance by the California Department of Conservation, that are incompatible with agricultural activities.

Policy C/NR 8.3: Encourage agricultural activities within ARAs.

Goal C/NR-9: Sustainable agricultural practices.

Policy C/NR 9.1: Support agricultural practices that minimize and reduce soil loss and prevent water runoff from affecting water quality.

Policy C/NR 9.2: Support innovative agricultural practices that conserve resources and promote sustainability, such as drip irrigation, hydroponics, and organic farming.

Policy C/NR 9.3: Support farmers' markets throughout the county.

Policy C/NR 9.4: Support countywide community garden and urban farming programs.

Policy C/NR 9.5: Discourage the conversion of native vegetation to agricultural uses.

Existing Environmental Conditions

Population growth and accompanying development in Los Angeles County has resulted in the conversion of agricultural land to nonagricultural uses. This process threatens agricultural land and has led to land use conflicts between existing farms and new residential developments that are being developed adjacent to existing agricultural areas. Remaining agricultural land is considered an important nonrenewable resource. Los Angeles County includes a relatively small quantity of land that is designated pursuant to the Farmland Mapping and Monitoring Program (FMMP), meaning that it meets one of the designations described below and therefore is "Important Farmland." Approximately 90 percent of the county's Important Farmland is located in the Antelope Valley; the remainder is located in the Santa Clarita Valley, the Santa Monica Mountains, and the San Fernando Valley (DRP 2014).

Agricultural Land Use

A variety of programs administered by the State of California and the County classify and help protect agricultural lands within the county. The FMMP, administered by the state and described in *Regulatory Setting*, identifies important areas of Farmland based on soil types and land use history. Agriculture zoning in the County identifies areas under agricultural use or areas that could be developed with agricultural use, and sets forth development regulations and allowable

uses for areas in agricultural zones. The County also designates agricultural areas where agriculture is encouraged and/or preserved by policies, development guidelines, and regulations.

Farmland Mapping and Monitoring Program-designated Farmland

As part of the FMMP, the California Department of Conservation produces Important Farmland maps that identify the suitability of agricultural lands in California on a county-by-county basis. The classification of Important Farmlands is based on land use and soil. Agricultural land is rated according to the soil quality and irrigation status, with the best-quality land called Prime Farmland. Maps are updated every 2 years by the U.S. Department of Agriculture's Natural Resources Conservation Service (NRCS), with current land use information gathered from aerial photographs, a computer mapping system, public review, and field reconnaissance. The FMMP maps approximately 47.9 million acres of land in 49 counties in California. FMMP designations do not affect local land use decisions; rather, they are identification tools that can be used for policy purposes by local governments.

The acreages given in this section represent data from the 2018 FMMP maps for Los Angeles County and include mapped Farmland in the unincorporated areas only. The FMMP maps cover only half of the county's land area, as large areas of the county (including the Los Angeles Basin, the San Gabriel Valley, and most of the eastern San Fernando Valley) are entirely urbanized and thus not mapped by the FMMP.

(1) **Prime Farmland:** Prime Farmland has the most favorable combination of physical and chemical features, enabling it to sustain long-term production of agricultural crops. This land possesses the soil quality, growing season, and moisture supply needed to produce sustained high yields. To qualify for this classification, the land must have produced irrigated crops at some point during the two update cycles prior to NRCS mapping. The unincorporated county contains 16,969 acres of designated Prime Farmland (DOC 2019), which equates to approximately 1.00 percent of the unincorporated county's total acreage and represents a reduction of 7,405 acres since the 2010 FMMP maps (DRP 2014). Within the ESGV Plan Area (including both incorporated and unincorporated communities) there are approximately 204 acres of Prime Farmland (DOC 2022).

(2) **Farmland of Statewide Importance:** Farmland of Statewide Importance is similar to Prime Farmland, but it possesses minor shortcomings, such as greater slopes and/or less ability to store moisture. To qualify for this classification, the land must have produced irrigated crops at some point during the two update cycles prior to NRCS mapping. The unincorporated county contains approximately 690 acres of designated Farmland of Statewide Importance, which equates to about 0.04 percent of the unincorporated county's total acreage and represents a reduction of 240 acres since the 2010 FMMP maps (DRP 2014). Within the ESGV Plan Area (including both incorporated and unincorporated communities) there are approximately 40 acres of Farmland of Statewide Importance (DOC 2022).

(3) **Unique Farmland:** Unique Farmland is of lesser-quality soils and is used to produce the state's leading agricultural crops. Unique Farmland does not meet the previously stated criteria for Prime Farmland or Farmland of Statewide Importance, but it consists of areas that have been used for the production of specific crops with high economic value during the two update cycles prior to the mapping date. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained, high-quality crops and/or high yields of a specific crop when treated and managed according to current farming methods. This land is usually irrigated, but it may include non-irrigated orchards or vineyards, as found in some climatic zones in California. Land must have been cropped sometime during the 4 years prior to the mapping date. The unincorporated county contains approximately 865 acres designated as Unique Farmland (DOC 2019), which is 0.05 percent of the unincorporated county's total acreage and represents a reduction of 66 acres since the 2010 FMMP maps (DRP 2014). Within the ESGV Plan Area (including both incorporated and unincorporated communities) there are approximately 88 acres of Unique Farmland (DOC 2022).

(4) **Farmland of Local Importance:** Farmland of Local Importance is important to the local agricultural economy, as determined by the County Board of Supervisors and a local advisory committee. The County defines Farmland of Local Importance as lands that would meet the criteria for Prime Farmland or Farmland of Statewide Importance but are not irrigated. Approximately 2,739 acres of the unincorporated county is designated as Farmland of Local Importance (DOC 2019), which is 0.16 percent of the unincorporated county's total acreage and represents a reduction of 4,114 acres since the 2010 FMMP maps (DRP 2014).

(5) **Grazing Land:** Grazing Land is land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres. Approximately 216,378 acres of the unincorporated county is designated as Grazing Land (DOC 2019), which is 12.76 percent of the unincorporated county's total acreage and represents an increase of 11,185 acres since the 2010 FMMP maps (DRP 2014).

Agricultural Zoning

The county has two agricultural zones: Light Agricultural (A-1) and Heavy Agricultural (A-2). Within the A-2 zone, some areas are designated as Heavy Agriculture including Hog Ranches (A 2-H), which indicates that hog ranches and fertilizer plants are allowed on those parcels.

The agricultural zones allow for variety of uses, including single-family residences and small group homes, community gardens, livestock, and agricultural uses. The A-2 zone allows for a wider variety of agricultural and nonagricultural uses than allowed by the A-1 zone. Fruit and vegetable packing plants and oil wells are examples of heavier land uses that are allowed in A-2

but not in A-1. With a conditional use permit, the types of uses for agriculturally zoned land broaden, and can include uses such as airports, universities, and golf courses. Electric-generating plants are a conditionally allowed use in the A-2 zone with a conditional use permit.

Agricultural Resource Areas

Agricultural Resource Areas (ARAs) are identified in the General Plan. A key purpose of this designation is to encourage preservation and sustainable uses of agricultural land, agricultural activities, and compatible uses within these areas. The following land types are ARAs:

- Prime Farmland
- Farmland of Statewide Importance
- Farmland of Local Importance
- Unique Farmland
- Lands that have received permits from the County Agricultural Commissioner/Weights and Measures

The following land uses and County land use designations are not considered for the ARA designation and are not part of any existing ARAs:

- Significant Ecological Areas (SEAs)
- Approved specific plans
- Approved large-scale renewable energy facilities
- Land outside of the Santa Clarita Valley and Antelope Valley Planning Areas
- Lands designated as Public and Semi-Public land uses

ARA's within the ESGV Plan Area (including both incorporated and unincorporated communities) are shown on Figure 4.2-1, *Agricultural Resource Areas*.

Forest Resources

Forest land is defined in the California Public Resources Code as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetic, fish and wildlife, biodiversity, water quality, recreation, and other public benefits (Public Resources Code Section 12220[g]). Timberland is considered land that is available for and capable of growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees (Public Resources Code Section 4526).

Within the unincorporated areas of the county, Angeles National Forest, coupled with a small portion of Los Padres National Forest, encompasses 650,000 acres. Angeles National Forest extends along the San Gabriel Mountains and is divided into two sections totaling 1,018 square miles, which equates to approximately 25 percent of the county's land area. The U.S. Forest Service is responsible for managing public forest lands, However, nearly 40,000 acres of the

national forests are privately owned. These privately owned areas are commonly referred to as in holdings, and the County retains responsibility for their land use regulation. The county also includes small areas of forest outside of the National Forests. These consist primarily of small areas in the Santa Monica Mountains, the Sierra Pelona, and areas of the San Gabriel Mountains adjacent to Angeles National Forest. Forest lands within the county are generally zoned Open Space (O-S) and Watershed (W) zones.

The majority of Angeles National Forest is composed of chaparral, rather than forest. The forests in the county are limited and generally consist of small stands of trees growing in riparian areas and in the higher elevations of the San Gabriel Mountains. Because of the limited amount of forest resources, there is no timberland in the county.

4.2.2 Environmental Impacts

Methodology

The analysis of agriculture and forestry resources in this section is based on a review of the project description and available literature from state and local agencies. The analysis focuses on the existing agricultural uses within the ESGV Planning Area, policies in the County, and whether future projects facilitated by the ESGVAP would result in physical impacts on agriculture and forestry resources.

Significance Thresholds

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, the Project would have a significant impact to agriculture and forestry resources if it would:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use;

b) Conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract;

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220 [g]), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined in Government Code Section 51104[g]);

d) Result in the loss of forest land or conversion of forest land to non-forest use; or

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use.

Based on the analysis documents in the Initial Study (Appendix A), it was concluded that implementation of the ESGVAP would result in no impact with respect to criterion b), either directly or as a result of future projects facilitated by the ESGVAP, because there are no Williamson Act contracts within the ESGV Plan Area. Accordingly, this threshold was not carried forward for more detailed review.

Proposed Project Characteristics and Relevant ESGVAP Goals and Policies

The ESGVAP is intended to the guide long-term growth of the ESGV Planning Area, enhance community spaces, promote a stable and livable environment that balances growth and preservation, and improve the quality of life in the ESGV through the creation of vibrant, thriving, safe, healthy, and pleasant communities.

Because the ESGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time. Goals and policies from the Land Use Element, Community Character and Design Element and Natural Resources, Conservation, and Open Space Element have been identified to help avoid potential construction impacts to agriculture and forestry resources during the implementation stage.

ESGVAP Goals and Policies

Chapter 2. Land Use Element

The Land Use Element of the ESGVAP changes the General Plan land use and zoning designations of select parcels in the Plan Area to provide for focused growth and preservation areas (as presented in the Land Use Policy Map) and includes land use goals and policies that articulate how the focused growth and preservation of these areas will address land use issues, implement the Vision Statements (found in Chapter 1 of the ESGVAP), enhance the existing land uses and, as a result, quality of life in the ESGV. The following ESGVAP goals and policies are relevant to the analysis of agriculture and forestry resources impacts:

> **Goal LU-6:** The ESGV's natural resources and open spaces are preserved, protected, and, where possible, restored and expanded for the health, safety, and enjoyment of existing and future populations.
>
> > **Policy LU-6.5: Limit Conversion of Agricultural and Working Lands.** Limit the potential conversion of agricultural, working lands, and equestrian land to residential uses or other development.

Chapter 4. Community Character and Design Element

This Community Character and Design Element of the ESGVAP supports the conservation of the character of the 24 unincorporated communities of the ESGV, which can be characterized as having quiet residential streets and lower scales. The Community Character and Design Element of the ESGVAP supports this vision by first observing and summarizing at a high-level existing residential, commercial, and public realm character. Based on these observations and findings, community character goals and policies are included to articulate how growth within the unincorporated communities of the ESGV may transition to and fit the existing community character. The following goals and policies of the Community Character and Design Element are relevant to the analysis of agriculture and forestry resources impacts that could occur pursuant to implementation of the ESGVAP:

> **Goal CC-1:** ESGV communities enjoy a strong sense of community, reinforced through placemaking, compatible design, and safe and well-maintained neighborhoods.

Policy CC-1.1: Placemaking. Require new development and public realm improvements to enhance the community's sense of place and identity through placemaking by considering the unique or defining elements of the community manifested through its built form, architectural character, building materials, public realm, views, and other defining elements.

Policy CC-1.2: Rural and Equestrian Character. Protect the ESGV's rural and equestrian character by fostering it in public design treatments and by preserving equestrian districts, bridle paths, and rural areas.

Chapter 5. Natural Resources, Conservation, and Open Space Element

The Natural Resources, Conservation, and Open Space Element provides goals and policies intended to protect and improve aesthetic resources within the ESGV Plan Area. The following goals and policies are relevant to the analysis of agriculture and forestry resources impacts that would occur as a result of implementation of the ESGVAP:

Goal NR-2: Open spaces meet multiple needs and are expanded through acquiring land that protects biologically sensitive resources, supports ecosystem services, increases biodiversity, and provides access to recreation as appropriate.

Goal NR-4: Lands with sensitive biological resources are buffered, preserved, restored, and protected for the benefit of all beings, enhancing biodiversity and natural processes.

Policy NR-4.1: Preserve Lands with Sensitive Biological Resources. Acquire, restore, and preserve lands in SEAs, wildlife corridors, sensitive habitats, land with unique ecological resources, water resources, and areas adjacent to existing preserved natural areas, sanctuaries, preserves, and open space. This includes lands across jurisdictional and agency boundaries, including but not limited to land adjacent to Angeles National Forest, San Gabriel Mountains National Recreation Area, and the Puente Hills Habitat Preserve.

Impact Analysis

Impact 4.2-1: Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

Less-Than-Significant Impact. There are approximately 6,853 acres of farmland of local importance and 205,193 acres of grazing land (DRP 2014; DOC 2022). There are isolated pockets of prime farmland and unique farmland in the ESGV, which are concentrated near the southeastern corner of the Walnut Islands near CalPoly Pomona. Within the ESGV Plan Area (including both incorporated and unincorporated communities) there are approximately 204 acres of Prime Farmland, 88 acres of Unique Farmland, and 40 acres of Farmland of Statewide Importance (DOC 2022). A few of these areas designated as prime farmland are located on the CalPoly Pomona campus, portions of which are located in unincorporated Walnut Islands. An area designated as prime farmland is located further to the southeast; however, this area is not located in the unincorporated areas that make up the ESGVAP. A small area designated as Unique Farmland is located near San Jose Creek and the I-605 and overlaps with some portions

of the Plan Area (FMMP 2017). As shown in Figure 4.2-1, none of the areas in the Plan Area that contain Unique or Prime Farmland are proposed for land use designation changes or zoning changes.

As identified in Table 3-1, *Land Use and Zoning Change Summary for Proposed Growth*, in Chapter 3, *Project Description*, individual projects associated with implementation of the ESGVAP goals and policies and implementation actions are anticipated to be located primarily within the urban environment, vacant or underutilized land uses, and on disturbed areas with existing infrastructure. Vision Statement 6 – Sustainable Built and Natural Environment includes a goal to preserve agricultural lands. Additionally, the Land Use Element of the ESGVAP includes a policy to ensure that agricultural areas, working lands, and equestrian lands are preserved. As such, if future development were proposed within the Plan Area, outside of the areas that are currently proposed for up-zoning, in order to be consistent with the ESGVAP Land Use Element, the development would be required to preserve agricultural areas. Therefore, adoption of the ESGVAP would guide future development within the Plan Area to preserve existing agricultural land within the Plan Area.

Construction of future development projects within the Plan Area is anticipated to occur primarily within developed areas, as part of improvements to existing structures, and within urban areas near public transportation. However, future development such as facilities to increase waste diversion or renewable energy associated with implementation of the ESGVAP's goals, policies, strategies, and implementation actions could occur in previously undeveloped areas. The ESGVAP's strategies, such as Sustainable Built and Natural Environment, would promote the development of green infrastructure, including rooftop solar where applicable. Energy-efficient design could incentivize the development of small-scale solar projects or other renewable energy generation facilities in undeveloped areas, the development of which could result in the conversion of farmland to a non-agricultural use. However, when proposals for renewable energy generation facilities are submitted, the County would encourage projects to be constructed in areas that previously have been disturbed (e.g., sites where farming may no longer be viable due to factors such as access to water) and away from actively farmed sites. Furthermore, consistency with General Plan policies included in the Conservation and Natural Resources Element, adopted to protect agricultural lands, would further reduce the likelihood that solar energy-related or other development projects would result in the conversion of farmland to a non-agricultural use. For example, General Plan Policies C/NR 8.1, C/NR 8.2, and C/NR 8.3 in furtherance of Goal C/NR 8, protects productive farmland for local food production, open space, public health, and the local economy (DRP 2015).

Due to the small amount of designated farmland in the unincorporated areas of the County, discouragement of proposals that would potentially result farmland conversion, and conflicts with the Growth and Preservation Strategies and Land Use Element policies proposed as part of the ESGVAP if farmland conversion were to occur, conversion of a significant amount of farmland is not anticipated as a result of the ESVAP. Therefore, impacts are considered to be less than significant and no mitigation is required.

Impact 4.2-2: Would the Project conflict with the existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220 (g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined in Government Code Section 51104(g))?

No Impact. The Los Angeles County Zoning Code does not contain zones specifically for forest use or production of forest resources. Additionally, forest use is not specified as a permitted use in any of the three agricultural zones (DRP 2015). As such, implementation of the ESGVAP would not conflict with existing zoning for forest land or timberland. No impact would occur.

Impact 4.2-3: Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

Less-Than-Significant Impact. Forests in Los Angeles County are largely limited to mountain ranges in three of the eleven Planning Areas: Antelope Valley, Santa Clarita Valley, and Santa Monica Mountains. Small areas of forest are also found at the northern edge of the East San Gabriel Valley and West San Gabriel Valley Planning Areas (DRP 2015). Forest land in Los Angeles County is protected through the County's SEA Ordinance. Any projects located in SEAs would be required to obtain a CUP that demonstrates compliance with the ordinance or includes the application of conditions of approval that would reduce impacts to forestland. Further, the Land Use Element and Conservation and Natural Resources Element of the General Plan include policies and implementation programs to preserve forests, natural areas, and open space. Specific implementation programs that are relevant include the Native Woodlands Conservation Management Plan, the Mitigation Land Banking Program/Open Space Master Plan, and the SEA Preservation Program. As such, implementation of the ESGVAP would have a less than significant impact as it relates to the loss of forest land or conversion of forest land to non-forest use. No mitigation is required.

Impact 4.2-4: Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?

Less-Than-Significant Impact. The ESGVAP would be a long-range policy document intended to respond to local planning challenges, guide long-term development, enhance community spaces, promote a stable and livable environment that balances growth with preservation, and improve the quality of life in the ESGV through the creation of vibrant, thriving, safe, healthy, and pleasant communities. The ESGVAP would target community-serving growth near planned or existing transit stations, commercial retail service areas, high quality transit areas, and active transportation corridors, tailored to the meet the needs of the ESGV community consistent with goals and policies of the County's General Plan. The ESGVAP would re-zone agricultural zones that are developed with residential uses from A-1 (Light Agriculture) to an appropriate residential zone, such as R-1 (Single-family residence) or R-A (Residential Agricultural), so that zoning would reflect the existing use and would be consistent with the General Plan land use policy designations. All proposed changes in land use and zoning would occur in urbanized areas that are currently developed and not used for light agriculture. Proposed land use changes and zoning

changes would not result in physical changes to existing agricultural areas or forest lands. The re-zoning would not change the density or type of land use allowed but would provide consistency with the General Plan. Additionally, the ESGVAP includes growth and preservation strategies and policies in the Land Use Element, Community Character and Design Element, and the Natural Resources, Conservation, and Open Space Element intended to guide future growth in the Plan Area. These strategies include components to protect and preserve agricultural lands. Future development within the Plan Area that could occur outside of the areas of growth identified in Chapter 3, *Project Description*, would be required to comply with the Land Use Element, which includes policies to ensure that any future development is consistent with the growth and preservation strategies which protect and preserve agricultural lands.

Therefore, implementation of the ESGVAP would have a less than significant impact as it relates to resulting in changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. No mitigation is required.

Cumulative Impacts

For the purposes of this analysis of cumulative impacts on agricultural resources, the geographic area of consideration includes unincorporated areas of the county that are designated as Farmland pursuant to the FMMP and forest land in the unincorporated areas. Impacts could result at various locations within this area during construction and operation of future projects facilitated by implementation of the ESGVAP.

Impact 4.2-5: Would the Project have a significant cumulative contribution to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

Less-Than-Significant Impact. Over time, Los Angeles County has seen a steady rate of conversion of agricultural lands to other uses. In the California Department of Conservation's most recent report, Los Angeles County saw the conversion of approximately 3,444 acres of land from agricultural to urban land uses, which include solar and water recharge projects (DOC 2016). It is unclear how many of these conversions occurred in the unincorporated areas of the county; however, given the number of acres that have been recently converted to urban uses, a significant cumulative impact exists with regard to the conversion of designated farmland to other uses.

Although a significant cumulative impact regarding the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use exists within Los Angeles County, the ESGVAP would contribute a less-than-significant incremental contribution to this significant cumulative impact. The ESGVAP includes policies within the Land Use Element and the Natural Resources, Conservation, and Open Space Element to preserve agricultural land. Therefore, with regard to future proposed projects and development, adoption of the ESGVAP would create a policy document that guides future development to avoid impacts to agricultural

resources and preserve agricultural land. The adoption and implementation of the ESGVAP is likely to improve cumulative conditions with regard to the preservation of agricultural land.

With regard to projects that could be located in areas of the county with agriculture and could convert agricultural land to nonagricultural uses, if these types of facilities are proposed, the County would direct that type of development to sites that are already disturbed and are not suitable for agriculture. Additionally, proposals for utility-scale solar and other projects proposed in agricultural or forested areas that would require a conditional use permit or other discretionary approval would be subject to project-specific environmental review and permitting requirements that would avoid or substantially reduce significant impacts. For example, project-specific mitigation requirements have mandated conservation easements to mitigate the loss of farmland at a 1:1 ratio. Together, these review processes, which present the opportunity for discretionary approval and the application of mitigation, would reduce the impact of the Project to a less-than-significant level.

The Project's less-than-significant incremental contribution would not be cumulatively considerable when considered together with the incremental impacts of other cumulative projects because projects facilitated by implementation of the ESGVAP would improve agriculture and forest resources and because, among the types of projects that could adversely affect such resources, site-specific discretionary environmental and permitting processes would address potential significant impacts. As a result, the ESGAVP would make a less than cumulatively considerable contribution to a significant impact, and a less-than-significant cumulative impact would result.

Impact 4.2-6: Would the Project, when combined with other past, present, or reasonably foreseeable projects, conflict with the existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?

No Impact. The ESGVAP could result in a cumulative impact on the zoning of forest land if an implementing project were to conflict with the zoning of forest land and occur within the same time frame or geography as similar projects located on forest land. The County does not have existing zoning specific to forest use or timberland and does not have land use authority over development in national forests such as Angeles National Forest and Los Padres National Forest, where most of the forest land in the county exists. The construction of new private residences in National Forest lands is prohibited by the Forest Reserve Act of 1891, and U.S. Forest Service land usually is not made available if the overall needs of an individual project proponent or business can be met on nonfederal lands (USFS 2013). Therefore, since the County has no existing zoning specific to forest land, and private projects are generally prohibited in National Forest land, no significant cumulative condition exists with respect to conflicts with zoning for forest land. Therefore, no significant cumulative impact exists to which the ESGVAP could contribute, and no cumulative impact would occur.

Impact 4.2-7: Would the Project, when combined with other past, present, or reasonably foreseeable projects, result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The majority of land that is considered forest land is located in Angeles National Forest and Los Padres National Forest. As described above, the construction of new private residences in National Forest lands is prohibited by the Forest Reserve Act of 1891, and U.S. Forest Service land usually is not made available if the overall needs of an individual project proponent or business can be met on nonfederal lands. Therefore, it is unlikely that throughout the county, there is a significant cumulative condition with regard to the conversation of forest land. Additionally, the ESGVAP includes measures intended to protect and conserve forestland. Therefore, there is no significant cumulative condition to which the Project could contribute. The ESGVAP would result in no cumulative impact with respect to this criterion.

Impact 4.2-8: Would the Project, when combined with other past, present, or reasonably foreseeable projects, involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?

Less-Than-Significant Impact. The ESGVAP includes policies and implementation programs to protect open space, agricultural lands, and forest lands and to ensure that future development protects and preserves those areas. Therefore, with regard to future development, the ESGVAP would improve cumulative conditions in agricultural areas. Therefore, the Project would have a less than significant cumulative impact that related to changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No significant impacts have been identified requiring mitigation and no significant and unavoidable impacts would occur.

4.2.3 References

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4.3 Air Quality

This section provides an analysis of potential local and regional impacts on air quality from future development facilitated by adoption of the East San Gabriel Valley Area Plan (ESGVAP or Project), including those related to air quality plans and standards, criteria pollutants, sensitive receptors, and objectionable odors. This section provides context regarding air quality standards and local air quality, as well as relevant federal, State, and local regulations and programs. This section focuses on criteria air pollutants and toxic air contaminants; greenhouse gases (GHGs) are evaluated in Section 4.7, *Greenhouse Gas Emissions*, of this Draft PEIR.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public. These comments identified various substantive issues and questions related to Air Quality. The South Coast Air Quality Management District (SCAQMD) recommended that the Lead Agency use the SCAQMD's CEQA Air Quality Handbook, and website as guidance when preparing the air quality analyses. The SCAQMD also requested that all appendices and technical documents related to air pollutant emissions and electronic versions of emission calculation spreadsheets be provided to SCAQMD staff. **Table 1-1**, *Notice of Preparation and Comment Letters Summary*, in Chapter 1 *Introduction*, includes a summary of all comments received during the scoping comment period.

4.3.1 Environmental Setting

This section discusses the existing environmental setting relative to air quality. As described in Chapter 3, *Project Description*, the Project is evaluated at a programmatic level and the analysis is based on information available to the County where reasonably foreseeable, direct, and indirect physical changes in the environment could be considered. As a result, this section describes generally the Project Area and, where applicable, the general areas of future potential land use changes as part of implementing the ESGVAP, as those are the areas that may result in changes to the environment that weren't already considered in previous environmental analyses or studies.

Regulatory Setting

A number of statutes, regulations, plans, and policies have been adopted that address air quality concerns. The Draft PEIR, once approved, would be subject to air quality regulations developed and implemented at the federal, state, and local levels. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of the federal Clean Air Act (CAA). Some portions of the CAA (e.g., certain mobile-source requirements and other requirements) are implemented directly by the USEPA. Other portions of the CAA (e.g., stationary-source requirements) are implemented through delegation of authority to state and local agencies. A number of plans and policies have been adopted by various agencies that address air quality concerns. Those plans and policies that are relevant to the ESGVAP are discussed below.

Federal Laws, Regulations, and Policies

The federal CAA (42 U.S.C. 7401), as amended, is the comprehensive federal law that regulates air emissions to protect public health and welfare. The USEPA is responsible for the implementation and enforcement of the CAA, which establishes federal National Ambient Air Quality Standards (NAAQS), specifies future dates for achieving compliance, and requires USEPA to designate areas as attainment, nonattainment, or maintenance (USEPA 2021a). The CAA also mandates that each state submit and implement a State Implementation Plan (SIP) for each criteria pollutant for which the state has not achieved the applicable NAAQS(USEPA 2021a). The SIP includes pollution control measures that demonstrate how the standards for those pollutants will be met. The sections of the CAA most applicable to the Draft PEIR include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions) (USEPA 2022a).[1]

Title I requirements are implemented for the purpose of attaining NAAQS for the following criteria air pollutants: ozone (O_3); nitrogen dioxide (NO_2); carbon monoxide (CO); sulfur dioxide (SO_2); particulate matter less than 10 microns in diameter (PM10); particulate matter less than 2.5 microns in diameter (PM2.5); and lead (Pb). **Table 4.3-1**, *Ambient Air Quality Standards*, shows the NAAQS currently in effect for each criteria pollutant. The NAAQS and their California equivalent (California Ambient Air Quality Standards [CAAQS]) for state criteria air pollutants (discussed below) have been set at levels considered safe to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly with a margin of safety; and to protect public welfare, including against decreased visibility and damage to animals, crops, vegetation, and buildings (USEPA 2022b). In addition to criteria pollutants, Title I includes air toxics provisions that require USEPA to develop and enforce regulations to protect the public from exposure to airborne contaminants that are known to be hazardous to human health. In accordance with Section 112, USEPA establishes National Emission Standards for Hazardous Air Pollutants (NESHAPs). The list of hazardous air pollutants (HAPs), or air toxics, includes specific compounds that are known or suspected to cause cancer or other serious health effects.

TABLE 4.3-1
AMBIENT AIR QUALITY STANDARDS

Pollutant	Average Time	California Standards[a]		National Standards[b]		
		Concentration[c]	Method[d]	Primary[c,e]	Secondary [c,f]	Method[g]
Ozone (O_3)[h]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		

[1] *Mobile sources* include on-road vehicles (e.g., cars, buses, motorcycles) and non-road vehicles (e.g., aircraft, trains, construction equipment). *Stationary sources* consist of both point and area sources. *Point sources* are stationary facilities that emit large amounts of pollutants (e.g., municipal waste incinerators, power plants). *Area sources* are smaller stationary sources that alone are not large emitters but combined can account for large amounts of pollutants (e.g., consumer products, residential heating, dry cleaners).

Pollutant	Average Time	California Standards[a]		National Standards[b]		
		Concentration[c]	Method[d]	Primary[c,e]	Secondary[c,f]	Method[g]
Nitrogen Dioxide (NO_2)[i]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemi-luminescence	100 ppb (188 µg/m^3)	None	Gas Phase Chemi-luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		53 ppb (100 µg/m^3)	Same as Primary Standard	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	None	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Sulfur Dioxide (SO_2)[j]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[j]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[j]	—	
Particulate Matter—PM_{10}[k]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Particulate Matter—$PM_{2.5}$[k]	24 Hour	No Separate State Standard		35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3 k	15 µg/m^3	
Lead[l,m]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
Lead (cont.)	Calendar Quarter	—	Atomic Absorption	1.5 µg/m3 (for certain areas)m	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Rolling 3-Month Average m	--		0.15 µg/m3		
Visibility-Reducing Particles[n]	8 Hour	Extinction coefficient of 0.23 per kilometer — visibility of 10 miles or more (0.07 — 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent	Beta Attenuation and Transmittance through Filter Tape.	No Federal Standards		
Sulfates (SO_4)	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[l]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

Pollutant	Average Time	California Standards[a]		National Standards[b]		
		Concentration[c]	Method[d]	Primary[c,e]	Secondary [c,f]	Method[g]

NOTES:

µg/m^3 = micrograms per cubic meter; mg/m^3 = milligrams per cubic meter; $PM_{2.5}$ = inhalable particles with diameters that are generally 2.5 micrometers and smaller; PM_{10} = inhalable particles with diameters that are generally 10 micrometers and smaller; ppm = parts per million

a California's standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in California Code of Regulations Title 17, Section 70200.

b National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

c Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

d Any equivalent procedure which can be shown to the satisfaction of the California Air Resources Board (CARB) to give equivalent results at or near the level of the air quality standard may be used.

e National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

f National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

g Reference method as described by the U.S. Environmental Protection Agency (USEPA). An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the USEPA.

h On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

i To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

j On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

k On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3.

l CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

m The national standard for lead was revised on October 15, 2008, to a rolling three-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

n In 1989, CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: CARB 2016

Title II requirements pertain to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline, automobile pollution control devices, and vapor recovery nozzles on gas pumps are a few of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emissions standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for nitrogen oxides (NO_X) emissions have been made more stringent to reduce the amount of emissions allowed. See Section 4.7, *Greenhouse Gas Emissions*, which discusses the most recently proposed federal motor vehicle tailpipe emissions standards. Notable federal actions include:

- Revocation of the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule: On March 14, 2022, the USEPA published its Notice of Decision to restore California's waiver, which allows California to set more stringent vehicle fuel efficiency standards, rescinding the SAFE Vehicles Rule (Federal Register 2022).

- Issuance of the Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards: The issuance of these standards revises the GHG standards for vehicles from model year 2023 through model year 2026 and establishes the most stringent GHG standards ever set for the light-duty vehicle sector, which are expected to result in average fuel economy label values of 40 miles per gallon, while the standards they replace (the SAFE rule standards) would achieve only 32 miles per gallon in model year 2026 vehicles (USEPA 2021b).

State Laws, Regulations, and Policies

California Clean Air Act

The California Clean Air Act, signed into law in 1988, requires all areas of the state to achieve and maintain the CAAQS by the earliest practical date. The CAAQS are established to protect the health of the most sensitive groups and apply to the same criteria pollutants as the federal Clean Air Act and also includes state-identified criteria pollutants, which are sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. CARB has primary responsibility for ensuring the implementation of the California Clean Air Act, responding to the federal CAA planning requirements applicable to the state, and regulating emissions from motor vehicles and consumer products within the state. Table 4.3-1 shows the CAAQS currently in effect for each of the criteria pollutants as well as the other pollutants recognized by the state. As shown in Table 4.3-1, the CAAQS include more stringent standards than the NAAQS for most of the criteria air pollutants.

California Air Resources Board

California Air Resources Board (CARB), a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets the CAAQS (see Table 4.3-1), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's SIP, for which it works closely with the federal government and the local air districts. The SIP is required for the state to take over implementation of the federal CAA from USEPA.

On-Road Equipment, Trucks, and Buses

In 2004, CARB adopted an Airborne Toxic Control Measure (ATCM) limiting heavy-duty diesel motor vehicle idling to reduce public exposure to diesel PM and other TACs (California Code of Regulations Title 13, Section 2485 [13 CCR Section 2485]). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

In 2008, CARB approved the Truck and Bus regulation to reduce NO_X, PM_{10}, and $PM_{2.5}$ emissions from existing diesel vehicles operating in California (13 CCR Section 2025). The requirements were amended to apply to nearly all diesel-fueled trucks and buses with a gross

vehicle weight rating greater than 14,000 pounds. For the largest trucks in the fleet, those with a gross vehicle weight rating greater than 26,000 pounds, all must be equipped with diesel particulate filters from 2014 and onward and must have 2010 model year engines by January 1, 2023. For trucks and buses with a gross vehicle weight rating of 14,001–26,000 pounds, those with engine model years 14–20 years or older must be replaced with 2010 model year engines in accordance with the schedule specified in the regulation.

Off-Road Equipment

In addition to limiting exhaust from idling trucks, CARB promulgated emissions standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation, adopted by the CARB on July 26, 2007, aims to reduce emissions by the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emissions-controlled models (13 CCR Section 2449).

Each fleet must demonstrate compliance through one of two methods. The first option is to calculate and maintain fleet average emissions targets, which encourages the retirement or repowering of older equipment and rewards the introduction of newer cleaner units into the fleet. The second option is to meet the Best Available Control Technology (BACT) requirements by turning over or installing Verified Diesel Emission Control Strategies on a certain percentage of its total fleet horsepower. The compliance schedule requires that BACT turn overs or retrofits (Verified Diesel Emission Control Strategies installation) be fully implemented by 2023 in all equipment for large and medium fleets and by 2028 for small fleets.

Light- and Medium-Duty Vehicles

In 2012, CARB approved the Advanced Clean Cars Program, which includes low-emission vehicle and zero-emission vehicle regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles (CARB 2022a). See Section 4.7, *Greenhouse Gas Emissions*, which discusses the state light- and medium-duty vehicle emissions standards.

Diesel Commercial Vehicle Idling and Engine Regulations

As stated in 13 CCR Section 2485, idling by all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction is limited to five minutes at any location. In addition, 17 CCR Section 93115 of the regulation states that operations of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emissions standards.

Nuisance Regulations

Health and Safety Code Section 41700 states, “a person shall not discharge from any source whatsoever quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any of those persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property.” This section also applies to objectionable odors.

Toxic Air Contaminants

The California Air Toxics Program was established to address potential health effects from exposure to toxic substances in the air. In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment determine whether a substance should be formally identified, or "listed," as a TAC in California. The SCAQMD has not adopted guidance applicable to land use projects that requires quantitative health risk assessments to be performed for construction exposures to TAC emissions (SCAQMD 2022a).

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on the results of that review, CARB has promulgated a number of ATCMs, both for mobile and stationary sources. As discussed above, in 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to DPM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

In addition to limiting exhaust from idling trucks, as discussed above, CARB promulgated emission standards for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles. The regulation, adopted by CARB on July 26, 2007, aims to reduce emissions by the installation of diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission-controlled models.

The AB 1807 program is supplemented by the AB 2588 Air Toxics "Hot Spots" program, which requires facilities to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. Facilities that pose a significant health risk to the community must reduce their risk through implementation of a risk management plan.

Regional Laws, Regulations, and Policies

While CARB is responsible for the regulation of mobile emissions sources within the state, local air quality management districts and air pollution control districts are responsible for enforcing standards and regulating stationary sources. SCAQMD is the regional agency responsible for the regulation and enforcement of federal, state, and local air pollution control regulations in the South Coast Air Basin (Basin). The metropolitan portions of the County are within the Basin under the jurisdiction of the SCAQMD.

South Coast Air Quality Management District

The SCAQMD is primarily responsible for planning, implementing, and enforcing air quality standards for the Basin, which includes all of Orange County, Los Angeles County (excluding the Antelope Valley portion), the western, non-desert portion of San Bernardino County, and the western Coachella Valley and San Gorgonio Pass portions of Riverside County. The Basin is an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin is a

subregion within the western portion of the SCAQMD jurisdiction. While air quality in the Basin has improved, the Basin requires continued diligence to meet the air quality standards.

Air Quality Management Plan

The SCAQMD has adopted air quality management plans (AQMPs) to meet the CAAQS and NAAQS. Most recently, SCAQMD has initiated the development of the 2022 AQMP to address the attainment of the 2015 8-hour ozone standard (70 parts per billion [ppb]) for the Basin and Coachella Valley. The Basin is classified as an "extreme" non-attainment area and the Coachella Valley is classified as a "severe-15" non-attainment area for the 2015 Ozone NAAQS (SCAQMD 2016a). In 2021, SCAQMD and CARB established Mobile Source Working Groups to support the development of mobile-source strategies. SCAQMD also established Residential and Commercial Buildings Working Groups to support the development of control measures.

The SCAQMD Governing Board adopted the 2016 AQMP on March 3, 2017 (SCAQMD 2017). CARB approved the 2016 AQMP on March 23, 2017 (SCAQMD 2017). Key elements of the 2016 AQMP include implementing fair-share emissions reductions strategies at the federal, state, and local levels; establishing partnerships, funding, and incentives to accelerate deployment of zero and near-zero-emissions technologies; and taking credit from co-benefits from GHG emissions, energy, transportation, and other planning efforts (SCAQMD 2017). The strategies included in the 2016 AQMP build on the strategies from the previous 2012 AQMP and are intended to demonstrate attainment of the NAAQS, which are set at levels considered safe to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly with a margin of safety; and to protect public welfare, including against decreased visibility and damage to animals, crops, vegetation, and buildings, for the federal non-attainment pollutants ozone and PM2.5 while accounting for regional growth, increasing development, and maintaining a healthy economy. In general, SCAQMD's criteria for evaluating control strategies for stationary and mobile sources is based on the following: (1) cost effectiveness; (2) emissions reduction potential; (3) enforceability; (4) legal authority; (5) public acceptability; (6) rate of emission reduction; and (7) technological feasibility. The 2016 AQMP includes both stationary- and mobile-source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile-source strategies, and reductions from federal sources (SCAQMD 2017).

As detailed in the AQMP, the major sources of air pollution in the Basin are divided into four major source classifications: point, and area stationary sources, and on-road and off-road mobile sources. Point and area sources are the two major subcategories of stationary sources (SCAQMD 2017). Point sources are permitted facilities that contain one or more emission sources at an identified location (e.g., power plants, refineries, emergency generator exhaust stacks). Area sources consist of many small emission sources (e.g., residential water heaters, architectural coatings, consumer products, restaurant charbroilers and permitted sources such as large boilers) which are distributed across the region. Mobile sources consist of two main subcategories: On-road sources (such as cars and trucks) and off-road sources (such as heavy construction equipment).

In May 2022, the SCAQMD released the Draft 2022 AQMP that builds upon measures already in place from previous AQMPs, including the 2016 AQMP. The Draft 2022 AQMP's overall control strategy is based on promoting widespread deployment of available zero emission and low NOx technologies and developing new zero emission (ZE) and ultra-low NOx technologies for use in cases where the technology is not currently available. Specifically, the South Coast AQMD proposes a total of 48 control measures for the 2022 AQMP. Of the 48 control measures, 30 control measures targeting stationary sources focus on widespread deployment of zero emission and low NOx technologies through a combination of regulatory approaches and incentives and will require technology assessments to better understand where and when zero emission and low NOx technologies can be implemented. New funding and programs are needed for research, development, demonstration, and deployment of advanced technologies. The remaining 18 control measures target mobile sources that are largely facility-based mobile source measures, emission reductions from incentive programs, and partnerships with local, State, federal, and international entities (SCAQMD 2022b, ES-6). The Draft 2022 AQMP reports that even with the projected growth in the region, air quality has improved over the years, primarily due to impacts of air control programs at the local, State and federal level. As seen in Figure 1-3 of the Draft 2022 AQMP, the percent change in air quality is shown along with demographic data for the 4-county region from the Draft 2022 AQMP where in particular, the trends since 1995 of the 8-hour O_3 levels, the 1-hour O_3 levels, and annual average PM2.5 concentrations (since 1999), compared to the regional gross domestic product, total employment and population. Similar to the 2016 AQMP, the O_3 and particulate matter levels continue to decrease as the economy and population increase, further demonstrating that it is possible to maintain a healthy economic growth while bettering public health through air quality improvements (SCAQMD 2022b, 3-29). The 2022 AQMP was adopted by the SCAQMD on December 2, 2022. On January 26, 2023, CARB adopted Resolution 23-4, which directs the CARB Executive Officer to submit the 2022 AQMP as adopted by the District and the relevant portions of the CARB Staff Report to the USEPA for inclusion in the California SIP to be effective, for purposes of federal law, upon after notice and public hearing as required by Section 110(l) of the Clean Air Act and 40 Code of Federal Regulations Section 51.102 and approval by the USEPA, and upon appropriate action, if required, to resolve any completeness or approvability issues that may arise regarding the SIP submission, including to meet applicable requirements for contingency measures. Because USEPA approval has not yet been obtained, consistency with the 2016 AQMP remains the appropriate version when discussing a project's consistency with the AQMP.

South Coast Air Quality Management District Air Quality Guidance Documents

SCAQMD's *CEQA Air Quality Handbook* provides local governments with guidance for analyzing and mitigating project-specific air quality impacts, including standards, methodologies, and procedures for conducting air quality analyses in EIRs. The Handbook was used extensively in the preparation of this analysis. SCAQMD is currently in the process of replacing the *CEQA Air Quality Handbook* with the *Air Quality Analysis Guidance Handbook*. While this process is underway, the SCAQMD recommends that lead agencies avoid using the screening tables in Chapter 6, Determining the Air Quality Significance of a Project, and the on-road mobile-source emission factors in Table A9-5-J1 through A9-5 of the *CEQA Air Quality Handbook* because they are outdated (SCAQMD 2022c).

The SCAQMD instead recommends using other approved models to calculate emissions from land use projects (SCAQMD 2022c). Examples of such other models include the CalEEMod software, which is a model developed for California Air Pollution Control Officers Association in collaboration with the California air districts (CAPCOA 2021). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify criteria pollutant and GHG emissions from a variety of land use projects.

The SCAQMD has also adopted land use planning guidelines in its *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, which considers impacts to sensitive receptors from facilities that emit TAC emissions (SCAQMD 2005). SCAQMD's general land use siting distance recommendations are the same as those provided by CARB (e.g., a 500-foot siting distance for sensitive land uses proposed in proximity to freeways and high-traffic roads, a 1,000-foot siting distance for sensitive land uses proposed in proximity to a major service and maintenance rail yard, and the same siting criteria for distribution centers and dry-cleaning facilities). The SCAQMD's document introduces land use-related policies that rely on design and distance parameters to minimize emissions and lower potential health risk. SCAQMD's guidelines are voluntary initiatives recommended for consideration by local planning agencies.

The SCAQMD has published a guidance document called the *Final Localized Significance Threshold Methodology* for CEQA evaluations that is intended to provide guidance when evaluating the localized effects from mass emissions during construction (SCAQMD 2008). The SCAQMD adopted additional guidance regarding PM2.5 emissions in a document called *Final Methodology to Calculate Particulate Matter (PM) 2.5 and PM2.5 Significance Thresholds* (SCAQMD 2006). This latter document has been incorporated by the SCAQMD into its CEQA significance thresholds and *Final Localized Significance Threshold Methodology*.

SCAQMD has adopted two rules to limit cancer and non-cancer health risks from facilities located within its jurisdiction. Rule 1401 (New Source Review of Toxic Air Contaminants) regulates new or modified facilities, and Rule 1402 (Control of Toxic Air Contaminants from Existing Sources) regulates facilities that are already operating. Rule 1402 incorporates the requirements of the AB 2588 program, including implementation of risk reduction plans for significant risk facilities (SCAQMD 2016b).

South Coast Air Quality Management District Rules and Regulations

The SCAQMD has adopted many rules and regulations to regulate sources of air pollution in the Basin and to help achieve air quality standards. A list of rules and regulations relevant to this analysis follows.

Regulation IV—Prohibitions: This regulation sets forth the restrictions for visible emissions, odor nuisance, fugitive dust, various air emissions, fuel contaminants, start-up/shutdown exemptions and breakdown events.

***Rule 401—Visible Emissions*:** This rule states that a person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark

or darker in shade as that designated No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer's view.

***Rule 402—Nuisance*:** This rule states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

***Rule 403—Fugitive Dust*:** This rule requires projects to prevent, reduce or mitigate fugitive dust emissions from a site. Rule 403 restricts visible fugitive dust to the Project property line, restricts the net PM_{10} emissions to less than 50 micrograms per cubic meter ($\mu g/m^3$) and restricts the tracking out of bulk materials onto public roads. Additionally, projects must utilize one or more of the best available control measures (identified in the tables within the rule). Control measures may include adding freeboard to haul vehicles, covering loose material on haul vehicles, watering or using non-toxic chemical stabilizers to prevent the generation of visible dust plumes, limiting vehicle speeds to 15 miles per hour on unpaved surfaces, and/or ceasing all activities. Finally, a contingency plan may be required if so determined by USEPA.

***Rule 410—Odors from Transfer Stations and Material Recovery Facilities*:** The purpose of this rule is to establish odor management practices and requirements to reduce odors from municipal solid waste transfer stations and material recovery facilities.

***Rule 431.2—Sulfur Content of Liquid Fuels*:** This rule limits the sulfur content in diesel and other liquid fuels for the purpose both of reducing the formation of SOX and particulates during combustion and of enabling the use of add-on control devices for diesel-fueled internal combustion engines. The rule applies to all refiners, importers, and other fuel suppliers such as distributors, marketers, and retailers, as well as to users of diesel, low-sulfur diesel, and other liquid fuels for stationary-source applications in the SCAQMD. The rule also affects diesel fuel supplied for mobile-source applications.

***Rule 442—Usage of Solvents*:** The purpose of this rule is to reduce emissions of volatile organic compounds (VOCs) from VOC-containing materials or equipment not subject to the VOC limits in any Regulation XI rule. The rule sets VOC emission limits for facilities subject to the rule.

***Rule 445—Wood Burning Devices*:** This rule reduces the emission of particulate matter from woodburning devices and establish contingency measures for applicable ozone standards for the reduction of VOCs. Per Rule 445, no person shall permanently install a wood-burning device into any new development.

Regulation XI—Source Specific Standards: Regulation XI sets emissions standards for specific sources.

***Rule 1107—Coating of Metal Parts and Products*:** This rule sets VOC emissions limits from the coating of metal parts and products and applies to all metal coatings operations with certain exceptions as defined in the rule.

***Rule 1110.2—Emissions from Gaseous- and Liquid-Fueled Engines*:** This rule applies to stationary and portable engines rated at greater than 50 horsepower. The purpose of Rule 1110.2 is to reduce NOX, VOCs, and CO emissions from engines. Emergency engines, including those powering standby generators, are generally exempt from the

emissions and monitoring requirements of this rule because they have permit conditions that limit operation to 200 hours or less per year as determined by an elapsed operating time meter.

***Rule 1113—Architectural Coatings*:** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

***Rule 1121—Control of Nitrogen Oxides from Residential Type, Natural Gas-Fired Water Heaters*:** This rule specifies NO_X emission limits for natural gas-fired water heaters, with heat input rates less than 75,000 British thermal units per hour.

***Rule 1138—Control of Emissions from Restaurant Operations*:** This rule specifies particulate matter and VOC emissions and odor control requirements for commercial cooking operations that use chain-driven charbroilers to cook meat.

Rule 1146.1—Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters: This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of new and existing units to reduce NO_X emissions from natural gas-fired boilers, steam generators, and process heaters as defined in this rule.

***Rule 1146.2—Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters*:** This rule requires manufacturers, distributors, retailers, refurbishers, installers, and operators of new and existing units to reduce NO_X emissions from natural gas-fired water heaters, boilers, and process heaters as defined in this rule.

***Rule 1171—Solvent Cleaning Operations*:** The purpose of this rule is to reduce emissions of VOCs, toxic air contaminants, and stratospheric ozone-depleting or global-warming compounds from the use, storage and disposal of solvent cleaning materials in solvent cleaning operations and activities. A solvent cleaning operation is solvent cleaning conducted as part of a business.

***Rule 1186—PM10 Emissions from Paved and Unpaved Roads, and Livestock Operations*:** This rule applies to owners and operators of paved and unpaved roads and livestock operations. The rule is intended to reduce PM_{10} emissions by requiring the cleanup of material deposited onto paved roads, use of certified street sweeping equipment, and treatment of high-use unpaved roads (see also Rule 403).

Regulation XIV—Toxics and Other Non-Criteria Pollutants: Regulation XIV sets requirements for new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants or other non-criteria pollutants.

Rule 1401 and Rule 1402—New Source Review of Toxic Air Contaminants and Control of Toxic Air Contaminants from Existing Sources: SCAQMD has adopted two rules to limit cancer and non-cancer health risks from facilities located within its jurisdiction. Rule 1401 (New Source Review of Toxic Air Contaminants) regulates new or modified facilities, and Rule 1402 (Control of Toxic Air Contaminants from Existing Sources) regulates facilities that are already operating. Rule 1402 incorporates the requirements of the AB 2588 program, including implementation of risk reduction plans for significant risk facilities.

***Rule 1403—Asbestos Emissions from Demolition/Renovation Activities*:** This rule requires owners and operators of any demolition or renovation activity and the associated disturbance of asbestos-containing materials, any asbestos storage facility, or any active waste disposal site to implement work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials.

***Rule 1466 – Control of Particulate Emissions from Soils with Toxic Air Contaminants*:** This rule sets requirements to minimize the amount of fugitive dust containing toxic air contaminants that is emitted during earth-moving activities, including, excavating, grading, handling, treating, stockpiling, transferring, and removing soil that contains applicable TACs. Rule 1166 is applicable to the transportation of soils with applicable TACs through the SCAB. Applicable requirements include covering the truck loads for soil that contains applicable TACs.

***Rule 1470—Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines*:** This rule applies to stationary compression ignition engines greater than 50 brake horsepower, such as emergency generators, and sets limits on emissions and operating hours. In general, new stationary emergency standby diesel-fueled engines greater than 50 brake horsepower are not permitted to operate more than 50 hours per year for maintenance and testing.

Regulation XXIII– Facility Based Mobile Source Measures: In order to obtain the 80 ppb and 75 ppb 8-hour ozone standards by the 2023 and 2031 applicable attainment dates, respectively, and in support of the 2016 AQMP, the SCAQMD formulated Facility Based Mobile Sources Rules to reduce NOx emissions from indirect sources (e.g., mobile sources generated by, or attracted to facilities). The following rule will likely apply to portions of the Project:

Rule 2305 – Warehouse Indirect Sources Rule. Rule 2305 was formally adopted on May 7, 2021 (SCAQMD 2021a). This rule would reduce emissions associated with sources operating in and out of warehouse and distribution centers, consistent with Control Measures MOB 03 from the 2016 AQMP. Rule 2305 will require warehouses greater than 100,000 square feet to directly reduce NOx and diesel PM, or to facilitate emission and exposure reductions of these pollutants. The Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program is a menu-based points system that will require warehouse operators to annually earn a specified number of points by completing actions from a menu. The amount of WAIRE points needed for compliance is calculated based on weighted annual truck trips (WATTs), and an annual variable and stringency rate. WAIRE points earned can be transferred to a different warehouse utilized by the same warehouse operator, to a different compliance year, or between a warehouse owner and a warehouse operator. After each compliance year, warehouse operators will submit an annual WAIRE Report detailing the WAIRE points needed and the points earned for the reporting year. If a warehouse operator fails to earn enough WAIRE points to satisfy the requirement, they are required to pay a mitigation fee per unattained WAIRE point The Warehouse Indirect Source Rule provides several compliance options that facilities can choose to meet their point requirements including, but not limited to:

(1) Ensure truck fleets that serve their facility during operations are cleaner than required by CARB regulations (verified through a voluntary fleet certification program);

(2) Directly control the emissions associated with trucks visiting the facility;

(3) Installation of charging/fueling infrastructure for cleaner trucks and transportation refrigeration units (TRUs), conversion of cargo handling equipment to zero-emissions technologies, etc.;

(4) Utilization of zero-emissions trucks and incorporation of the infrastructure to support them; and/or

(5) Mitigation fees if the facilities emissions exceed cap levels set in the Indirect Source Rule.

Attainment Status

Table 4.3-2, *South Coast Air Basin Attainment Status (Los Angeles County)*, shows the attainment status of the Los Angeles County portion of the Basin for each criteria pollutant. As shown in Table 4.3-2, the Los Angeles County portion of the Basin is designated under federal or state ambient air quality standards as nonattainment for ozone, PM10, and PM2.5. The Los Angeles County portion of the Basin is designated as nonattainment for the federal lead standard; however, this was due to localized emissions from two lead-acid battery recycling facilities in the city of Vernon and the city of Industry that are no longer operating (SCAQMD 2005).

TABLE 4.3-2
SOUTH COAST AIR BASIN ATTAINMENT STATUS (LOS ANGELES COUNTY)

Pollutant	National Standards (NAAQS)	California Standards (CAAQS)
Ozone (1-hour standard)	N/A	Non-attainment–Extreme
Ozone (8-hour standard)	Non-attainment–Extreme	Non-attainment
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment
PM_{10}	Attainment	Non-attainment
$PM_{2.5}$	Non-attainment–Serious	Non-attainment
Lead	Non-attainment (Partial) [b]	Attainment
Visibility-Reducing Particles	N/A	Unclassified
Sulfates	N/A	Attainment
Hydrogen Sulfide	N/A	Unclassified
Vinyl Chloride [c]	N/A	N/A

NOTES:

CAAQS = California ambient air quality standard; N/A = not applicable; NAAQS = national ambient air quality standard; $PM_{2.5}$ = inhalable particles with diameters that are generally 2.5 micrometers and smaller; PM_{10} = inhalable particles with diameters that are generally 10 micrometers and smaller

[a] The NAAQS for 1-hour ozone was revoked on June 15, 2005, for all areas except Early Action Compact areas.

[b] Partial Non-attainment designation—Los Angeles County portion of the South Coast Air Basin only for near-source monitors.

[c] In 1990, the California Air Resources Board (CARB) identified vinyl chloride as a toxic air contaminant and determined that it does not have an identifiable threshold. Therefore, CARB does not monitor or make status designations for this pollutant.

SOURCE: USEPA 2022c.

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial counties, and addresses regional issues related to transportation, the

economy, community development and the environment. SCAG is the federally designated metropolitan planning organization (MPO) for the majority of the Southern California region and is the largest MPO in the nation.

Pursuant to Health and Safety Code Section 40460, SCAG is responsible for preparing and approving the portions of the AQMP related to regional demographic projections and integrated regional land use, housing, employment and transportation programs, measures and strategies (SCAQMD 2017). Regarding transportation planning, SCAG adopted the *2016–2040 Regional Transportation Plan/Sustainable Communities Strategy* (2016–2040 RTP/SCS) in April 2016, which contains such regional development and growth forecasts (SCAG 2016). These regional development and growth forecasts form the basis for the land use and transportation control portions of the 2016 AQMP, and its growth forecasts were utilized in the preparation of the air quality forecasts and consistency analysis included in the 2016 AQMP (SCAQMD 2017). Both the RTP/SCS and the AQMP are based on projections that originate with local jurisdictions. On September 3, 2020, the SCAG Regional Council adopted the 2020–2045 *Regional Transportation Plan/Sustainable Communities Strategy* (2020–2045 RTP/SCS) (SCAG 2020). However, the 2020–2045 RTP/SCS is not yet incorporated into the approved AQMPs for the SCAQMD or AVAQMD.

SCAG is required to adopt an SCS along with its RTP pursuant to Senate Bill (SB) 375 (Chapter 728, Statutes of 2008), which required the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the state's MPOs, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. SCAG's target set in 2011 was a per capita reduction of 8 percent for 2020 and 13 percent for 2035 compared to the 2005 baseline (SCAG 2016; CARB 2018a).SCAG's 2016–2040 RTP/SCS meets or exceeds these targets, lowering GHG emissions (below 2005 levels) by eight percent by 2020; 18 percent by 2035; and 21 percent by 2040 (SCAG 2016). Although the RTP/SCS is not focused specifically on air emissions, air quality is affected by the targets growth projections established in the 2016–2040 RTP/SCS and incorporated in the 2016 AQMP through optimized land use planning and the consequential reduction of emissions from passenger and light-duty vehicles.

Local Laws, Regulations, and Policies

Community Plan

Rowland Heights Community General Plan

The Rowland Heights Community General Plan, adopted in September 1981establishes a direction and form for the future development of Rowland Heights (DRP 1981). It is an element of the Los Angeles County General Plan. The Rowland Heights Community General Plan contains the following goals relating to air quality: improve traffic circulation and balance projected growth and development with environmental considerations.

Hacienda Heights Community Plan

The Hacienda Heights Community Plan is a comprehensive, long-range plan to guide development in Hacienda Heights (DRP 2010). The Plan was adopted in May 2011 and replaced the previously adopted 1978 Hacienda Heights Community General Plan. The Hacienda Heights

Community Plan contains a Mobility, Conservation, and Public Services and Facilities Element with goals and policies that directly or have a co-benefit of decreasing criteria pollutant emissions. The relevant goals and policies that will directly or have a co-benefit of decreasing criteria pollutant emissions are provided below:

Mobility

Goal M-1: A variety of options or mobility into and out of the community.

Policy M 1.1: Promote "complete streets" that safely accommodate pedestrians, cyclists, and motorist.

Policy M 1.2: Promote the integration of multi-use regional trails, walkways, bicycle paths, transit stops, parks and local destinations.

Goal M-2: Safe and well-maintained bike routs and facilities.

Goal M-4: Community circulation that supports regional and state transportation goals.

Policy M 4.2: Include vehicle demand reducing strategies, such as incentives for commuters to use transit, park and ride lots, etc. as mitigation alternatives for potentially environmentally significant projects.

Conservation

Goal C-1: Open space conservation areas that are protected and accessible, as appropriate.

Policy C 1.2: Require planting of locally-indigenous vegetation consistent with the Los Angeles County Drought Tolerant Landscaping Ordinance in areas adjoining conservation areas.

Goal C-4: A community that conserves its natural resources.

Policy C 4.1: Encourage energy efficiency through the use of alternative energy sources, drought-tolerant landscaping, low-impact development and sustainable construction materials.

Policy C 4.2: Encourage sustainable, environmentally-friendly construction and business operating practices.

Policy C 4.3: Encourage community members to reduce waste and conserve energy and water at home.

Policy C 4.4: Encourage efforts to reduce greenhouse gas emissions and promote air resource management best practices.

Goal C 5: A community that is energy-efficient, reduces energy and natural resource consumption, and reduces emissions of greenhouse gases.

Policy C 5.2: Implement the County's Green Building Ordinances.

Policy C 5.4: Support the installation of alternative fuel and renewable energy facilities, where appropriate.

Public Services and Facilities

Goal PS-6: Growth in line with infrastructure capacity.

Policy PS 6.4: Promote water conservation materials and equipment, in future development,

Los Angeles County General Plan 2035

The County has authority and responsibility to reduce air pollution through its police power by assessing and mitigating air emissions resulting from its land use decisions. The County also is responsible for the implementation of transportation control measures as outlined in the AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. Consistent with CEQA, the County assesses the air quality impacts of new development projects, requires development projects to implement mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation measures.

The General Plan provides the fundamental basis for the County's land use and development policy, and represents the basic community values, ideals, and aspirations to govern a shared environment through 2035 (DRP 2015). General goals and policies relevant to the ESGVAP are as follows:

Air Quality Element

Goal AQ 3: Implementation of plans and programs to address the impacts of air quality.

Policy AQ 3.2: Reduce energy consumption in County operations by 20 percent by 2015.

Policy AQ 3.3: Reduce water consumption in County operations.

Policy AQ 3.5: Encourage energy conservation in new development and municipal operations.

Policy AQ 3.6: Support rooftop solar facilities on new and existing buildings.

Policy AQ 3.7: Support and expand urban forest programs within the unincorporated areas.

In addition, the General Plan contains policies that encourage water conservation and protection, traffic reduction, sustainable development, and waste minimization that would further reduce criteria pollutant emissions (DRP 2015). Measures in these areas applicable to the ESGVAP include:

Land Use Element

Goal LU1: A General Plan that serves as a constitution for development, and a Land Use Policy Map that implements the General Plan's Goals, Policies and Guiding Principles.

Policy LU 1.5: In the review of a project-specific amendment(s) to convers OS-C designated lands to other lands use designations, ensure that the project-specific amendment(s) does not contribute to the overall loss of open space that protects water quality, provides natural habitats, and contributes to improved air quality.

Policy LU 1.6: In the review of a project-specific amendment(s) to convert lands within the EPD Overlay to non-industrial land use designations, ensure that the project-specific amendment(s):

- Is located on a parcel that adjoins a parcel with a comparable use, at a comparable scale and intensity.
- Will not negatively impact the productivity of neighboring industrial activities.
- Is necessary to promote the economic value and the long-term viability of the site.
- Will not subject future residents to potential noxious impacts, such as noise, odors or dust or pose significant health and safety risks.

Goal LU4: Infill development and redevelopment that strengthens and enhances communities.

Policy LU 4.1: Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites.

Policy LU 4.2: Encourage the adaptive reuse of underutilized structures and the revitalization of older, economically distressed neighborhoods.

Policy LU 4.3: Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas.

Policy LU 4.4: Encourage mixed use development along major commercial corridors in urban and suburban areas.

Goal LU 5: Vibrant, livable and healthy communities with a mix of land uses, services and amenities.

Policy LU 5.1: Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types and styles.

Policy LU 5.2: Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs.

Policy LU 5.3: Support a mix of land uses that promote bicycling and walking and reduce VMTs.

Policy LU 5.4: Encourage community-serving uses, such as early care and education facilities, grocery stores, farmers markets, restaurants, and banks to locate near employment centers.

Policy LU 5.10: Encourage employment opportunities and housing to be developed in proximity to one another.

Goal LU 9: Land use patterns and community infrastructure that promote health and wellness.

Policy LU 9.1: Promote community health for all neighborhoods.

Goal LU 10: Well-designed and healthy places that support a diversity of built environments.

Policy LU 10.4: Promote environmentally-sensitive and sustainable design.

Policy LU 10.7: Promote public spaces, such as plazas that enhance the pedestrian environment, and, where appropriate, continuity along commercial corridors with active transportation activities.

Policy LU 10.7: Promote public spaces, such as plazas that enhance the pedestrian environment, and, where appropriate, continuity along commercial corridors with active transportation activities.

Goal LU 11: Development that utilize sustainable design techniques.

Policy LU 11.1: Encourage new development to employ sustainable energy practices, such as utilizing passive solar techniques and/or active solar technologies.

Policy LU 11.3: Encourage development to optimize the solar orientation of buildings to maximize passive and active solar design techniques.

Policy LU 11.4: Encourage subdivisions to utilize sustainable design practices, such as maximizing energy efficiency through lot configuration; preventing habitat fragmentation; promoting stormwater retention; promoting the localized production of energy; promoting water conservation and reuse; maximizing interconnectivity; and utilizing public transit.

Policy LU 11.8: Encourage sustainable subdivisions that meet green neighborhood standards, such as Leadership in Energy and Environmental Design–Neighborhood Development.

Mobility Element

Goal M 1: Street designs that incorporate the needs of all users.

Policy M 1.1: Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks whenever appropriate and feasible.

Goal M 2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.

Policy M 2.6: Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible.

Goal M 4: An efficient multimodal transportation system that serves the needs of all residents.

Policy M 4.1: Expand transportation options that reduce automobile dependence.

Policy M 4.3: Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input.

Policy M 4.15: Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution based transit passes, regional carpooling programs, and telecommuting.

Policy M 4.16: Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMTs.

Goal M 5: Land use planning and transportation management that facilitates the use of transit.

Policy M 5.1: Facilitate transit-oriented land uses and pedestrian-oriented design, particularly in the first-last mile connections to transit, to encourage transit ridership.

Policy M 5.2: Implement parking strategies that facilitate transit use and reduce automobile dependence.

Goal M 7: Transportation networks that minimizes negative impacts to the environment and communities.

Policy M 7.3: Encourage the use of sustainable transportation facilities and infrastructure technologies, such as liquid and compressed natural gas, and hydrogen gas stations, ITS, and electric car plug-in ports.

Conservation and Natural Resources Element

Goal C/NR 12: Sustainable management of renewable and non-renewable energy resources.

Policy C/NR 12.1: Encourage the production and use of renewable energy resources.

Policy C/NR 12.2: Encourage the effective management of energy resources, such as ensuring adequate reserves to meet peak demands.

Policy C/NR12.3: Encourage distributed systems that use existing infrastructure and reduce environmental impacts.

Parks and Recreation Element

Goal P/R 6: A sustainable parks and recreation system.

Policy P/R 6.1: Support the use of recycled water for landscape irrigation in County parks.

Policy P/R 6.4: Ensure that new buildings on County park properties are environmentally sustainable by reducing carbon footprints, and conserving water and energy.

Policy P/R 6.5: Ensure the routine maintenance and operations of County parks and recreational facilities to optimize water and energy conservation.

Public Services and Facilities Element

Goal PS/F 2: Increased water conservation efforts.

Policy PS/F 2.1: Support water conservation measures.

Policy PS/F 2.2: Support educational outreach efforts that discourage wasteful water consumption.

Goal PS/F 3: Increased local water supplies through the use of new technologies.

Policy PS/F 3.1: Increase the supply of water though the development of new sources, such as recycled water, gray water, and rainwater harvesting.

Policy PS/F 3.2: Support the increased production, distribution and use of recycled water, gray water, and rainwater harvesting to provide for groundwater recharge, seawater intrusion barrier injection, irrigation, industrial processes, and other beneficial uses.

Goal PS/F 5: Adequate disposal capacity and minimal waste and pollution.

Policy PS/F 5.7: Encourage the recycling of construction and demolition debris generated by public and private projects.

Policy PS/F 5.8: Ensure adequate and regular waste and recycling collection services.

Policy PS/F 5.9: Encourage the availability of trash and recyclables containers in new developments, public streets, and large venues.

Utilities Element

Goal PS/F 6: A County with adequate public utilities.

Policy PS/F 6.1: Ensure efficient and cost-effective utilities that serve existing and future needs.

Policy PS/F 6.5: Encourage the use of renewable energy sources in utility and telecommunications networks.

Policy PS/F 6.8: Encourage projects that incorporate onsite renewable energy systems.

Los Angeles County Green Zones Program

The Los Angeles County Green Zones Program promotes environmental justice by providing zoning requirements for industrial uses, vehicle-related uses, and recycling and solid waste uses that may disproportionately affect communities surrounding these land uses through revisions in Title 22 (DRP 2022). The Green Zones Program applies to some of the communities in the ESGV Planning Area: Avocado Heights and South San Jose Hills. The Green Zones Program seeks to enhance protection of sensitive uses, where such uses are adjacent to certain industrial and manufacturing uses by developing Green Zone Districts which identify existing land use patterns that have to potential to adversely affect sensitive uses. Eleven Green Zone Districts have been identified where existing land use patterns have the potential to adversely affect sensitive uses. Additionally, these Green Zone Districts must adhere to additional development standards, New Sensitive Uses, which provides protection to sensitive uses that locate near existing industrial uses. Additionally, the Green Zones Program includes revisions regarding Recycling and Waste Management which would provide a better-regulated and updated process in alignment with State regulation to permit new types of recycling processing facilities using newer technologies to meet State requirements. It also includes revisions to further define and provide specific regulations for automobile dismantling yards, pallet yards, recycling collection facilities, recycling processing facilities, organic waste, and solid waste facilities. While revisions to Title 22 would result in

more locations where recycling and waste management facilities could be permitted, these facilities will require a discretionary review through a Conditional Use Permit (CUP) to be established as a primary use, and the requirements include restrictions on automobile dismantling yards, pallet yards, recycling collection facilities, recycling processing facilities, organic waste, and solid waste facilities from environmentally sensitive areas, including Hillside Management Areas (HMAs), Significant Ecological Areas (SEAs), and Very High Fire Hazard Severity Zones (VHFHSZs). Additionally, in-vessel organic waste facilities are prohibited in Agricultural Resource Areas (ARAs).

Existing Environmental Conditions

Regional Air Quality

The East San Gabriel Valley is located within the South Coast Air Basin. The Basin is an approximately 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east. The Basin consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside counties, in addition to the San Gorgonio Pass area in Riverside County. The terrain and geographical location determine the distinctive climate of the Basin, as it is a coastal plain with broad valleys and low hills. The Basin lies in the semi-permanent high-pressure zone of the eastern Pacific Ocean. The usually mild climatological pattern is interrupted by periods of hot weather, winter storms, or Santa Ana winds.

The extent and severity of pollutant concentrations is a function of the area's natural physical characteristics (weather and topography) and man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and dispersion of pollutants throughout the Basin, making it an area of high pollution potential. The Basin's meteorological conditions, in combination with regional topography, are conducive to the formation and retention of ozone, a secondary pollutant that forms through photochemical reactions in the atmosphere. Thus, the greatest air pollution impacts throughout the Basin typically occur from June through September. This condition generally is attributed to the emissions occurring in the Basin, light winds, and shallow vertical atmospheric mixing. These factors reduce the potential for pollutant dispersion, causing elevated air pollutant levels. Pollutant concentrations in the Basin vary with location, season, and time of day. Concentrations of ozone, for example, tend to be lower along the coast, higher in the near inland valleys, and lower in the far inland areas of the Basin and adjacent desert.

Criteria Pollutants

Certain air pollutants have been recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, as a result of their presence in elevated concentrations in the atmosphere. Such pollutants have been identified and regulated as part of the overall endeavor to prevent further deterioration and facilitate improvement in air quality. The following pollutants are regulated by the USEPA and are subject to emissions control requirements adopted by federal, state, and local regulatory agencies. These regulated air pollutants, known as *criteria air pollutants,* are ozone, NO_2, CO, SO_2, PM10, PM2.5, and lead. These pollutants are referred to as criteria air pollutants because of the specific

standards, or *criteria*, that have been adopted for them. Brief descriptions of the health effects of these criteria air pollutants are provided below.

Ozone

Ozone is a secondary pollutant formed by the chemical reaction of VOCs and nitrogen oxides (NO_X) in the presence of sunlight under favorable meteorological conditions, such as high temperature and stagnation episodes. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable.

According to the USEPA, ozone can cause the muscles in the airways to constrict potentially leading to wheezing and shortness of breath (USEPA 2018a). Ozone can make it more difficult to breathe deeply and vigorously; cause shortness of breath and pain when taking a deep breath; cause coughing and sore or scratchy throat; inflame and damage the airways; aggravate lung diseases such as asthma, emphysema and chronic bronchitis; increase the frequency of asthma attacks; make the lungs more susceptible to infection; continue to damage the lungs even when the symptoms have disappeared; and cause chronic obstructive pulmonary disease (USEPA 2018a).

Long-term exposure to ozone is linked to aggravation of asthma and is likely to be one of many causes of asthma development and long-term exposures to higher concentrations of ozone may also be linked to permanent lung damage, such as abnormal lung development in children (USEPA 2018a). According to CARB, inhalation of ozone causes inflammation and irritation of the tissues lining human airways, causing and worsening a variety of symptoms and exposure to ozone can reduce the volume of air that the lungs breathe in and cause shortness of breath (CARB 2018b).

The USEPA states that people most at risk from breathing air containing ozone include people with asthma, children, older adults, and people who are active outdoors, especially outdoor workers. Children are at greatest risk from exposure to ozone because their lungs are still developing and they are more likely to be active outdoors when ozone levels are high, which increases their exposure (USEPA 2018a). According to CARB, studies show that children are no more or less likely to suffer harmful effects than adults; however, children and teens may be more susceptible to ozone and other pollutants because they spend nearly twice as much time outdoors and engaged in vigorous activities compared to adults. Children breathe more rapidly than adults and inhale more pollution per pound of their body weight than adults and are less likely than adults to notice their own symptoms and avoid harmful exposures (CARB 2018b). Further research may be able to better distinguish between health effects in children and adults (CARB 2018b).

Volatile Organic Compounds

VOCs are organic chemical compounds of carbon and are not “criteria” pollutants themselves; however, they contribute with NO_X to form ozone, and are regulated to prevent the formation of ozone (USEPA 2017). According to CARB, some VOCs are highly reactive and play a critical role in the formation of ozone, other VOCs have adverse health effects, and in some cases, VOCs can be both highly reactive and have adverse health effects. VOCs are typically formed from

combustion of fuels and/or released through evaporation of organic liquids, internal combustion associated with motor vehicle usage, and consumer products (e.g., architectural coatings) (USEPA 2022d).

Nitrogen Dioxide and Nitrogen Oxides

NOx is a term that refers to a group of compounds containing nitrogen and oxygen. The primary compounds of air quality concern include NO_2 and nitric oxide (NO). Ambient air quality standards have been promulgated for NO_2, which is a reddish-brown, reactive gas. The principal form of NO_X produced by combustion is NO, but NO reacts quickly in the atmosphere to form NO_2, creating the mixture of NO and NO_2 referred to as NO_X (CARB 2021a). Major sources of NO_X include emissions from cars, trucks and buses, power plants, and off-road equipment (USEPA 2018b).

The terms NOx and NO_2 are sometimes used interchangeably. However, the term NO_X typically is used when discussing emissions, usually from combustion-related activities, and the term NO_2 typically is used when discussing ambient air quality standards. Where NO_X emissions are discussed in the context of the thresholds of significance or impact analyses, the discussions are based on the conservative assumption that all NO_X emissions would oxidize in the atmosphere to form NO_2.

According to the USEPA, short-term exposures to NO_2 can potentially aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms (such as coughing, wheezing, or difficulty breathing), hospital admissions and visits to emergency rooms while longer exposures to elevated concentrations of NO_2 may contribute to the development of asthma and potentially increase susceptibility to respiratory infections (USEPA 2018b). According to CARB, controlled human-exposure studies that show that NO_2 exposure can intensify responses to allergens in allergic asthmatics (CARB 2018c). In addition, a number of epidemiological studies have demonstrated associations between NO_2 exposure and premature death, cardiopulmonary effects, decreased lung function growth in children, respiratory symptoms, emergency room visits for asthma, and intensified allergic responses (CARB 2018c). Infants and children are particularly at risk from exposure to NO_2 because they have disproportionately higher exposure to NO_2 than adults due to their greater breathing rate for their body weight and their typically greater outdoor exposure duration while in adults, the greatest risk is to people who have chronic respiratory diseases, such as asthma and chronic obstructive pulmonary disease (CARB 2018c).

CARB states that much of the information on distribution in air, human exposure and dose, and health effects is specifically for NO_2 and there is only limited information for NO and NO_X, as well as large uncertainty in relating health effects to NO or NO_X exposure (CARB 2018c).

Carbon Monoxide

CO is primarily emitted from combustion processes and motor vehicles due to the incomplete combustion of fuel, such as natural gas, gasoline, or wood, with the majority of outdoor CO emissions from mobile sources (CARB 2018d). According to the USEPA, breathing air with a high concentration of CO reduces the amount of oxygen that can be transported in the blood stream to critical organs like the heart and brain and at very high levels, which are possible

indoors or in other enclosed environments, CO can cause dizziness, confusion, unconsciousness and death.

Very high levels of CO are not likely to occur outdoors; however, when CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease because these people already have a reduced ability for getting oxygenated blood to their hearts and are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart, accompanied by chest pain also known as angina (USEPA 2018c).

According to CARB, the most common effects of CO exposure are fatigue, headaches, confusion, and dizziness due to inadequate oxygen delivery to the brain. For people with cardiovascular disease, short-term CO exposure can further reduce their body's already compromised ability to respond to the increased oxygen demands of exercise, exertion, or stress; inadequate oxygen delivery to the heart muscle leads to chest pain and decreased exercise tolerance. Unborn babies, infants, elderly people, and people with anemia or with a history of heart or respiratory disease are most likely to experience health effects with exposure to elevated levels of CO (CARB 2018d).

Sulfur Dioxide

According to the USEPA, the largest source of SO_2 emissions in the atmosphere is the burning of fossil fuels by power plants and other industrial facilities, while smaller sources of SO_2 emissions include industrial processes such as extracting metal from ore; natural sources such as volcanoes; and locomotives, ships and other vehicles and heavy equipment that burn fuel with a high sulfur content (USEPA 2018d). In 2006, California phased-in the ultra-low-sulfur diesel regulation limiting vehicle diesel fuel to a sulfur content not exceeding 15 parts per million, down from the previous requirement of 500 parts per million, substantially reducing emissions of sulfur from diesel combustion (CARB 2004).

According to the USEPA, short-term exposures to SO_2 can harm the human respiratory system and make breathing difficult (USEPA 2018d). According to CARB, health effects at levels near the state one-hour standard are those of asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation such as wheezing, shortness of breath and chest tightness, especially during exercise or physical activity and exposure at elevated levels of SO_2 (above 1 part per million [ppm]) results in increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality (CARB 2018e). Children, the elderly, and those with asthma, cardiovascular disease, or chronic lung disease (such as bronchitis or emphysema) are most likely to experience the adverse effects of SO_2 (CARB 2018e; USEPA 2018d).

Particulate Matter (PM_{10} and $PM_{2.5}$)

Particulate matter air pollution is a mixture of solid particles and liquid droplets found in the air. Some particles, such as dust, dirt, soot, or smoke, are large or dark enough to be seen with the naked eye while other particles are so small that they can only be detected using an electron microscope. Particles are defined by their diameter for air quality regulatory purposes: PM10 are

inhalable particles with diameters that are generally 10 micrometers and smaller; and PM2.5 are fine inhalable particles with diameters that are generally 2.5 micrometers and smaller (USEPA 2018e). Thus, PM2.5 is a portion or a subset of PM10.

Sources of PM10 emissions include dust from construction sites, landfills and agriculture, wildfires and brush/waste burning, industrial sources, and wind-blown dust from open lands. Sources of PM2.5 emissions include combustion of gasoline, oil, diesel fuel, or wood. PM10 and PM2.5 may be either directly emitted from sources (primary particles) or formed in the atmosphere through chemical reactions of gases (secondary particles) such as SO_2, NO_X, and certain organic compounds (CARB 2017).

According to CARB, both PM10 and PM2.5 can be inhaled, with some depositing throughout the airways. PM10 is more likely to deposit on the surfaces of the larger airways of the upper region of the lung, while PM2.5 is more likely to travel into and deposit on the surface of the deeper parts of the lung, which can induce tissue damage, and lung inflammation. Short-term (up to 24 hours duration) exposure to PM10 has been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits. The effects of long-term (months or years) exposure to PM10 are less clear, although studies suggest a link between long-term PM10 exposure and respiratory mortality. The International Agency for Research on Cancer published a review in 2015 that concluded that particulate matter in outdoor air pollution causes lung cancer (WHO and IARC 2015). Short-term exposure to PM2.5 has been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days and long-term exposure to PM2.5 has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children (WHO and IARC 2015).

According to CARB, populations most likely to experience adverse health effects with exposure to PM10 and PM2.5 include older adults with chronic heart or lung disease, children, and asthmatics and children and infants are more susceptible to harm from inhaling pollutants such as PM10 and PM2.5 compared to healthy adults because they inhale more air per pound of body weight than do adults, spend more time outdoors, and have developing immune systems (CARB 2017).

Lead

Major sources of lead emissions include ore and metals processing, piston-engine aircraft operating on leaded aviation fuel, waste incinerators, utilities, and lead-acid battery manufacturers. In the past, leaded gasoline was a major source of lead emissions; however, the removal of lead from gasoline has resulted in a decrease of lead in the air by 98 percent between 1980 and 2014.

Lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system, and affects the oxygen carrying capacity of blood (USEPA 2021c). The effects most commonly encountered in current populations are neurological effects in children, such as behavioral problems and reduced intelligence, anemia, and liver or kidney damage. Excessive lead exposure in adults can cause reproductive problems

in men and women, high blood pressure, kidney disease, digestive problems, nerve disorders, memory and concentration problems, and muscle and joint pain (CARB 2018f).

Other Criteria Pollutants (California Only)

The CAAQS regulate the same criteria pollutants as the NAAQS as well as state-identified criteria pollutants, including sulfates, hydrogen sulfide, visibility-reducing particles, and vinyl chloride (CARB 2021b). With respect to the state-identified criteria pollutants (i.e., sulfates, hydrogen sulfide, visibility-reducing particles, and vinyl chloride), the Draft PEIR would either not emit them (i.e., hydrogen sulfide and vinyl chloride), or they would be accounted for as part of the pollutants estimated in this analysis (i.e., sulfates and visibility reducing particles). For example, visibility reducing particles are associated with particulate matter emissions and sulfates are associated with sulfur oxide (SO_X) emissions. Both particulate matter and SO_X are included in the emissions estimates for the Project. A description of the health effects of the state-identified criteria air pollutants is provided below.

Sulfates

Sulfates in the environment occur as a result of SO_2 being converted to sulfate compounds in the atmosphere where sulfur is first oxidized to SO_2 during the combustion process of sulfur containing-, petroleum-derived fuels (e.g., gasoline and diesel fuel). Exposure to sulfates, which are part of PM2.5, results in health effects similar to those from exposure to PM2.5 including reduced lung function, aggravated asthmatic symptoms, and increased risk of emergency department visits, hospitalizations, and death in people who have chronic heart or lung diseases. Population groups with higher risks of experiencing adverse health effects with exposure to sulfates include children, asthmatics, and older adults who have chronic heart or lung diseases (CARB 2021c).

Hydrogen Sulfide

Hydrogen sulfide is a colorless gas with a strong odor of rotten eggs. The most common sources of hydrogen sulfide emissions are oil and natural gas extraction and processing, and natural emissions from geothermal fields. Industrial sources of hydrogen sulfide include petrochemical plants and kraft paper mills. Hydrogen sulfide is also formed during bacterial decomposition of human and animal wastes, and is present in emissions from sewage treatment facilities and landfills.

Exposure to hydrogen sulfide can induce tearing of the eyes and symptoms related to overstimulation of the sense of smell, including headache, nausea, or vomiting; additional health effects of eye irritation have only been reported with exposures greater than 50 ppm, which is considerably higher than the odor threshold. Hydrogen sulfide is regulated as a nuisance based on its odor detection level; if the standard were based on adverse health effects, it would be set at a much higher level. According to CARB, there are insufficient data available to determine whether or not some groups are at greater risk than others (CARB 2021d).

Visibility-Reducing Particles

Visibility-reducing particles come from a variety of natural and manmade sources and can vary greatly in shape, size and chemical composition. Visibility reduction is caused by the absorption

and scattering of light by the particles in the atmosphere before it reaches the observer. Certain visibility-reducing particles are directly emitted to the air such as windblown dust and soot, while others are formed in the atmosphere through chemical transformations of gaseous pollutants (e.g., sulfates, nitrates, organic carbon particles) which are the major constituents of particulate matter. As the number of visibility-reducing particles increases, more light is absorbed and scattered, resulting in less clarity, color, and visual range. Exposure to some haze-causing pollutants have been linked to adverse health impacts similar to PM10 and PM2.5 (CARB 2021e).

Vinyl Chloride

Vinyl chloride is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products and are generally emitted from industrial processes and other major sources of vinyl chloride have been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents. Short-term health of effects of exposure to high levels of vinyl chloride in the air include central nervous system effects, such as dizziness, drowsiness, and headaches while long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage and has been shown to increase the risk of angiosarcoma, a rare form of liver cancer in humans. Most health data on vinyl chloride relate to carcinogenicity; thus, the people most at risk are those who have long-term exposure to elevated levels, which is more likely to occur in occupational or industrial settings; however, control methodologies applied to industrial facilities generally prevent emissions to the ambient air (CARB 2021f).

Toxic Air Contaminants

In addition to criteria pollutants, the SCAQMD periodically assesses levels of toxic air contaminants in the Basin. A TAC is defined by Health and Safety Code Section 39655:

> *"Toxic air contaminant" means an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal act (42 U.S.C.* [United States Code] *§ 7412(b)) is a toxic air contaminant.*

Diesel particulate matter, which is emitted in the exhaust from diesel engines, was listed by the State of California as a toxic air contaminant in 1998. Most major sources of diesel emissions, such as ships, trains, and trucks operate in and around ports, railyards, and heavily traveled roadways. These areas often are located near highly populated areas resulting in greater health consequences for urban areas than rural areas (CARB 2021g). Diesel particulate matter has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. Diesel particulate matter consists of fine particles (fine particles have a diameter less than 2.5 micrometer), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 micrometer). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to diesel particulate matter may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. Diesel particulate matter levels and resultant potential health effects may be higher in proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, diesel particulate matter exposure may lead to the following adverse health effects: aggravated asthma, chronic bronchitis, increased respiratory and cardiovascular hospitalizations, decreased lung function in children, lung cancer, and premature deaths for people with heart or lung disease (CARB 2008, 2021h).

In August 2021, the SCAQMD released the Final Multiple Air Toxics Exposure Study V (MATES V) (SCAQMD 2021b). The MATES V study includes a fixed-site monitoring program with ten stations, an updated emissions inventory of TACs, and a modeling effort to characterize risk across the Basin. The purpose of the fixed-site monitoring is to characterize long-term regional air toxics levels in residential and commercial areas.

In addition to new measurements and updated modeling results, several key updates were implemented in MATES V. First, MATES V estimates cancer risks by taking into account multiple exposure pathways, which includes inhalation and non-inhalation pathways. This approach is consistent with how cancer risks are estimated in SCAQMD's programs such as permitting, Air Toxics Hot Spots (Assembly Bill [AB] 2588), and CEQA. Previous MATES studies quantified the cancer risks based on the inhalation pathway only. Second, along with cancer risk estimates, MATES V includes information on the chronic noncancer risks from inhalation and non-inhalation pathways for the first time.

Cancer risks and chronic noncancer risks from MATES II through IV measurements have been reexamined using current Office of Environmental Health Hazard Assessment and California Environmental Protection Agency risk assessment methodologies and modern statistical methods to examine the trends over time. This has led to a reduction of the Basin average air toxics cancer risk from 997 in a million in MATES IV to 455 in a million in MATES V (SCAQMD 2021c).

The key takeaways from the MATES V study (SCAQMD 2021c):

- Air toxics cancer risk has decreased by about 50 percent since MATES IV based on modeling data.
- MATES V basin average multi-pathway air toxics cancer risk is 455 in a million, with the highest risk locations being in the Los Angeles International Airport, downtown, and ports areas.
- Diesel particulate matter is the main risk driver for air toxics cancer risk.
- Goods movement and transportation corridors have the highest air toxics cancer risks.
- The chronic non-cancer risk was estimated for the first time with a chronic hazard index of approximately 5 to 9 across all 10 fixed stations.

Local Air Quality

CARB maintains a website with technical information on all of monitoring stations operated throughout the state (CARB 2022b). Within the county, 21 monitoring stations measure ambient

pollutant concentrations. Criteria pollutants monitored vary by station and may include ozone, NO_2, CO, SO_2, PM_{10}, $PM_{2.5}$, and hydrogen sulfide. The locations of these stations were chosen to meet monitoring objectives, which call for stations that monitor the highest pollutant concentrations, representative concentrations in areas of high population density, the impact of major pollution emissions sources, and general background concentration levels.

Table 4.3-3, *Ambient Air Quality Monitoring Summary – South Coast Air Basin*, summarizes the number of days the NAAQS or CAAQS were exceeded and the maximum pollutant levels during such exceedances. The data show that the county regularly exceeds the state one-hour and state and federal eight-hour ozone standards, the federal PM2.5 standard, and state PM10 standard within the last five recorded years. The NO_2 standards have not been exceeded in the last five years in the Basin.

TABLE 4.3-3
AMBIENT AIR QUALITY MONITORING SUMMARY – SOUTH COAST AIR BASIN

Pollutant / Standard	Number of Days Thresholds Were Exceeded and Maximum Levels during Such Exceedances				
	2016	2017	2018	2019	2020
Ozone (O_3)					
State 1-Hour ≥ 0.09 ppm	70	81	63	73	104
State 8-Hour ≥ 0.07 ppm	108	117	113	109	141
Federal 8-Hour ≥ 0.07 ppm	106	116	113	111	145
Max 1-Hour Concentration (ppm)	0.163	0.158	0.142	0.137	0.185
Max 8-Hour Concentration (ppm)	0.122	0.136	0.125	0.118	0.140
Nitrogen Dioxide (NO_2)					
State 1-Hour ≥ 0.18 ppm	0	0	0	0	0
Max 1-Hour Concentration (ppb)	95	115	90	97	101
Fire Particulates (PM2.5)					
Federal 24-Hour ≥ 35 µg/m^3	7	15	9	10	19
Max 24-Hour Concentration (µg/m^3)	58.8	85.4	103.8	81.3	175.0
Particulates (PM10)					
State 24-Hour ≥ 50 µg/m^3	60	98	127	110	115
Max 24-Hour Concentration (µg/m^3)	277.8	137.6	126	182.4	185.2

NOTES:

µg/m^3 = micrograms per cubic meter; $PM_{2.5}$ = inhalable particles with diameters that are generally 2.5 micrometers and smaller; ppb = parts per billion; ppm = parts per million.

SOURCE: CARB 2022c.

Sensitive Receptors

Sensitive receptors are land uses or people considered to be more sensitive than others to air pollutants. The reasons for greater than average sensitivity include preexisting health problems, proximity to emissions sources, or duration of exposure to air pollutants. Residences, schools, hospitals, convalescent homes, and parks are considered to be relatively sensitive to poor air quality because children, elderly people, and the infirm are more susceptible to respiratory

distress and other air quality–related health problems than the general public. Residential areas are considered sensitive to poor air quality because people usually stay home for extended periods of time, with associated greater exposure to ambient air quality. Recreational uses are also considered sensitive due to greater exposure to ambient air quality conditions because vigorous exercise associated with recreation places a high demand on the human respiratory system.

4.3.2 Environmental Impacts

Methodology

Construction

Construction of future development facilitated by adoption of the ESGVAP would have the potential to temporarily emit criteria air pollutant emissions through the use of heavy-duty construction equipment, such as excavators, cranes, and forklifts, and through vehicle trips generated from workers and haul trucks traveling to and from project sites. In addition, fugitive dust emissions would result from demolition and various soil-handling activities.

The ESGVAP is a planning-level document, and, as such, there are no specific projects, project construction dates, or specific construction plans identified. Therefore, quantification of emissions associated with buildout cannot be specifically determined at this time. Therefore, the analysis will be based on the potential for construction emissions to exceed threshold values in the context of development intensity and compliance with regulatory emissions standards.

Any future construction facilitated by the ESGVAP would be required to comply with SCAQMD Rule 403 to control dust emissions during any dust-generating activities. SCAQMD Rule requires implementation of various best available fugitive dust control measures for all construction activity sources within its jurisdictional boundaries. Dust control measures include, but are not limited to, maintaining stability of soil through pre-watering of site prior to clearing, grubbing, cut and fill, and earth-moving activities; stabilizing soil during and immediately after clearing, grubbing, cut and fill, and other earth-moving activities; stabilizing backfill during handling and at completion of activity; and pre-watering material prior to truck loading and ensuring that freeboard exceeds six inches.

Operation

Regional

Operation of future development facilitated by adoption of the ESGVAP would generate criteria air pollutant emissions from vehicle trips throughout the County, energy sources, such as natural gas combustion, and area sources, such as operation of landscaping equipment and use of consumer products, including solvents used in non-industrial applications which emit VOCs during their product use, such as cleaning supplies, kitchen aerosols, cosmetics, and toiletries. However, as mentioned previously, the ESGVAP is a planning-level document, and, as such, there are no specific projects identified. Therefore, quantification of operational emissions associated with electricity and natural gas consumption cannot be specifically determined at this time. Impacts related to electricity and natural gas are analyzed qualitatively. Future development is assumed to comply with the Title 24 (2019) building energy efficiency standards, which is a

conservative assumption since future Title 24 standards, typically adopted every three years, would reduce building energy demand for future development permitted in 2022 and later.

Transportation

Mobile emissions for transportation from visitors and residents traveling to and from future development facilitated by adoption of the ESGVAP is estimated based on transportation fuel consumption factors from EMFAC along with VMT data, which takes into account mode and trip lengths, and was developed for the transportation analysis. Emissions from motor vehicles are dependent on vehicle type. Thus, the emissions were calculated using a representative motor vehicle fleet mix for the ESGVAP based on the CARB EMFAC2021 model and default fuel type. EMFAC2021 was used to generate emissions factors for operational mobile sources based on fuel type and vehicle class. However, traffic reduction policies within the ESGVAP Mobility Element, to which the regional travel demand model may not be fully sensitive (such as connectivity in neighborhoods, presence of bicycle and pedestrian facilities, and transportation demand management measures), may not be fully reflected in the VMT and emissions estimates. Therefore, estimated mobile source emissions are conservatively higher. Refer to VMT data in **Appendix H** of this Draft PEIR. Transportation fuel consumption is compared to both supply and infrastructure availability.

Local

Localized Significance Thresholds

The localized effects from the on-site portion of daily operational emissions are dependent on the exact size, nature, and location of an individual land use type, combined with reductions in localized impacts from the removal of existing land use types as applicable (i.e., conversion of light industrial uses). Because no specific development projects are identified under the ESGVAP, the location of development projects, and the exact nature of the potential development are unknown, determining localized impacts from operational activities at this time is speculative. Therefore, the analysis of localized impacts is discussed qualitatively in this analysis.

Intersection Hotspot Analysis

Operation of future development facilitated by adoption of the ESGVAP has the potential to generate traffic congestion and increase delay times at intersection within the local study area. The pollutant of primary concern when assessing the ESGVAP's impacts at local intersections is CO because an elevated concentration of CO tends to accumulate near areas of heavy traffic congestion and where average vehicle speeds are low. Tailpipe emissions are of concern when assessing localized impacts of CO along paved roads.

An adverse concentration of CO, known as a "hotspot", would occur if there was an exceedance of the NAAQS or CAAQS. SCAQMD does not currently have guidance for conducting intersection hot spot analysis. However, Caltrans has guidance for evaluating CO hot spots in their Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) (Caltrans 2010). Detailed guidance discussing which modeling programs to use, calculating emission rates, receiver placement, calculating 1-hour and 8-hour concentrations, and utilizing background concentrations are provided in the Caltrans' CO Protocol.

The potential for the ESGVAP to cause or contribute to CO hotspots is evaluated by comparing project intersections (both intersection geometry and traffic volumes) with prior studies conducted by SCAQMD in support of their AQMPs and considering existing background CO concentrations.

Toxic Air Contaminants Impacts (Construction and Operations)

Construction and operational activities have the potential to result in health risk impacts (cancer, or other acute or chronic conditions) related to TACs exposure from airborne emissions, specifically the emissions of diesel particulate matter (DPM). Health risk is a localized impact based on exposure of sensitive receptors to construction and operational activities that emit TACs. Because there are no specific future developments identified in the ESGVAP, the location of the development projects, and the exact nature of the development are unknown, determining health risk as this time is speculative. Therefore, the analysis of health risk is discussed qualitatively in this analysis based on the potential for TAC emissions to exceed threshold values in the context of development intensity, proximity to sensitive receptors, and compliance with regulatory emissions standards.

Thresholds of Significance

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, the Project would have a significant impact to air quality if it would:

a) Conflict with or obstruct implementation of the applicable air quality plan;

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;

c) Expose sensitive receptors to substantial pollutant concentrations; or

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Pursuant to State CEQA Guidelines Section 15064.7, a lead agency may consider using significance criteria established by the applicable air quality management district or air pollution control district when making determinations of significance. The measures and actions of the Draft PEIR, if approved, would be implemented within the boundaries of the SCAQMD. SCAQMD has established air quality significance thresholds in its *CEQA Air Quality Handbook*. These thresholds are based on the recognition that the Basin is distinct geographic areas with critical air pollution problems for which ambient air quality standards have been promulgated to protect public health (SCAQMD 2022c). Air quality impacts in this PEIR are evaluated according to the most recent thresholds adopted by the SCAQMD in connection with its CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook, and subsequent SCAQMD guidance.[2]

[2] While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, future development facilitated by adoption of the ESGVAP would not include sources of lead emissions and would not exceed the established thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from commercial and residential land use projects. As a result, lead emissions are not further evaluated.

Conflict with or Obstruct Implementation of the Applicable Air Quality Plan

The threshold used for determining whether the ESGVAP would conflict with or obstruct an applicable air quality plan is qualitative and is based on whether the ESGVAP is consistent with the assumed growth, applicable control measures and air emission reduction policies in the AQMP. Therefore, the ESGVAP would have a significant impact if it would:

- Conflict with or obstruct implementation of the AQMP or any other adopted regional and local plans adopted for reducing air quality impacts.

Cumulatively Considerable Net Increase in Criteria Pollutants

Construction

Given that construction impacts are temporary and limited to the construction phase, SCAQMD has established numerical thresholds of significance for construction air pollutant emissions specific to construction activity. The numerical thresholds are based on the recognition that the Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health (SCAQMD 2022c). Based on the thresholds in the SCAQMD CEQA Air Quality Handbook, the ESGVAP would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur:

- Regional construction emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed daily emissions thresholds (SCAQMD 2019):
  - **VOC:** 75 pounds per day
  - **NO_X:** 100 pounds per day
  - **CO:** 550 pounds per day
  - **SO_X:** 150 pounds per day
  - **PM10:** 150 pounds per day
  - **PM2.5:** 55 pounds per day

Operational

The SCAQMD has established numerical thresholds of significance for operational air pollutant emissions. The numerical significance thresholds are based on the recognition that the Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health (SCAQMD 1993). The SCAQMD has established numeric thresholds of significance in part based on Section 182(e) of the CAA which identifies 10 tons per year of VOC as a significance level for stationary source emissions in extreme non-attainment areas for ozone (SCAQMD 1993). As shown in Table 4.3-2, the Basin is designated as extreme non-attainment for ozone. The SCAQMD converted this significance level to pounds per day for ozone precursor emissions (10 tons per year × 2,000 pounds per ton ÷ 365 days per year = 55 pounds per day). The numeric thresholds for other pollutants are also based on federal stationary source significance levels. Based on the thresholds in the SCAQMD CEQA Air

Quality Handbook, the ESGVAP would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur:

- Regional operational emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed daily emissions thresholds (SCAQMD 2015a):
  - **VOC:** 55 pounds per day
  - **NO_X:** 55 pounds per day
  - **CO:** 550 pounds per day
  - **SO_X:** 150 pounds per day
  - **PM10:** 150 pounds per day
  - **PM2.5:** 55 pounds per day

Sensitive Receptors

Localized Significance Thresholds

The SCAQMD published its Final Localized Significance Threshold Methodology and Final Methodology to Calculate PM10 and PM2.5 Significance Thresholds, recommending that all air quality analyses include a localized assessment of both construction and operational impacts of the project on nearby sensitive receptors (SCAQMD 2006, 2008). LSTs are only applicable to the following criteria pollutants: NO_X, CO, PM10, and PM2.5. LSTs represent the maximum emissions from an individual project site that are not expected to result in an exceedance of federal or State AAQS. LSTs are based on the ambient concentrations of that pollutant within the Source Receptor Area (SRA) where a project is located and the distance to the nearest sensitive receptor. The ESGVAP is located in SRA 9 (East San Gabriel Valley), and the eastern portions of SRA 10 (Pomona/Walnut Valley), and SRA 11 (South San Gabriel Valley).

In the case of CO and NO_2, if ambient levels are below the air standards for these pollutants, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM10 and PM2.5, both of which are nonattainment pollutants in the Basin. For these latter two pollutants, the significance criteria are the pollutant concentration thresholds presented in SCAQMD Rules 403 and 1301. The Rule 403 threshold of 10.4 $\mu g/m^3$ applies to construction emissions (and may apply to operational emissions at aggregate handling facilities). The Rule 1301 threshold of 2.5 $\mu g/m^3$ applies to non-aggregate handling operational activities.

Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. As previously discussed, sensitive receptors are located in proximity to the ESGVAP and have the potential to be exposed to localized construction and operational emissions.

The SCAQMD has established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards or

ambient concentration limits without project-specific dispersion modeling. This analysis uses the screening criteria to evaluate impacts from localized emissions. If the ESGVAP would result in exceedance of the following screening criteria LSTs for the above pollutants, this would constitute a significant impact, unless dispersion modeling demonstrates no exceedance of the concentration-based standards.

- Construction (5-acre site within 25 meters of sensitive receptors in SRA 9, SRA-10, and SRA 11) (SCAQMD 2009):
  - **NO_X:** 203 pounds per day (SRA 9), 236 pounds per day (SRA-10), and 183 pounds per day (SRA 11)
  - **CO:** 1,733 pounds per day (SRA 9), 1,566 pounds per day (SRA-10), and 1,814 pounds per day (SRA 11)
  - **PM10:** 14 pounds per day (SRA 9), 12 pounds per day (SRA-10), and 14 pounds per day (SRA 11)
  - **PM2.5:** 8 pounds per day (SRA 9), 7 pounds per day (SRA-10), and 9 pounds per day (SRA 11)
- Operation (5-acre site within 25 meters of sensitive receptors in SRA 9, SRA-10 and SRA 11) (SCAQMD 2009):
  - **NO_X:** 203 pounds per day (SRA 9), 236 pounds per day (SRA-10), and 183 pounds per day (SRA 11)
  - **CO:** 1,733 pounds per day (SRA 9), 1,566 pounds per day (SRA-10), and 1,814 pounds per day (SRA 11)
  - **PM10:** 4 pounds per day (SRA 9), 3 pounds per day (SRA-10), and 4 pounds per day (SRA 11)
  - **PM2.5:** 2 pounds per day (SRA 9), 2 pounds per day (SRA-10), and 2 pounds per day (SRA 11)

Carbon Monoxide Hotspots

With respect to the formation of CO hotspots, the ESGVAP would be considered significant if the following conditions would occur at an intersection or roadway within one-quarter mile of a sensitive receptor:

- The ESGVAP would cause or contribute to an exceedance of the CAAQS 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively (SCAQMD 2015a).

Toxic Air Contaminants

Based on the criteria set forth by the SCAQMD, the ESGVAP would expose sensitive receptors to substantial concentrations of toxic air contaminants if any of the following would occur (SCAQMD 2015a):

- The Project emits carcinogenic materials or TACs that exceed the maximum incremental cancer risk of ten in one million or a cancer burden greater than 0.5 excess cancer cases (in areas greater than or equal to 1 in 1 million) or an acute or chronic hazard index of 1.0.

Other Emissions

With respect to other emissions such as those leading to odors, the threshold is qualitative. The ESGVAP's impact would be considered significant if:

- The ESGVAP creates an odor nuisance pursuant to SCAQMD Rule 402.
- The ESGVAP exceeds the significance thresholds for regional emissions shown above for attainment, maintenance, or unclassified pollutant emissions.

Proposed Project Characteristics and Relevant ESGVAP Goals and Policies

The ESGVAP is intended to the guide long-term growth of the ESGV Planning Area, enhance community spaces, promote a stable and livable environment that balances growth and preservation, and improve the quality of life in the ESGV through the creation of vibrant, thriving, safe, healthy, and pleasant communities.

Because the ESGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time. The following goals and policies from the ESGVAP are related to air pollutant emissions.

ESGVAP Goals and Policies

Chapter 2. Land Use Element

The Land Use Element of the ESGVAP changes the General Plan land use and zoning designations of select parcels in the Plan Area to provide for focused growth and preservation areas (as presented in the Land Use Policy Map) and includes land use goals and policies that articulate how the focused growth and preservation of these areas will address land use issues, implement the Vision Statements (found in Chapter 1 of the ESGVAP), enhance the existing land uses and, as a result, quality of life in the ESGV. The following goals and policies of the Land Use Element are relevant to the analysis of air quality impacts that could occur pursuant to implementation of the ESGVAP:

> **Goal LU-1:** Growth is planned to facilitate sustainable patterns and is targeted to areas with existing and future transit opportunities and commercial services, to facilitate transit use and accessibility to everyday goods and services within walking distance.
>
> > **Policy LU-1.1: Sustainable Growth.** Plan for the orderly and sustainable growth of the ESGV. Focus growth within a mile from major transit stops, a half mile from high-quality transit corridors, and a quarter mile from established or new commercial centers where there is access to existing or proposed frequent transit and everyday services within walking and biking distance.
> >
> > **Policy LU-1.2: Complete Communities.** Foster a land use pattern that brings everyday needs and amenities within walking distance of residential neighborhoods, including public transit, parks, schools, commercial services, and other daily needs.

Policy LU-1.3: Targeted Growth Communities. Target growth toward neighborhoods in unincorporated communities that have access to transit, are proximate to major roads and commercial resources and away from communities that lack these resources. The following nine unincorporated communities include neighborhoods with targeted growth areas, each with community-specific goals and policies provided in Chapter 8 of this plan:

- Avocado Heights
- Hacienda Heights
- Covina Islands
- Rowland Heights
- Charter Oak
- South San Jose Hills
- East Irwindale
- Valinda
- East San Dimas

Policy LU-1.6: Hazardous Facilities. Prohibit or strictly control land uses that pose potential health or environmental risk to ESGV residents or the environment, preventing any human or environmental harm or disproportionate impact on any member of the community.

Goal LU-2: Growth is closely coordinated with infrastructure and public facility needs to ensure adequate capacity and a high level of service for existing and future development.

Policy LU-2.2: Coordinated Land Use and Mobility. Coordinate mobility investments, including bike lanes, sidewalk improvements, streetscape, and transit investments, with land use intensification in targeted opportunity areas. Prioritize mobility investments in disproportionately affected communities to increase pedestrian, transit, and bicycle access and mobility.

Goal LU-3: Growth areas in the ESGV that offer diversity and accessibility of land uses, preserving and providing a variety of housing options, jobs, services, and amenities within walking distance for residents and employees in the ESGV.

Policy LU-3.1: Land Use Diversity. Enable a more diverse land use pattern to meet the needs of residents and employees, including increased housing options, viable commercial uses, a variety of employment opportunities, ample parks and open spaces, and a range of superior community services and amenities to support the mental, physical, emotional, economic, and social well-being of the community.

Policy LU-3.8: Commercial Land Preservation and Expansion. Designate sufficient land for commercial purposes and distribute commercial centers more equitably throughout the ESGV to serve local needs and reduce the need for residents to travel by car or to adjoining cities to access their daily needs.

Policy LU-3.9: Commercial Corridors and Centers. Strengthen commercial corridors in the ESGV by clustering uses at major intersections, allowing a mix of uses between intersections, and creating Living Streets (see *Policy LU-4.2, Living Streets*) to make

corridors safe and attractive for pedestrians and cyclists. Prioritize street beautification where it will have the most impact on existing businesses and commercial centers.

Policy LU-3.10: Commercial Center Revitalization. Create incentives to attract private reinvestment to aging or underutilized commercial centers and actively promote these incentives to commercial property owners.

Policy LU-3.14: Mixed-Use Development. Allow for a mix of housing with office space, community-oriented commercial uses, and pedestrian-oriented amenities in areas designated as "Mixed-Use," and allow higher land use intensities to enable ESGV residents to live close to businesses and employment, reduce vehicular travel, and interact socially.

Policy LU-3.15: Village Centers. Identify locations for village centers in each unincorporated community that are or can become centers of community activity. Designate village centers at key commercial intersections, schools, parks, or community centers that are well served by transit and active transportation. Incorporate a mix of local commercial, residential, institutional, educational, and open space activities within walking distance of neighborhoods. Design these centers for residents of all ages, and to be a focal point of community identity, gathering, culture, leisure, recreation, business activity, and employment.

Policy LU-3.21: Residential/Industrial Interface. Ensure that industrial developments incorporate adequate landscape and noise buffers to minimize any negative impacts to surrounding neighborhoods and development, and adequately address on-site lighting, noise, odors, vibration, toxic materials, truck access, and other elements that may impact adjoining uses.

Policy LU-3.22: Prevention of Toxic Harm. Prevent harm and prohibit proposed land uses, processes, or activities that involve the emission of harmful chemical agents into the air or soil.

Policy LU-3.23: Toxic Chemicals. Ensure that ESGV residents are not exposed to cancer-causing chemicals, reproductive toxicants, and neurological poisons.

Goal LU-4: The supply of parking and the design of parking lots promote successful businesses and safe and efficient vehicular circulation, while encouraging walking, biking, and transit use.

Policy LU-4.1: Parking Reform Strategies. Support the development of centralized commercial districts along major commercial corridors and develop community-wide parking reform strategies to enhance walkability and concentrate equitably-priced affordable parking in consolidated public parking areas at regular intervals along major retail and business corridors to enhance walkability, support popular community destinations, and limit vast expanses of surface parking.

Chapter 4. Community Character and Design Element

This Community Character and Design Element of the ESGVAP supports the conservation of the character of the 24 unincorporated communities of the ESGV, which can be characterized as having quiet residential street and lower scales. The Community Character and Design Element of the ESGVAP supports this vision by first observing and summarizing at a high-level existing residential, commercial, and public realm character. Based on these observations and findings,

community character goals and policies are included to articulate how growth within the unincorporated communities of the ESGV may transition to and fit the existing community character. The following goals and policies of the Community Character and Design Element are relevant to the analysis of air quality impacts that could occur pursuant to implementation of the ESGVAP:

Goal CC-2: Ensure that residential, commercial, mixed-use, open space, and public realm improvements enhance the community identity and character of the ESGV.

Policy CC-2.2: Sustainable Site Design. Prioritize sustainable site development and design practices, such as east–west building orientations to reduce heating costs and drought-tolerant plants that are native to the ESGV.

Goal CC-3: Accommodate households with a full range of multifamily and missing middle residential building types.

Policy CC-3.6: Sustainable Building Design. Encourage green building techniques, such as recycled building materials, energy-efficient lighting and appliances, renewable energy, green roofs, and water conservation, in the design, construction, and maintenance of new residential developments.

Goal CC-4: Improve the commercial character of ESGV major streets and centers.

Policy CC-4.6: Sustainability. Ensure resilient and sustainable commercial and mixed-use projects that are energy- and water-efficient, more compact or encouraging of compact lifestyles, and connect to everyday activities of surrounding communities.

Chapter 7. Mobility Element

The purpose of the Mobility Element is to identify strategies and improvements to make it easier and safer to walk, roll, ride, and use transit in and between the 24 unincorporated communities located in the Planning Area. The following goals and policies of the Mobility Element are relevant to the analysis of air quality impacts that could occur pursuant to implementation of the ESGVAP:

Goal M-1: ESGV communities are easily navigated by foot and by bike, with safe and continuous sidewalks, bike paths, and multi-use paths that support local circulation and tie ESGV communities together.

Policy M-1.1: Mobility Network. Tie ESGV communities together through a network of bikeways, multi-use paths, and safe and connected sidewalks.

Policy M-1.4: First/Last Mile. Promote pedestrian first/last mile access to and from transit station/hub origin and destination points.

Goal M-2: The mobility system is connective, multi-modal, and provides improved access to daily needs, including local and regional destinations, that allows people to thrive.

Policy M-2.2: Accessible Destinations. Prioritize mobility improvements that link transit, schools, parks, and other key destinations in the community.

Goal M-3: All modes of travel are efficient, comfortable, and feel safe on roads that are designed for all users, with infrastructure that is maintained and expanded to protect vulnerable groups, including pedestrians and people on bikes.

Policy M-3.1: Connective Active Transportation. Support connected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails, and address real and perceived safety concerns to promote active transportation use.

Policy M-3.3: Connecting Active Transportation and Transit. Reduce car dependency by supporting the implementation of safe and convenient active transportation infrastructure that connects with and complements the transit network.

Goal M-4: The mobility system is supported with sustainable infrastructure and planning, and is prioritized equitably to meet the needs of sensitive groups, including youth and older adults.

Policy M-4.2: Zero-emission Mobility. Support mode shifts to lower- or zero-emission travel modes that can reduce overall emissions from the mobility sector given the high rates of single-occupancy vehicles and long commutes in ESGV.

Impact Analysis

Impact 4.3-1: Would future development facilitated by adoption of the ESGVAP conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant. As stated above, the ESGVAP is a planning document, the approval of which would not directly result in the development of land uses and would not directly result in criteria pollutant emissions. Future criteria pollutant emissions may result from future development facilitated by adoption of the ESGVAP.

The SCAQMD recommends that, when determining whether a project is consistent with the applicable AQMP, the lead agency should assess whether the project would directly obstruct implementation of the plans by impeding SCAQMD's efforts to achieve attainment with respect to any criteria air pollutant for which it is currently not in attainment of the NAAQS and CAAQS (e.g., ozone, PM10, and PM2.5) and whether it is consistent with the demographic and economic assumptions (typically land use related, such as employment and population/residential units) upon which the plan is based. The SCAQMD numerical significance thresholds for construction and operational emissions are designed for the analysis of individual projects and not for long-term planning documents, such as the ESGVAP. Emissions are dependent on the exact size, nature, and location of an individual land use type, combined with reductions in localized impacts from the removal of existing land use types, as applicable (i.e., conversion of light industrial uses). Emissions associated with the operation of future individual projects, could exceed project-specific thresholds established by SCAQMD. SCAQMD guidance indicates that projects whose growth is included in the projections used in the formulation of the 2016 AQMP are considered to be consistent with the plan and would not interfere with its attainment even if the numerical significance thresholds would be exceeded (SCAQMD 1993, 12-1).

As discussed above, the SCAQMD has adopted a series of AQMPs to lead the Basin into compliance with several criteria air pollutant standards and other federal requirements, while

taking into account construction and operational emissions associated with population and economic growth projections provided by SCAG. The 2016 AQMP incorporates population and economic growth projections from SCAG's 2016–2040 RTP/SCS.

CEQA requires that general plans be evaluated for consistency with the AQMP. Because the AQMP strategy is based on projections from local general plans, only new or amended general plan elements, specific plans, or individual projects under the general plan need to undergo a consistency review. Projects considered consistent with the local general plan are consistent with the air quality-related regional plan. Indicators of consistency include:

- **Control Strategies:** Whether implementation of a project would increase the frequency or severity of existing air quality violations; would cause or contribute to new violations; or would delay the timely attainment of AAQS or interim emissions reductions within the AQMP.
- **Growth Projections:** Whether implementation of the project would exceed growth assumptions within the AQMP, which in part, bases its strategy on growth forecasts from local general plans.

2016 AQMP

Construction

Control Strategies

The Basin is designated nonattainment for O_3 and PM2.5 under the CAAQS and NAAQS, nonattainment for lead (Los Angeles County only) under the NAAQS, and nonattainment for PM10 under the CAAQS. The ESGVAP involves long-term growth associated with buildout of the ESGV Planning Area, therefore the emissions of criteria pollutants associated with future development facilitated by adoption of the ESGVAP could exceed SCAQMD thresholds for criteria pollutants. Future development facilitated by adoption of the ESGVAP would be required to comply with CARB's requirements to minimize short-term emissions from on-road and off-road diesel equipment, including the ATCM to limit heavy-duty diesel motor vehicle idling to no more than 5 minutes at any given time, and with SCAQMD's regulations such as Rule 403 for controlling fugitive dust and Rule 1113 for controlling VOC emissions from architectural coatings. Furthermore, as applicable to the type of growth, future development facilitated by adoption of the ESGVAP would comply with fleet rules to reduce on-road truck emissions. Compliance with these measures and requirements would be consistent with and meet or exceed the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Therefore, the construction future development facilitated by adoption of the ESGVAP would be consistent with the AQMP under the first indicator. Impacts are considered less than significant and no mitigation is required.

Growth Projections

The ESGVAP would result in an increase in short-term employment compared to existing conditions. Although the construction anticipated by future development facilitated by adoption of the ESGVAP will generate construction workers, it would not necessarily create new construction jobs; construction-related jobs generated by the ESGVAP would likely be filled by employees within the construction industry within the greater Los Angeles County region.

Construction industry jobs generally have no regular place of business, as construction workers commute to job sites throughout the region, which may change several times a year. Moreover, these jobs would be temporary in nature. Therefore, the construction jobs generated by future development facilitated by adoption of the ESGVAP would not conflict with the long-term employment or population projections upon which the AQMPs are based. Impacts are considered less than significant and no mitigation is required.

Operation

Control Strategies

Future development facilitated by adoption of the ESGVAP would be required to comply with CARB motor vehicle standards, SCAQMD regulations for stationary sources and architectural coatings, Title 24 energy efficiency standards, and, to the extent applicable to the growth projections in the 2016–2040 RTP/SCS, which are incorporated into the 2016 AQMP.

As discussed above, the AQMP includes land use and transportation strategies from the 2016–2040 RTP/SCS that are intended to reduce VMT and resulting regional mobile source emissions. The applicable land use strategies include planning for growth around livable corridors; providing more options for short trips/neighborhood mobility areas; supporting zero emission vehicles and expanding vehicle charging stations; and supporting local sustainability planning. The applicable transportation strategies include managing through the Transportation Demand Management (TDM) Program and the Transportation System Management (TSM) Plan including advanced ramp metering, and expansion and integration of the traffic synchronization network; and promoting active transportation. The majority of the transportation strategies are to be implemented by cities, counties, and other regional agencies such as SCAG and SCAQMD, although some can be furthered by individual development projects.

The location, design, and land uses of the growth anticipated by the ESGVAP would implement land use and transportation strategies related to reducing vehicle trips for residents and employees of the County by increasing future mixed-use, commercial, and residential developments around major transit areas. Several transit agencies provide local and regional transit service within the ESGVAP, including Metro, Access, Foothill Transit, Montebello Bus Lines, Norwalk Transit, Montebello Link Service, City of Claremont, Pomona Valley Transportation Authority, City of Duarte, City of Covina, City of Arcadia Transit, GoMonrovia, El Monte Transit, City of El Monte, West Covina Transit, and Los Angeles County. Refer to Table 4.15-3, *Existing Transit Network*, in Section 4.15, *Transportation*, of this Draft PEIR, for a summary of transit service in the ESGVAP.

The ESGVAP focuses on ensuring smart growth, ensuring community services and infrastructure are sufficient to accommodate growth, provide the foundation for a strong and diverse economy, promote excellence in environmental resource management, and provide healthy, livable, and equitable communities. New land use designations that introduce greater flexibility by increasing density and through emphasis on residential (single family, two-family, multiple), commercial, and mixed uses instead of agricultural, business/commercial or single-family residence uses are proposed to facilitate development to achieve this vision and respond to the need to accommodate the ESGV's growing and diverse population. The proposed zoning modifications would allow

higher densities of growth focused within one mile of major transit stops, within a half-mile of high-quality transit corridors, and within a quarter mile of established or new commercial centers that would have access to frequent transit services. Higher densities, especially in mixed-use designations, increase capacity for residential development near community-serving commercial, retail, and office uses as well as schools, parks, and recreational facilities, and proposed improvements to the bicycle, pedestrian, and road networks will make it easier for residents to travel throughout the community.

The ESGVAP outlines strategies for greater integration of uses in different parts of the County and a better connection between employment and residential uses, with more areas designated for residential and mixed-use development. It recognizes the physical elements that help define the ESGV Planning Area, including existing residential neighborhoods, open-space, industrial/business centers, and corridors. This structure helps establish a clear multi-modal network throughout the ESGV Planning Area by focusing on both community destinations as well as the efficiency, safety, and convenience of the modes of transportation in between. Higher densities, especially in residential and mixed-use designations, increase capacity for residential development near community-serving commercial, retail, and office uses as well as schools, parks, and recreational facilities, and proposed improvements to the bicycle, pedestrian, and road networks will make it easier for residents to travel throughout the communities. Therefore, the ESGVAP would not conflict with AQMP land use and transportation strategies that are intended to reduce VMT and resulting regional mobile source emissions and would result in a less than significant impact associated with air quality. The ESGVAP would be consistent with the AQMP under the first indicator. Impacts are considered less than significant and no mitigation is required.

Growth Projections

The emissions inventory for the Basin is formed, in part, by existing city and county general plans. The AQMP is based on population, employment and VMT forecasts by SCAG. A project might be in conflict with the AQMP if the development is greater than that anticipated in the local general plan and SCAG's growth projections. Future development in the ESGV Planning Area that is consistent with the ESGVAP would increase vehicle trips and VMT that would result in emissions of ozone precursors and particulate matter. Individual projects under the proposed General Plan update would be required to undergo subsequent environmental review pursuant to CEQA and would be required to demonstrate compliance with the AQMP. Future development facilitated by adoption of the ESGVAP would also be required to demonstrate compliance with SCAQMD rules and regulations governing air quality.

The County continues to coordinate with SCAQMD and SCAG to ensure county-wide growth projections, land use planning efforts, and local development patterns are accounted for in the regional planning and air quality planning processes. Therefore, the operation of future development facilitated by adoption of the ESGVAP would not conflict with or obstruct the implementation of the applicable air quality plan. The ESGVAP policies, listed above in *Proposed Project Characteristics and Relevant ESGVAP Goals and Policies*, would potentially reduce emissions, which would address potential impacts related to conflicts with an applicable air quality plan. Impacts are considered less than significant and no mitigation is required.

Draft 2022 AQMP

In May 2022, the SCAQMD released the Draft 2022 AQMP that builds upon measures already in place from previous AQMPs, including the 2016 AQMP. The 2022 AQMP incorporates population and economic growth projections from SCAG's 2020–2045 RTP/SCS. Future development facilitated by adoption of the ESGVAP would be required to comply with the control measures listed above under the 2016 AQMP and the new source control strategies outlined in the Draft 2022 AQMP, such as NOx control measures for residential, commercial, and large combustion equipment, GHG, VOC, and other control measures for residential, commercial, and other sources, source control for mobile sources. Compliance with these measures and requirements would be consistent with and meet or exceed the Draft 2022 AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Therefore, the construction future development facilitated by adoption of the ESGVAP would be consistent with the Draft 2022 AQMP under the first indicator.

As discussed under the analysis for the 2016 AQMP, the ESGVAP would generate short-term construction jobs, but these jobs would not necessarily bring new construction workers or their families into the region since construction workers are typically drawn from an existing regional pool of construction workers who travel among construction sites within the region as individual projects are completed, and are not typically brought from other regions to work on developments such as future development facilitated by adoption of the ESGVAP. Therefore, the construction of future development facilitated by adoption of the ESGVAP would be consistent with the Draft 2022 AQMP under the second indicator.

Future development facilitated by adoption of the ESGVAP would be required to comply with CARB motor vehicle standards, SCAQMD regulations for stationary sources and architectural coatings, Title 24 energy efficiency standards, and, to the extent applicable to the growth projections in the 2020–2045 RTP/SCS, which are incorporated into the 2022 AQMP. The location, design, and land uses of the growth anticipated by the ESGVAP would implement land use and transportation strategies related to reducing vehicle trips for residents and employees of the County by increasing future mixed-use, commercial, and residential developments around major transit areas which are in line with the 2020–2045 RTP/SCS. The ESGVAP focuses on ensuring smart growth, ensuring community services and infrastructure are sufficient to accommodate growth, provide the foundation for a strong and diverse economy, promote excellence in environmental resource management, and provide healthy, livable, and equitable communities. New land use designations that introduce greater flexibility by increasing density and through emphasis on residential (single family, two-family, multiple), commercial, and mixed uses instead of agricultural, business/commercial or single-family residence uses are proposed to facilitate development to achieve this vision and respond to the need to accommodate the ESGV's growing and diverse population. The proposed zoning modifications would allow higher densities of growth focused within one mile of major transit stops, within a half-mile of high-quality transit corridors, and within a quarter mile of established or new commercial centers that would have access to frequent transit services. Higher densities, especially in mixed-use designations, increase capacity for residential development near community-serving commercial, retail, and office uses as well as schools, parks, and recreational facilities, and proposed improvements to the bicycle, pedestrian, and road networks will make it easier for residents to

travel throughout the community. Since the ESGVAP focuses on the control strategies outlined in the 2020–2045 RTP/SCS, it would not conflict with Draft 2022 AQMP land use and transportation strategies that are intended to reduce VMT and resulting regional mobile source emissions. Therefore, air quality impacts associated with future development facilitated by adoption of the ESGVAP, under this indicator, would be less than significant because the ESGVAP would be consistent with the AQMP.

The Draft 2022 AQMP is based on population, employment and VMT forecasts by SCAG. A project might be in conflict with the Draft 2022 AQMP if the development's growth is greater than that anticipated in the local general plan and SCAG's growth projections. The population growth associated with future development facilitated by adoption of the ESGVAP would not conflict with the growth projections contained in the 2020–2045 RTP/SCS. Refer to Section 4.7, *Greenhouse Gas Emissions*, and Section 4.10, *Land Use and Planning*, of this Draft PEIR, for additional information regarding consistency with the 2020–2045 RTP/SCS. The ESGVAP would, therefore, also fall within the growth projections as contained in the RTP/SCS, and ultimately the growth projections in the Draft 2022 AQMP. Impacts would be less than significant and no mitigation is required.

Impact 4.3-2: Would future development facilitated by adoption of the ESGVAP result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?

Significant and Unavoidable. Ozone, NO_2 and VOC (as ozone precursors), PM10, and PM2.5 are pollutants of concern, as the Basin has been designated as a nonattainment area for State ozone, PM10, and PM2.5 and as a federal nonattainment area for ozone and PM10. The Basin is currently in attainment for State and Federal CO, SO_2, and NO_2 and federal attainment for PM10. SCAQMD has established numerical significance thresholds for regional emissions during construction and operation. The numerical significance thresholds are based on the recognition that the Basin is a distinct geographic area with a critical air pollution problem for which ambient air quality standards have been promulgated to protect public health. The ESGVAP would potentially cause or contribute to an exceedance of an ambient air quality standard if the following would occur.

Construction

Construction can create regional air quality impacts through the use of heavy-duty construction equipment. Specifically, vehicle trips and haul trips initiated by construction workers traveling to and from each specific project site. In addition, fugitive dust emissions would result from construction activities. During the finishing phase, the application of architectural coatings (i.e., paints) and other building materials would release VOCs. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. However, as there are no specific projects currently approved or proposed under the ESGVAP and there is no knowledge as to timing of construction, location or the exact nature of future projects, analysis of construction emissions would be speculative at best. Information regarding specific development projects, including specific buildings and facilities proposed to be constructed, construction schedules, quantities of

grading, and other information would be required to provide a meaningful estimate of emissions. Since this information is unknown, emissions modeling is not feasible.

Each future development facilitated by adoption of the ESGVAP would be required to comply with SCAQMD rules and regulations as well as conduct their own applicable CEQA analysis and would determine significance based on the individual project specifics. Furthermore, future construction of development facilitated by adoption of the ESGVAP would be required to comply with the CARB Air Toxics Control Measure, which limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle regulation, CARB Truck and Bus regulation, and CARB ACT regulation, which all require construction equipment and vehicle fleet operators to repower or replace higher-emitting equipment with less polluting models, including zero- and near-zero-emissions on-road truck technologies as they become developed and commercially available. Additionally, construction of future development facilitated by adoption of the ESGVAP would be required to comply with SCAQMD rules and regulations including Rule 403 for the control of fugitive dust and Rule 1113 for the control of VOC emissions from architectural coatings. Mandatory compliance with these CARB and SCAQMD rules and regulations would reduce emissions, particularly for NO_X, PM10, and PM2.5, during future construction activities under the ESGVAP.

Even with mandatory compliance with CARB and SCAQMD rules regulations, it is possible that some future development projects facilitated by adoption of the ESGVAP could be large enough in scale and/or intensity such that many pieces of heavy-duty construction equipment and/or heavy-duty trucks may be required and that construction period emissions could exceed the SCAQMD significance thresholds. Therefore, ESGVAP project-related construction activities could result in a significant regional air quality impact.

Operation

Operation of future development facilitated by adoption of the ESGVAP would generate criteria pollutant emissions from vehicle trips traveling within the County, energy sources such as natural gas combustion, and area sources such as landscaping equipment and consumer products usage. However, as mentioned previously, the ESGVAP is a planning-level document, and, as such, there are no specific projects identified. Therefore, quantification of operational emissions associated with energy and area sources cannot be specifically determined at this time. Impacts related to energy and area sources are analyzed qualitatively. The on-road mobile sources related to the operation of future development facilitated by adoption of the ESGVAP include passenger vehicles, onsite use of off-road equipment, and delivery trucks. VMT data, takes into account ridership, mode, and distance on freeways and local streets. Projected mobile source emissions resulting from operational activities of both existing and future development facilitated by adoption of the ESGVAP are presented in **Table 4.3-4**, *Estimated ESGVAP Regional Mobile Source Operational Emissions*.

TABLE 4.3-4
ESTIMATED ESGVAP REGIONAL MOBILE SOURCE OPERATIONAL EMISSIONS (POUNDS PER DAY)

Source	VOC	NO_X	CO	SO_2	PM10	PM2.5
ESGVAP Buildout (2035) Mobile Source Emissions[a b]	2,350	12,325	64,823	230	23,103	5,898
No Project (2035) Mobile Source Emissions	2,360	12,419	65,116	231	23,204	5,925
Net Change	**(10)**	**(94)**	**(293)**	**(1)**	**(101)**	**(27)**
SCAQMD Regional Significance Threshold	55	55	550	150	150	55
Exceeds Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

[a] No Project scenario (2035) – emissions without future development facilitated by adoption of the ESGVAP.
[b] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.
SOURCE: ESA, 2022; Appendix H

As shown in Table 4.3-4, the net change in operational mobile source emissions from No Project conditions (2035) compared to ESGVAP buildout of future development facilitated by adoption of the ESGVAP (2035) would not exceed the SCAQMD regional significance thresholds. The net change in emissions at 2035 buildout would be negative compared to No Project conditions primarily due to the focus of the ESGVAP on increased density of development around active transit areas to achieve an integrated land use mix that accommodates growth and reduces VMT and associated emissions, improvements in vehicle emissions standards and, to a lesser extent, improvements in building energy efficiency standards. It should be noted that the SCAQMD thresholds were specifically developed for use in determining significance for individual projects and not for program-level documents, such as the ESGVAP. Furthermore, development of the new residential and nonresidential uses would be based on market demand and would be constructed over the buildout duration through 2035. Overlapping emissions from the construction and operation of new phased development could occur under the ESGVAP, and the SCAQMD requires such overlapping emissions to be compared to the numeric thresholds for operations. It is possible that some future development projects could be large enough in scale and/or intensity such that overlapping emissions from the construction and operation of new phased development could exceed the SCAQMD significance thresholds and result in a significant regional air quality impact.

The ESGVAP policies, listed above in *Proposed Project Characteristics and Relevant ESGVAP Goals and Policies*, would potentially reduce emissions, which could potentially address impacts. In addition, future development facilitated by adoption of the ESGVAP would be required to conduct their own CEQA analysis and would determine significance based on the future individual project specifics. Through each future project's individual environmental review process, potential impacts would be identified and compared against relevant thresholds. Future development facilitated by adoption of the ESGVAP that exceed the thresholds would normally result in a potentially significant impact.

Health Impacts from Construction and Operational Emissions

The California Supreme Court decision in Sierra Club v. County of Fresno (2018) 6 Cal.5th 502 resulted in the need for CEQA documents to address human health impacts of regional criteria pollutant emissions that exceed air district standards. Because regional emissions may exceed the SCAQMD regulatory thresholds during construction and operational activities, there is the potential that these emissions would exceed the CAAQS and NAAQS thus resulting in a health impact. For example, breathing ground-level ozone (which is produced from emissions of NOx and VOC) can have health impacts that include reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. Exposure to PM10 has been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits. Exposure to PM2.5 has been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, restricted activity days, and long-term exposure to PM2.5 has been linked to premature death. Health impacts of criteria pollutants are further discussed above in *Existing Environmental Conditions*.

The SCAQMD, CARB, and USEPA have not approved a quantitative method to reliably, meaningfully, and consistently translate the mass emission estimates for the criteria air pollutants resulting from individual future projects facilitated by the ESGVAP to specific health impacts. There are numerous scientific and technological complexities associated with correlating criteria air pollutant emissions from an individual project to specific health impacts or potential additional nonattainment days. The SCAQMD submitted an amicus brief that indicates it is not feasible to quantify project-level health impacts based on the available modeling tools (SCAQMD 2015b). Further, without knowing the exact specifications for future projects that may be facilitated by adoption of the ESGVAP, there is no way to accurately calculate the potential for health impacts from the ESGVAP. Individual future projects facilitated by adoption of the ESGVAP would be required to provide their own environmental analyses to determine health impacts from the construction and operation. To the extent that such projects would generate emissions during construction and operations and could exceed air district construction significance thresholds, they would contribute to the health impacts of the criteria pollutants described above in *Existing Environmental Conditions*.

Impact 4.3-3: Would future development facilitated by adoption of the ESGVAP have a significant impact if it exposes sensitive receptors to substantial pollutant concentrations?

Significant and Unavoidable. Criteria air pollutant emissions have the potential to result in health impacts on sensitive receptors located near new development within the ESGV Planning Area. As discussed previously, localized impacts are associated with onsite project activities of future development facilitated by adoption of the ESGVAP. In addition to these localized impacts, vehicle travel associated with the ESGVAP has the potential to result in exposure of sensitive receptors to CO emissions from intersection congestion. Based on the nature and extent of future development facilitated by adoption of the ESGVAP, nearby sensitive receptors could be exposed to levels of toxic air contaminants that could result in a potential increase in cancer, acute, and/or chronic risk.

Construction

Construction of future development facilitated by adoption of the ESGVAP has the potential to create localized air quality impacts through the use of heavy-duty construction equipment. Specifically, vehicle trips and haul trips initiated by construction workers traveling to and from each specific project site. In addition, fugitive dust emissions would result from construction activities. During the finishing phase, the application of architectural coatings (i.e., paints) and other building materials would release VOCs. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

The SCAQMD provides guidance for conducting the analysis of localized emissions in their *Localized Significance Threshold Methodology* (June 2003, revised July 2008), which relies on on-site mass emission rate screening tables and project-specific dispersion modeling typically for sites sized one, two, and five acres. The SCAQMD has established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the localized significance thresholds and therefore not cause or contribute to an exceedance of the applicable ambient air quality standards without project-specific dispersion modeling. The screening criteria depend on: (1) the area in which the project is located, (2) the size of the project area, and (3) the distance between the project area and the nearest sensitive receptor. The localized significance thresholds are applicable to NO_X, CO, PM10, and PM2.5. Example screening localized significance thresholds for projects five acres in size located within 25 meters of the nearest sensitive receptors for SRA 9, SRA-10, and SRA 11 are listed in *Impact Analysis*, above. Should future individual development projects facilitated by adoption of the ESGVAP exceed applicable screening level thresholds in the SCAQMD *Localized Significance Threshold Methodology* (or successor guidance document), project-specific dispersion modeling may be conducted to demonstrate that no exceedance of the concentration-based thresholds (from which the screening tables are derived) would occur.

Concentrations of TACs, or in federal parlance, HAPs, are also used as indicators of ambient air quality conditions. Sensitive receptors maybe located within proximity to future development facilitated by adoption of the ESGVAP. SCAQMD recommends that construction health risk assessments be conducted for substantial sources of DPM emissions (e.g., projects with substantial construction activities, such as earth-moving and excavation construction activities) in proximity to sensitive receptors and has provided guidance for analyzing mobile source diesel emissions. Localized DPM emissions strongly correlate with localized PM2.5 emissions. However, localized analysis does not directly measure health risk impacts. Therefore, future development facilitated by adoption of the ESGVAP may potentially require project-specific dispersion modeling to evaluate potential health risk impacts associated with construction.

However, there are no specific projects currently approved or proposed under the ESGVAP and there is no information regarding specific development projects, including specific buildings and facilities proposed to be constructed, construction schedules, quantities of grading, and other information that would be required in order to provide a meaningful estimate of emissions. Since this information is unknown, emissions modeling is not feasible and would be speculative at best. Each future development facilitated by adoption of the ESGVAP would be required to conduct

their own CEQA analysis and would determine significance based on the individual project's specifics. Through each project's individual environmental review process, localized emissions may be quantified and compared against project-specific thresholds. Individual projects that exceed the thresholds would normally be considered significant. Because potential new development could occur close to existing sensitive receptors, the development that would be accommodated by the ESGVAP has the potential to expose sensitive receptors to substantial pollutant concentrations. Construction equipment exhaust combined with fugitive particulate matter emissions has the potential to expose sensitive receptors to substantial concentrations of criteria air pollutant emissions or DPM and result in a potentially significant impact.

Operational

Local Air Quality

The SCAQMD recommends the evaluation of localized air quality impacts on sensitive receptors in the immediate vicinity of a project. However, the impacts are based on specific equipment and operations**.** Since the exact nature, location, and operation of future development facilitated by adoption of the ESGVAP are unknown, quantification of potential localized operational impacts and health risks would not be feasible and would be speculative. Land uses that have the potential to generate substantial stationary sources of emissions that would require a permit from SCAQMD include industrial land uses, such as chemical processing facilities and gasoline-dispensing facilities. Warehouses and distribution centers may generate substantial DPM emissions from off-road equipment use and truck idling. Under the ESGVAP, such industrial-type land uses may be permitted within the ESGV Planning Area. As operation of some these future developments may occur within proximity to sensitive receptors, there is the potential for localized emissions to exceed the significance thresholds and result in a result in a potentially significant impact.

The ESGVAP policies, listed above, in *Proposed Project Characteristics and Relevant ESGVAP Goals and Policies*, would potentially reduce emissions, which could potentially address impacts. In addition, future development facilitated by adoption of the ESGVAP would be required to conduct their own CEQA analysis and would determine significance based on the individual project specifics. Through each project's individual environmental review process, potential impacts would be identified and compared against relevant thresholds. Individual projects that exceed the thresholds would normally result in a potentially significant impact.

Intersection Hotspot Analysis

The potential for the ESGVAP to cause or contribute to CO hotspots is evaluated by comparing project intersections (both intersection geometry and traffic volumes) with prior studies conducted by SCAQMD in support of their AQMPs and considering existing background CO concentrations. As discussed below, this comparison demonstrates that the ESGVAP would not cause or contribute considerably to the formation of CO hotspots, that CO concentrations at project intersections would remain well below the ambient air quality standards, and that no further CO analysis is warranted or required.

CO levels in the ESGV Planning Area are below the NAAQS and CAAQS as the County portion of the Basin is designated as attainment. Maximum CO levels in recent three years are 1.0 to 2.4

ppm (1-hour average) and 0.8 to 2.0 ppm (8-hour average) (SCAQMD 2022d). CO levels decreased dramatically in California with the introduction of the catalytic converter in 1975. Furthermore, CO emissions from vehicles have substantially reduced compared to 2003-era vehicles based on improved vehicle emissions standards and are presumed not to exceed the applicable thresholds. No exceedances of CO have been recorded at monitoring stations in the Basin since 2003 (SCAQMD 2017). Thus, it is not expected that CO levels at roadway intersections would rise to the level of an exceedance of these standards.

Additionally, SCAQMD conducted CO modeling for the 2003 AQMP for the four worst-case intersections in the Basin: (1) Wilshire Boulevard and Veteran Avenue; (2) Sunset Boulevard and Highland Avenue; (3) La Cienega Boulevard and Century Boulevard; and (4) Long Beach Boulevard and Imperial Highway. In the 2003 AQMP, SCAQMD notes that the intersection of Wilshire Boulevard and Veteran Avenue is the most congested intersection in Los Angeles County, with an average daily traffic volume of approximately 100,000 vehicles per day. This intersection is located near the on- and off-ramps to Interstate 405 in West Los Angeles. The evidence provided in the 2003 AQMP shows that the peak modeled CO concentration due to vehicle emissions at these four intersections was 4.6 ppm (1-hour average) and 3.2 (8-hour average) at Wilshire Boulevard and Veteran Avenue. When added to the existing background CO concentrations, the screening values would be up to 7.0 ppm (1-hour average) and 5.2 ppm (8-hour average). Based on the intersection volumes identified at these modeled intersections, if a project's traffic levels exceed 100,000 vehicles per day at any project impacted intersection, there would be the potential for a significant impact and dispersion modeling would need to be conducted to determine the project level impact.

Based on roadway segment volumes under the ESGVAP buildout horizon, the roadway segment with the maximum potential peak traffic would be that of Azusa Ave. between Main St and Hurley St (7,603 autos peak hour). The next busiest roadway segment with the maximum potential peak traffic would be that of Amar Rd between Shadow Oak Dr and N Nogales St (7,535 autos peak hour). These segments represent the largest two traffic areas in the ESGV Planning Area. While these specific roadway segments do not in fact intersect, if we assume that these traffic volumes would occur at an intersection, combined this fictitious intersection would have a peak roadway intersection volume of approximately 15,138 vehicles per day, which would be below the 100,000 vehicles per day modeled in SCAQMD's 2003 AQMP CO attainment demonstration. Thus, this comparison demonstrates that the ESGVAP would not contribute considerably to the formation of CO hotspots and no further CO analysis is required. The ESGVAP would result in a less-than-significant impact with respect to CO hotspots.

Toxic Air Contaminants

Construction and operation of the ESGVAP would result in emissions of TAC, predominantly from diesel particulate emissions from on- and off-road vehicles during construction and from the operation of diesel fueled equipment or generators during operational activities. Because the exact nature, location, and operation of the future developments are unknown, and because health risk impacts from TACs are cumulative over the life of the nearby receptors, quantification of potential health risks would be speculative. However, as construction and operation of these future developments may occur within close proximity to sensitive receptors, there is the potential

for risk to exceed regulatory levels. Therefore, health risk with respect to future development facilitated by adoption of the ESGVAP would be potentially significant.

Health Impacts

Because regional emissions exceed the SCAQMD regulatory thresholds during construction and operational activities, there is the potential that these emissions would exceed the CAAQS and NAAQS thus resulting in a health impact. Without knowing the exact specifications for future development facilitated by adoption of the ESGVAP, there is no way to accurately calculate the potential for health impacts from overall implementation of the ESGVAP. Future development projects facilitated by adoption of the ESGVAP will be required to provide their own environmental assessments to determine health impacts from the construction and operation of their projects. Because there is no way to determine the potential for these projects to affect health of sensitive receptors within the ESGV Planning Area, the ESGVAP would result in a potentially significant health impact.

Impact 4.3-4: Would future development facilitated by adoption of the ESGVAP have a significant impact if it results in other emissions (such as those leading to odors) affecting a substantial number of people?

Significant and Unavoidable. Future development facilitated by adoption of the ESGVAP has the potential to result in other emissions (such as those leading to odors) affecting a substantial number of people. As discussed previously, emissions are associated with onsite project activities of future development. Based on the nature and extent of future development facilitated by adoption of the ESGVAP, a substantial number of people could be exposed to other emissions (such as those leading to odors).

Construction

Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. SCAQMD Rule 1113 (Architectural Coatings) limits the amount of VOCs from architectural coatings and solvents. According to the SCAQMD CEQA Air Quality Handbook, construction equipment is not a typical source of odors. Odors from the combustion of diesel fuel would be minimized by complying with the CARB ATCM that limits diesel-fueled commercial vehicle idling to five minutes at any given location, which was adopted in 2004. Future development facilitated by adoption of the ESGVAP would also comply with SCAQMD Rule 402 (Nuisance), which prohibits the emissions of nuisance air contaminants or odorous compounds. Through adherence with mandatory compliance with SCAQMD Rules and State measures, construction activities and materials would not create objectionable odors. Construction of future development facilitated by adoption of the ESGVAP would not be expected to generate nuisance odors at nearby air quality sensitive receptors.

However, even with mandatory compliance with CARB and SCAQMD rules regulations, it is possible that some future development projects facilitated by adoption of the ESGVAP could be large in scale and/or intensity such that many pieces of heavy-duty construction equipment and/or heavy-duty trucks may be required and that construction period emissions could exceed the SCAQMD significance thresholds for attainment, maintenance, or unclassified pollutants.

Therefore, future development construction activities facilitated by adoption of the ESGVAP could result in a significant air quality impact with respect to other emissions.

Operational

The ESGVAP's land uses are related to growth in residential, commercial, rural, and mixed-use land uses and are not expected to introduce substantial sources of other emissions, including odors. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The ESGVAP could result in future development of rural, commercial, or industrial land uses that could generate odors. Additionally, even with mandatory compliance with CARB and SCAQMD rules regulations, it is possible that some future development projects facilitated by adoption of the ESGVAP could be large in scale and/or intensity such that many heavy-duty trucks may be required and that operational period emissions could exceed the SCAQMD significance thresholds for attainment, maintenance, or unclassified pollutants. Therefore, future development construction activities facilitated by adoption of the ESGVAP could result in a significant air quality impact with respect to other emissions.

Cumulative Impacts

The SCAQMD recommends using two methodologies to assess the cumulative impact of air quality emissions: (1) a project's consistency with the current AQMP be used to determine its potential cumulative impacts. or (2) that project-specific air quality impacts be used to determine the project's potential cumulative impacts to regional air quality (SCAQMD 2003).

Impact 4.3-5: Would future development facilitated by adoption of the ESGVAP have a cumulatively considerable impact if it is not consistent with the applicable air quality management plan?

Less-Than-Significant Impact. The SCAQMD recommends assessing a project's cumulative impacts based on whether the project is consistent with the current AQMP. CEQA Guidelines Section 15064(h)(3) provides guidance in determining the significance of cumulative impacts. Specifically, CEQA Guidelines Section 15064(h)(3) states in part that:

> *"A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency …"*

For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the ESGVAP's cumulative air quality impacts are determined not to be significant based on its consistency with the SCAQMD's adopted 2016 AQMP. As discussed above in

Impact 4.3-1, the ESGVAP would not conflict with AQMP construction, land use, and transportation strategies that are intended to reduce construction emissions, VMT, and resulting regional mobile source emissions. In addition, construction and operation would not conflict with growth projections as the County continues to coordinate with SCAQMD and SCAG to ensure county-wide growth projections, land use planning efforts, and local development patterns are accounted for in the regional planning and air quality planning processes. As such, a cumulatively considerable impact would be less than significant under this criterion.

Impact 4.3-6: Would future development facilitated by adoption of the ESGVAP have a cumulatively considerable impact if future project construction or operational emissions exceed an applicable SCAQMD recommended significance?

Significant and Unavoidable Impact. The SCAQMD CEQA Air Quality Handbook states that the "Handbook is intended to provide local governments, project proponents, and consultants who prepare environmental documents with guidance for analyzing and mitigating air quality impacts of projects" (SCAQMD 1993). The SCAQMD CEQA Air Quality Handbook also states that "[f]rom an air quality perspective, the impact of a project is determined by examining the types and levels of emissions generated by the project and its impact on factors that affect air quality. As such, projects should be evaluated in terms of air pollution thresholds established by the District" (SCAQMD 1993). The SCAQMD has provided guidance on addressing the cumulative impacts for air quality. as discussed below (SCAQMD 2003):

> *"As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR… Projects that exceed the Project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."*

The SCAQMD recommends evaluating cumulative impacts for individual projects based on whether the project exceeds the SCAQMD's recommended daily thresholds for project-specific impacts for those pollutants for which the Basin is in non-attainment. Thus, the cumulative analysis of air quality impacts follows SCAQMD's guidance such that construction or operational project emissions would be considered cumulatively considerable if project-specific emissions exceed an applicable SCAQMD recommended significance threshold. As discussed above in Impact 4.3-2, future development facilitated by adoption of the ESGVAP may result in construction or operational emissions that could exceed the SCAQMD significance thresholds. Therefore, the cumulative impact would remain significant and unavoidable.

Mitigation Measures

No feasible mitigation measures are available.

Level of Significance After Mitigation

Impact 4.3-1

No significant impacts have been identified requiring mitigation and no significant and unavoidable impacts would occur.

Impact 4.3-2

The ESGVAP would result in a significant and unavoidable impact with respect to a cumulatively considerable net increase of a criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard.

Impact 4.3-3

The ESGVAP would result in a significant and unavoidable impact with respect to the exposure of sensitive receptors to substantial pollutant concentrations during construction and operations due to future development projects facilitated by adoption of the ESGVAP generating substantial emissions in proximity to sensitive receptors.

Impact 4.3-4

The ESGVAP would result in a significant and unavoidable impact with respect to other emissions (such as those leading to odors) during construction or operation.

Impact 4.3-5

No significant impacts have been identified requiring mitigation and no significant and unavoidable impacts would occur.

Impact 4.3-6

The ESGVAP would result in a significant and unavoidable impact with respect to a cumulatively considerable net increase of a criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard.

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4.4 Biological Resources

This section identifies and evaluates issues related to Biological Resources to determine whether the East San Gabriel Valley Area Plan (ESGVAP or Project) would result in a significant impact relating to candidate or special status species, sensitive natural communities, protected wetlands, wildlife corridors, or unique native woodlands. This section describes the physical environmental and regulatory setting, the criteria and thresholds used to evaluate the significance of impacts, the methods used in evaluating these impacts, and the results of the impact assessment.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (**Appendix A**). These comments identified various substantive issues and questions related to Biological Resources, as follows: analyze the Project's potential impact on mountain lions, bats, and habitat supporting roosting bats; and analyze impacts and provide mitigation, as necessary, for protected biological resources including special-status wildlife species and Los Angeles County Significant Ecological Areas (SEAs). **Table 1-1,** *Notice of Preparation and Comment Letters Summary*, in Chapter 1, *Introduction*, includes a summary of all comments received during the scoping comment period.

4.4.1 Environmental Setting

The "study area" for this analysis of impacts to Biological Resources consists of the ESGVAP area (Planning Area), the approximately 32,826-acre (approximately 51-square-mile) area that comprises the easternmost portions of Los Angeles County (County).

The County exhibits native habitats corresponding with the California Floristic Province. The County contains a variety of vegetation types with a diverse number of plant and animal species. The County experiences a Mediterranean climate, which is generally characterized by concentrated winter precipitation and dry summers. The Planning Area encompasses the junction of the Transverse and Peninsular mountain ranges, and supports a variety of habitats within mountain ranges and broad alluvial valleys ranging in elevation from approximately 190 to 3,450 feet above sea level. The Planning Area is a densely populated urban area, with areas of rural and undeveloped lands. The urbanization has substantially altered native habitats.; however, native habitats still remain in the mountains, hillsides, drainage areas, undeveloped lands, as well as in small pockets around development. Vegetation communities in the Planning Area can be broadly categorized as woodland, chaparral, coastal sage scrub, riparian habitats, and wetlands (DRP 2021).

Special Status Species

Special-status species are defined as those plants and wildlife that, because of their recognized rarity or vulnerability to various causes of habitat loss or population decline, are recognized by federal, state, or local agencies as being under threat from development pressures as well as natural causes. Many of these species receive specific protection that is defined and regulated by the Federal or State Endangered Species Acts. Other species have been designated as special-status on the basis of adopted policies and expertise of state resource agencies or organizations with acknowledged expertise, or policies adopted by local governmental agencies such as

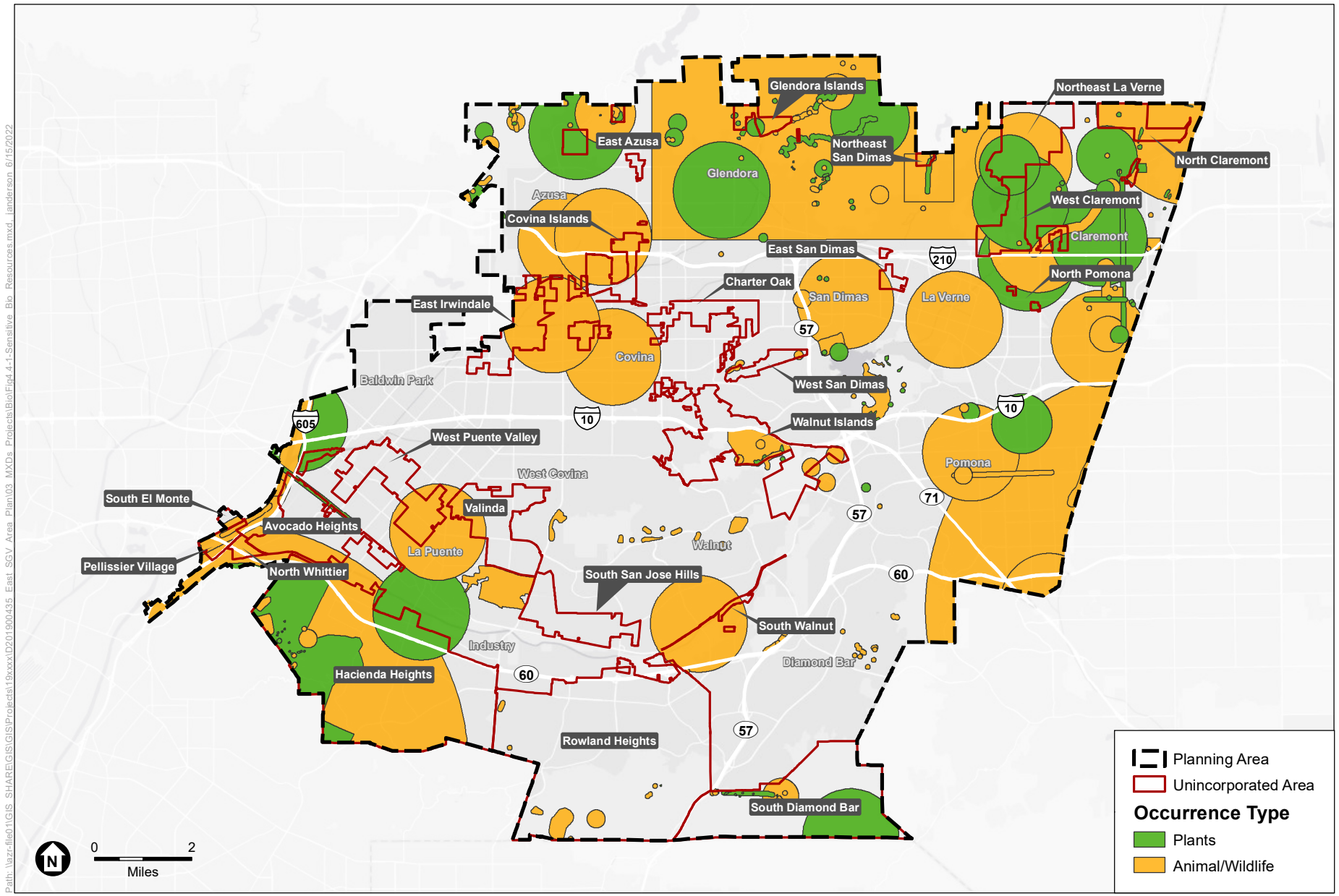
counties, cities and/or special districts to meet local conservation objectives. Special-status species include the following:

- Species listed or proposed for listing as threatened or endangered, or are candidates for possible future listing as threatened or endangered, under the Federal Endangered Species Act (FESA) or the California Endangered Species Act (CESA);
- Species that meet the definitions of rare or endangered under CEQA Guidelines Section 15380;
- Plants considered "rare, threatened, or endangered in California" by the California Department of Fish and Wildlife (CDFW) and assigned a California Rare Plant Rank (CRPR), which are summarized as follows: CRPR 1A (plants presumed to be extinct in California); CRPR 1B (plants that are rare, threatened, or endangered in California and elsewhere); CRPR 2 (plants that are rare, threatened, or endangered in California but more common elsewhere); CRPR 3 (plants about which more information is needed); and CRPR 4 (plants of limited distribution). 1B and Rank 2B meet the definitions of Section 1901 of the Native Plant Protection Act (NPPA) or California Fish and Game Code Sections 2062 and 2067 (CESA), and are eligible for state listing. Many CRPR 3 and 4 species do not meet the definitions of special-status plants but may be significant locally and are recommended for consideration under CEQA (CNPS 2001);
- Species designated by CDFW as "species of special concern" or "special animals";
- Species designated "fully protected" in California (Fish and Game Code Sections 3511, 4700, and 5050);

A complete list of special-status plant and wildlife species that have been documented to occur in the Planning Area is provided in **Appendix E**, *CNDDB Search Results*. At least 89 plant and vertebrate California species of special concern, including 25 State and Federally threatened and endangered species have been identified as occurring or potentially occurring in the Planning Area, as depicted in **Figure 4.4-1**, *Sensitive Biological Resources*. The majority of special-status species that have been documented in the Planning Area have been found in SEAs, and are further discussed in that section below. The Planning Area is part of the Pacific Flyway with 287 avian species known to occur in the planning area (DRP 2021).

Sensitive Natural Communities

Sensitive natural communities are designated by CDFW, or occasionally in local policies and regulations, and are generally considered to have important functions or values for wildlife and/or are recognized as declining in extent and/or distribution. These communities are considered threatened enough to warrant some level of protection either through the CEQA review process or by local regulations. CDFW tracks such communities through the California Natural Diversity Database (CNDDB), and plant alliances or associations with a state rank of S1 through S3 are considered to be sensitive natural communities by the State to be addressed in the CEQA process. CDFW uses NatureServe's Heritage Methodology for ranking natural communities by their rarity and threat, ranging from 1 (very rare and threatened) to 5 (demonstrably secure) (Faber-Langendoen et al. 2012).



SOURCE: ESRI; Los Angeles County GIS; CNDDB, 2021; ESA, 2022.

East San Gabriel Valley Area Plan

Figure 4.4-1
Sensitive Biological Resources

The following six sensitive natural communities are within the Planning Area (CDFW 2022):

- California Walnut Woodland
- Riversidian Alluvial Fan Sage Scrub
- Canyon Live Oak Ravine Forest
- Southern Coast Live Oak Riparian Forest
- Southern Sycamore Alder Riparian Woodland
- Walnut Forest

Critical Habitat

Critical habitat is designated for the survival and recovery of federally listed endangered and/or threatened species. Protected habitat includes areas for foraging, breeding, roosting, shelter, and movement or migration. Within the Planning Area, the U.S. Fish and Wildlife Service (USFWS) has designated critical habitat for coastal California gnatcatcher (*Polioptila californica californica*), southwestern willow flycatcher (*Empidonax traillii extimus*), and thread-leaved brodiaea (*Brodiaea filifolia*) under the FESA (16 USC 1533 [a][3]) (USFWS 2022a) (**Figure 4.4-2**, *Designated Critical Habitats*).

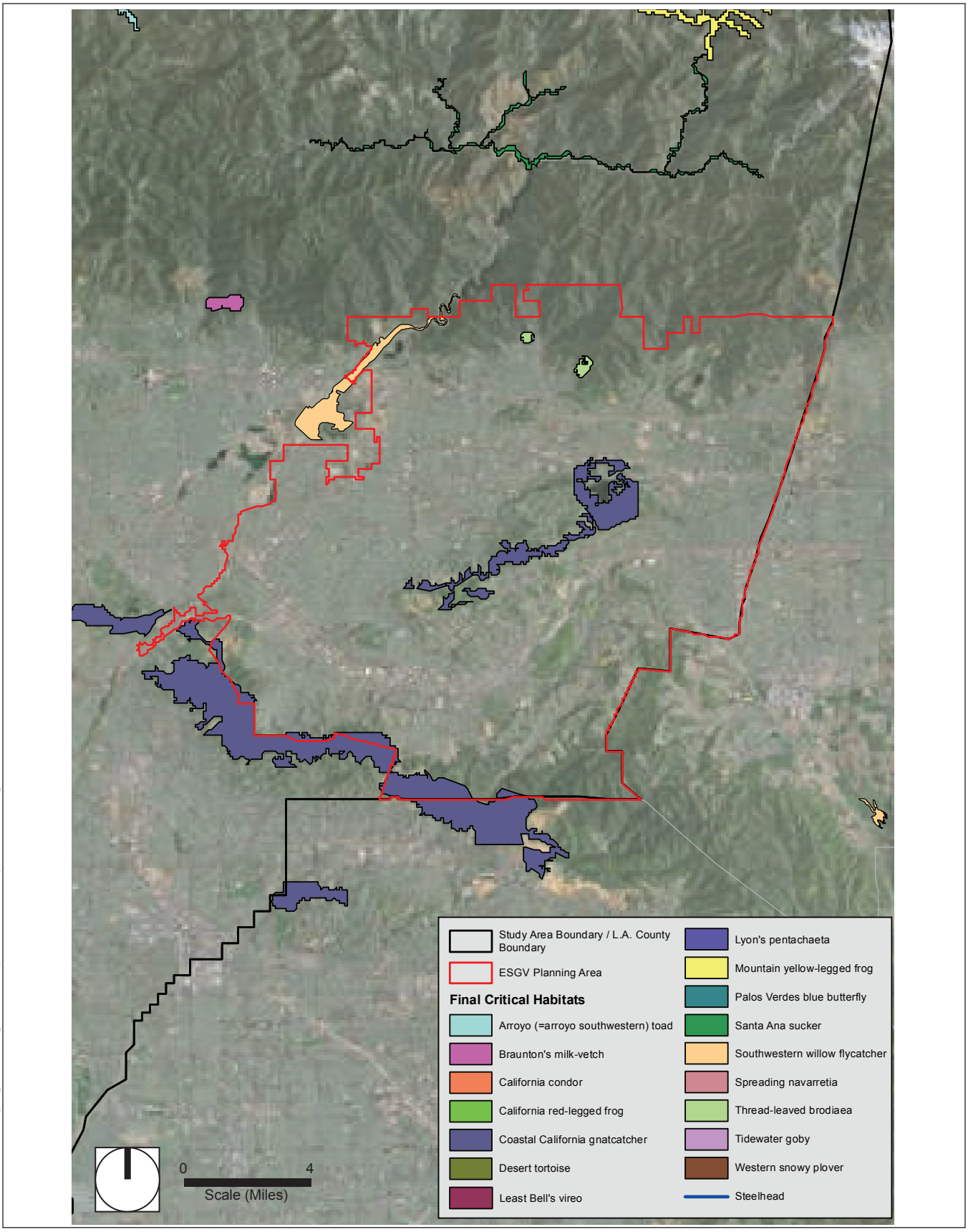
Aquatic Resources

The main watershed for the San Gabriel Valley is the San Gabriel River watershed, which encompasses part of the Angeles National Forest, the San Gabriel valley, and large urban areas in the southeast portion of Los Angeles County. It is bounded by the Los Angeles River on the west, and extends to San Bernardino and Orange counties. The main watercourse in this watershed is the San Gabriel River. The San Gabriel River is a perennial stream that extends 59 stream miles from the Angeles National Forest to the Pacific Ocean, draining 350 square miles of land. It also recharges groundwater tables in several basins. The major tributaries that feed the San Gabriel River include Coyote Creek, Walnut Creek, Puente Creek and San Jose Creek (DRP 2021). Totaling more than 640 square miles, the San Gabriel River watershed supports aquatic resources including streams, creeks, drainages, riparian vegetation, and wetlands.

Significant Ecological Areas

In Los Angeles County, lands that contain irreplaceable biological resources are designated SEAs. As shown in **Figure 4.4-3**, *Significant Ecological Areas*, the SEAs located in the Planning Area are primarily in the hillside areas and include the following:

1. East San Gabriel Valley SEA
2. Puente Hills SEA
3. San Dimas Canyon and San Antonio Wash SEA
4. San Gabriel Canyon SEA



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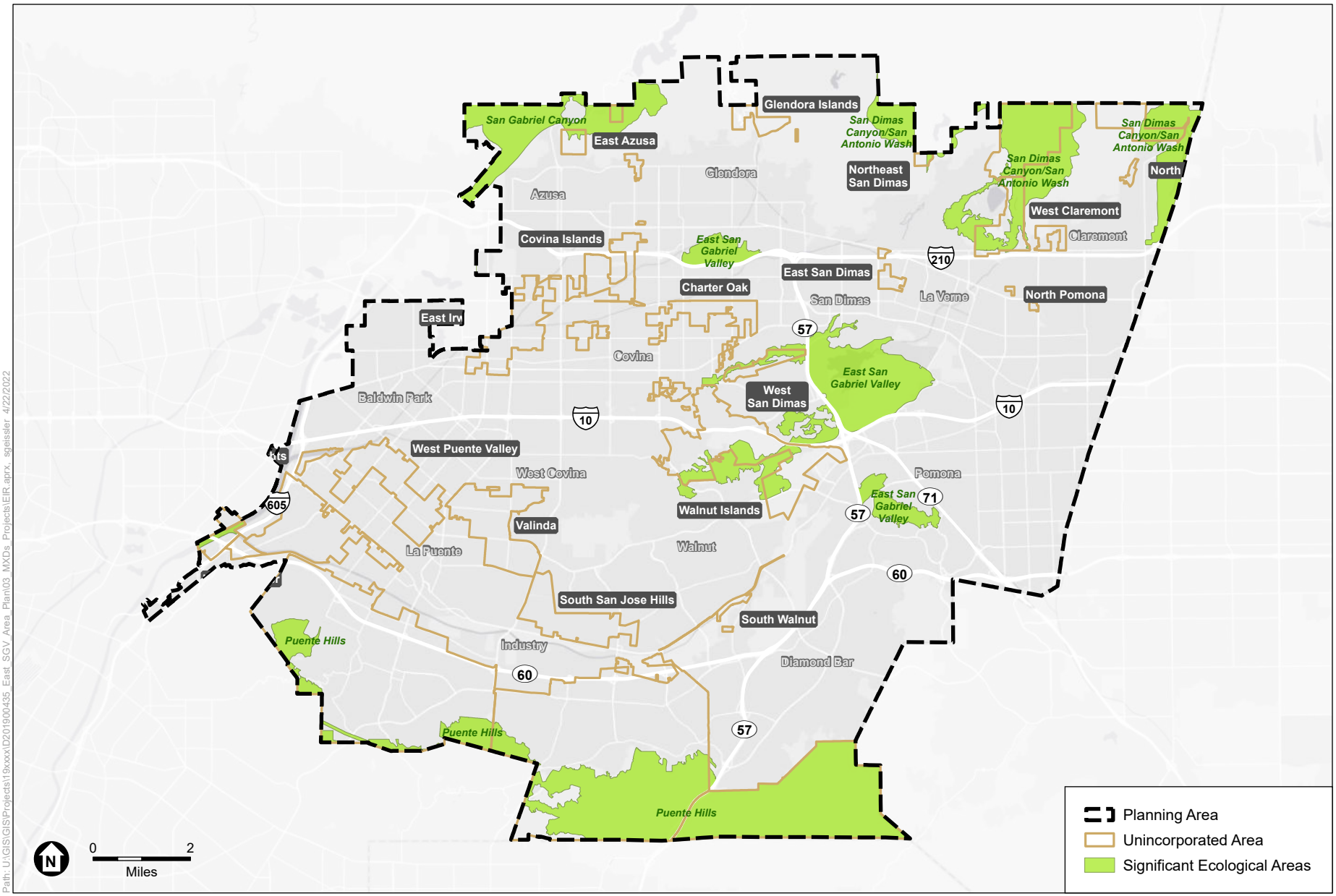
SOURCE: Los Angeles County General Plan, 2014

East San Gabriel Valley Area Plan

Figure 4.4-2
Designated Critical Habitats



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SOURCE: ESRI; Los Angeles County GIS; ESA, 2022

East San Gabriel Valley Area Plan

Figure 4.4-3
Significant Ecological Areas

Each individual SEA is sized to support sustainable populations of its component species, and includes undisturbed or lightly disturbed habitat along with linkages and corridors that promote species movement. Parts of the SEAs are designated critical habitat for the coastal California gnatcatcher.

The Puente Hills SEA represents the only large complex of multiple, relatively undisturbed habitats in southeastern portion of the County. Nearly the entire Puente Hills SEA is designated as the Puente-Chino Hills State Important Bird Area (IBA) by Audubon California. The coastal cactus wren, a California Species of Special Concern, has significant populations in the Puente Hills, occurring in the Montebello Hills, Sycamore Canyon, Rose Hills, Hellman Park in Whittier, and through Hacienda Heights into Rowland Heights.

San Dimas Canyon and San Antonio Wash SEA area on the border of the granitic San Gabriel Mountains has unusual rock strata, such as the Glendora volcanics. Much of the grassland is natural and has unusual vegetation, such as wildflowers that prefer clay substrates. The East San Gabriel Valley SEA also supports rocky outcrops of the Glendora volcanic formations, and rare plants such as many-stemmed dudleya (*Dudleya multicaulis*) have been reported in this area.

The San Gabriel Canyon SEA contains a core habitat area for the endangered plant Braunton's milk-vetch (*Astragulus brauntonii*). In the mouth of the San Gabriel Canyon is a population of the San Gabriel Mountains live-forever (*Dudleya densiflora*) and the San Gabriel bedstraw (*Galium grande*), both local endemic plant species. The upper San Gabriel River is a core habitat of several native fishes, one of the last areas where three of five original natives occur together: federally-threatened Santa Ana sucker (*Catostomus santaanae*), arroyo chub (*Gila orcuttii*) and Santa Ana speckled dace (*Rhinichthys osculus*), which is of state concern. All three live in the San Gabriel River in the SEA area. A local population of the speckled dace is known from the mouth of Fish Canyon (DRP 2021).

Communities within the ESGVAP that contain SEAs include Hacienda Heights, Rowland Heights, South Diamond Bar, Northeast La Verne, North Claremont, West Claremont, North Whittier, Northeast San Dimas, and East Azusa.

Wildlife Movement Corridors

Habitat linkages are contiguous areas of open space that connect two larger habitat areas. Linkages allow for both diffusion and dispersal of a variety of species within the landscape. In addition, linkages can serve as primary habitat for some smaller species. Corridors are linear linkages between two or more habitat patches. Corridors provide for movement and dispersal, but do not necessarily include habitat capable of supporting all life history requirements of a species.

Wildlife movement corridors are critical for the survivorship of ecological systems for several reasons. Corridors can connect water, food, and cover sources, spatially linking these three resources with wildlife in different areas. In addition, wildlife movement between habitat areas provides for the potential of genetic exchange between wildlife species populations, thereby maintaining genetic variability and adaptability to maximize the success of wildlife responses to changing environmental conditions. This is especially critical for small populations subject to loss

of variability from genetic drift and effects of inbreeding. The nature of corridor use and wildlife movement patterns varies greatly among species.

The South Coast Missing Linkages report is the result of a collaborative inter-agency effort to identify missing landscape linkages throughout Southern California that are important to habitat connectivity. Within the Planning Area and the immediately surrounding areas, there are two regional linkages identified by South Coast Wildlands (South Coast Wildlands 2008) (**Figure 4.4-4**, *Regional Habitat Linkages*):

- San Gabriel – San Bernardino Connection
- Puente Hills – Santa Ana Connection

In addition to the two regional linkages, the SEAs in the Planning Area contain wildlife corridors and habitat linkages. The Puente Hills area contains undeveloped lands that have ecological value and are crucial for wildlife connectivity linking to Chino Hills State Park. The Puente and Chino Hills are a natural, physical link between the Santa Ana Mountains and the San Gabriel River. The San Gabriel River flows from and links to the San Gabriel Mountains. The Puente and Chino Hills function as both an important wildlife linkage and resident habitat area for regional wildlife populations. It is regionally important to many resident species, as well as migrating species. In particular, large mammal and overwintering birds of prey and songbirds make use of this area. The Puente Hills are a well-known migration corridor for migratory songbirds during spring migration (April and May).

The East San Gabriel Valley SEA represents the only regional wildlife linkage between the San Gabriel Mountains and the Puente Hills and Chino Hills complex. It contains a series of discontinuous habitat blocks and patches that are commonly used by birds and insects for movement between larger areas of habitat (DRP 2021).

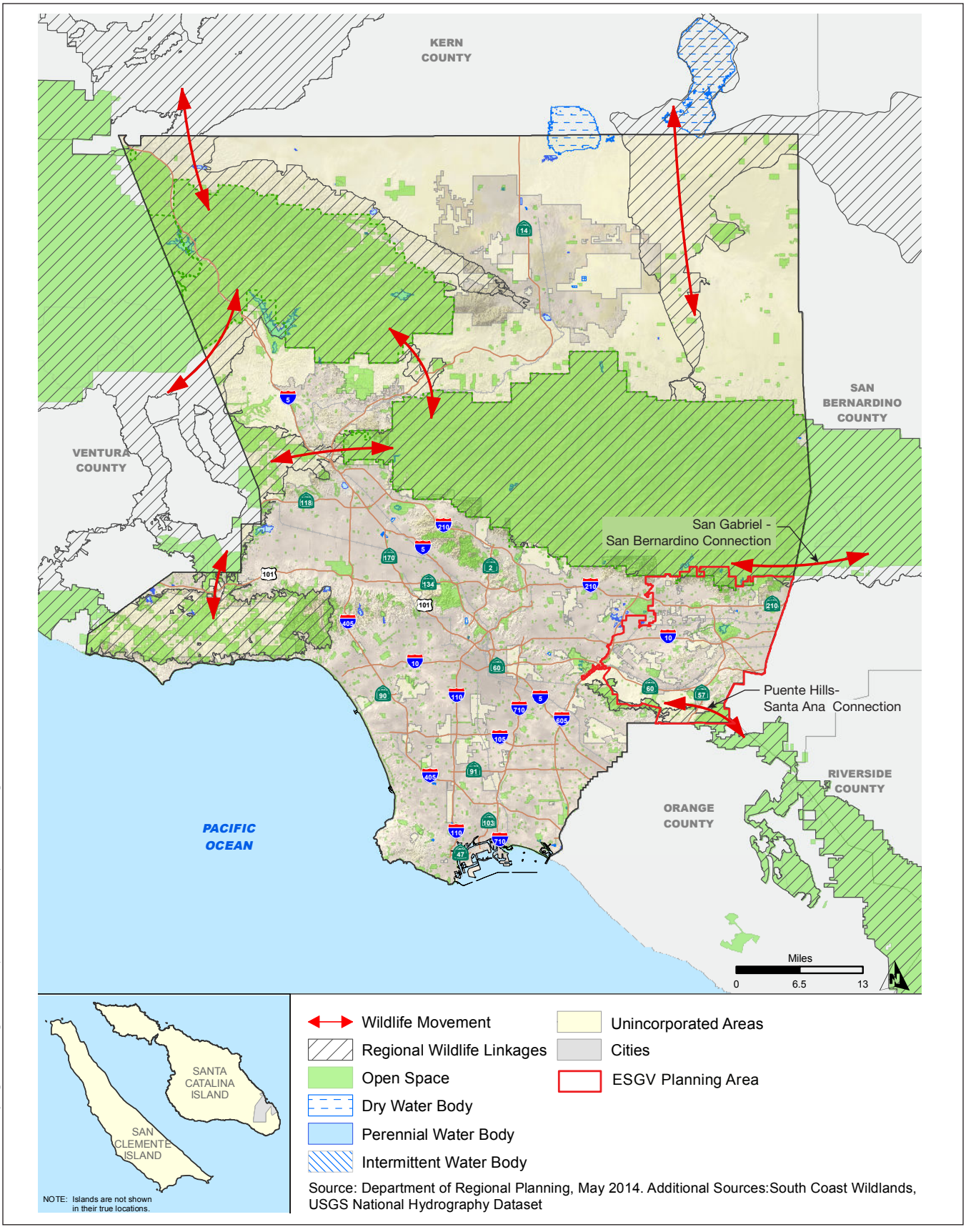
Based on review of the CNDDB, mountain lions (*Puma concolor*) have not been reported in the Planning Area; however, the SEAs could provide habitat for the species.

Regulatory Setting

Federal Laws, Regulations, and Policies

Endangered Species Act

The FESA (16 USC 1531 et seq.) regulates endangered and threatened species and the ecosystems upon which they depend. The FESA defines species as threatened or endangered and provides regulatory protection for listed species, and establishes a program for the conservation and recovery of threatened and endangered species, as well as the conservation of designated critical habitat that USFWS determines is required for the survival and recovery of these listed species.



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SOURCE: Los Angeles County General Plan, 2014

East San Gabriel Valley Area Plan

Figure 4.4-4
Regional Habitat Linkages

Section 7 of the FESA requires federal agencies, in consultation with and assistance from the Secretary of the Interior or the Secretary of Commerce, as appropriate, to ensure that actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of threatened or endangered species or result in the destruction or adverse modification of critical habitat for these species. The USFWS and National Marine Fisheries Service (NMFS) share responsibilities for administering the FESA and regulate the "taking" of species listed as threatened or endangered. The FESA prohibits the "taking" of listed species of fish, wildlife, and plants without special exemption. endangered or threatened fish and wildlife species on private property and from "taking" endangered or threatened plants in areas under federal jurisdiction or in violation of state law. Section 9 defines "take" as to "harass, harm, pursue, hunt, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." The definition of "harm" includes significant habitat modification or degradation that results in death or injury to listed species by significantly impairing behavioral patterns related to breeding, feeding, or shelter. The FESA authorizes incidental take permits for listed species provided a Habitat Conservation Plan (HCP) is prepared.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 USC 703 et seq.) domestically implements a series of international treaties that provide for international migratory bird protection. The MBTA authorizes the Secretary of the Interior to regulate the taking of migratory birds; the act provides that it shall be unlawful, except as permitted by regulations, "to pursue, take, or kill any migratory bird, or any part, nest or egg of any such bird" (16 USC 703).

Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act (16 USC 668) protects bald eagles (*Haliaeetus leucocephalus*) and golden eagles (*Aquila chrysaetos*) by prohibiting the taking, possession, and commerce of these species, and establishes civil penalties for violation of this act.

Clean Water Act

The federal Clean Water Act (CWA) (33 USC 1251 et seq.) is intended to achieve restoration and maintenance of the chemical, physical, and biological integrity of the nation's waters. Section 401 requires a project proponent for a federal license or permit that allows activities resulting in a discharge to waters of the U.S. to obtain state certification, thereby ensuring that the discharge will comply with provisions of the CWA. The Regional Water Quality Control Board (RWQCB) administers the certification program in California. Section 402 establishes a permitting system for the discharge of any pollutant (except dredged or fill material) into waters of the U.S. Section 404 establishes a permit program administered by USACE that regulates the discharge of dredged or fill material into waters of the U.S., including wetlands. Guidelines for implementation are referred to as the Section 404(b)(1) Guidelines, which were developed by the U.S. Environmental Protection Agency in conjunction with USACE (40 CFR 230). The guidelines allow the discharge of dredged or fill material into the aquatic system only if there is no practicable alternative that would have less adverse impacts.

Section 401 of the CWA gives the state authority to grant, deny, or waive certification of proposed federally licensed or permitted activities resulting in discharge to waters of the U.S. The

State Water Resources Control Board (State Water Board) directly regulates multi-regional projects and supports the Section 401 certification and wetlands program statewide. The RWQCB regulates activities pursuant to Section 401(a)(1) of the federal CWA, which specifies that certification from the State is required for any applicant requesting a federal license or permit to conduct any activity including but not limited to the construction or operation of facilities that may result in any discharge into navigable waters. The certification shall originate from the State or appropriate interstate water pollution control agency in/where the discharge originates or will originate. Any such discharge will comply with the applicable provisions of Sections 301, 302, 303, 306, and 307 of the CWA.

State Laws, Regulations, and Policies

California Endangered Species Act

The CESA (Fish and Game Code Section 2050 et seq.) establishes the policy of the state to conserve, protect, restore, and enhance threatened or endangered species and their habitats. The CESA mandates that state agencies should not approve projects that would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. There are no state agency consultation procedures under the CESA. For projects that would affect a listed species under both the CESA and the FESA, compliance with the FESA would satisfy the CESA if CDFW determines that the federal incidental take authorization is "consistent" with the CESA under Fish and Game Code Section 2080.1. For projects that would result in take of a species listed under the CESA only, an incidental take permit is required under Section 2081(b).

Porter-Cologne Water Quality Control Act

Under the Porter-Cologne Water Quality Control Act, waters of the state (California's surface waters and groundwater, including wetlands) fall under the jurisdiction of the appropriate RWQCB. Under the act, the RWQCB must prepare and periodically update water quality control basin plans. Each basin plan sets forth water quality standards for surface water and groundwater, as well as actions to control nonpoint and point sources of pollution to achieve and maintain these standards. Projects that affect waters of the state must obtain a Waste Discharge Requirement (WDR) from the RWQCB in the absence of federal waters. The Planning Area falls under the jurisdiction of the Los Angeles RWQCB.

California Fish and Game Code

Sections 1600–1616. Under these sections of the Fish and Game Code, a project proponent is required to notify CDFW prior to any project that would divert, obstruct, or change the natural flow, bed, channel, or bank of any river, stream, or lake. Pursuant to the code, a "stream" is defined as a body of water that flows at least periodically, or intermittently, through a bed or channel having banks and supporting fish or other aquatic life. Based on this definition, a watercourse with surface or subsurface flows that supports or has supported riparian vegetation is a stream and is subject to CDFW jurisdiction. Altered or artificial watercourses valuable to fish and wildlife are subject to CDFW jurisdiction. CDFW also has jurisdiction over dry washes that carry water during storm events. Preliminary notification and project review generally occur during the environmental process. When an existing fish or wildlife resource may be substantially adversely affected, CDFW is required to propose reasonable project changes to protect the

resource. These modifications are formalized in a Streambed Alteration Agreement, which becomes part of the plans, specifications, and bid documents for the project.

Sections 3503, 3503.5, 3513, and 3800. Under these sections, a project proponent is not allowed to conduct activities that would result in the taking, possessing, or destroying of any birds of prey or their nests or eggs; the taking or possessing of any migratory nongame bird as designated in the MBTA; the taking, possessing, or needlessly destroying of the nest or eggs of any bird; or the taking of any nongame bird pursuant to Fish and Game Code Section 3800.

Sections 3511, 4700, 5050, and 5515. These sections of the Fish and Game Code prohibit take or possession of fully protected species. CDFW does not have the authority to permit incidental take of fully protected species when activities are proposed in areas inhabited by those species.

Native Plant Protection Act

California's NPPA requires all state agencies to use their authority to carry out programs to conserve endangered and rare native plants. Provisions of the NPPA prohibit the taking of listed plants from the wild and require notification of CDFW at least ten days in advance of any change in land use. This allows CDFW to salvage listed plant species that otherwise would be destroyed. Landowners are required to conduct botanical inventories and consult with CDFW during project planning to comply with the provisions of this act and sections of CEQA that apply to rare or endangered plants.

CEQA Guidelines Section 15380

In addition to the protections provided by specific federal and state statutes, CEQA Guidelines Section 15380(b) provides that a species not listed on the federal or state list of protected species nonetheless may be considered rare or endangered for purposes of CEQA if the species can be shown to meet certain specified criteria. These criteria have been modeled after the definition in the ESA and the section of the Fish and Game Code dealing with rare or endangered plants or animals.

Regional Laws, Regulations, and Policies

There are no regional laws, regulations, and/or policies that are specifically applicable to biological resources. See below for a discussion of the local laws, regulations, and policies.

Local Laws, Regulations, and Policies

Los Angeles County General Plan

As part of the County General Plan Conservation/Open Space and Land Use elements, the County has identified and adopted policies for SEAs. The objective of the SEA Program is to preserve the County's genetic and physical ecological diversity by designating biological resource areas capable of sustaining themselves into the future. SEAs are not wilderness preserves, and much of the land within SEAs is privately held, used for public recreation or abuts developed areas. The SEAs are intended to ensure that privately held lands retain the right of reasonable use, while avoiding activities and developments that are incompatible with the long-term survival of the SEAs. Biological resource protection in SEAs is regulated under Chapter 22.102 of the Los Angeles County Planning and Zoning Code.

The Los Angeles County General Plan (2035) has the following goals and policies for the preservation of natural resources, including biological resources.

Goal LU 3: A development pattern that discourages sprawl, and protects and conserves areas with natural resources and SEAs.

Policy LU 3.1: Encourage the protection and conservation of areas with natural resources, and SEAs.

Policy LU 3.2: Discourage development in areas with high environmental resources and/or severe safety hazards.

Policy LU 3.3: Discourage development in undeveloped areas where infrastructure and public services do not exist, or where no major infrastructure projects are planned, such as state and/or federal highways.

Goal C/NR 3: Permanent, sustainable preservation of genetically and physically diverse biological resources and ecological systems including: habitat linkages, forests, coastal zone, riparian habitats, streambeds, wetlands, woodlands, alpine habitat, chaparral, shrublands, and SEAs.

Policy C/NR 3.1: Conserve and enhance the ecological function of diverse natural habitats and biological resources.

Policy C/NR 3.2: Create and administer innovative County programs incentivizing the permanent dedication of SEAs and other important biological resources as open space areas.

Policy C/NR 3.3: Restore upland communities and significant riparian resources, such as degraded streams, rivers, and wetlands to maintain ecological function—acknowledging the importance of incrementally restoring ecosystem values when complete restoration is not feasible.

Policy C/NR 3.4: Conserve and sustainably manage forests and woodlands.

Policy C/NR 3.5: Ensure compatibility of development in the National Forests in conjunction with the U.S. Forest Service Land and Resource Management Plan.

Policy C/NR 3.6: Assist state and federal agencies and other agencies, as appropriate, with the preservation of special status species and their associated habitat and wildlife movement corridors through the administration of the SEAs and other programs.

Policy C/NR 3.7: Participate in inter-jurisdictional collaborative strategies that protect biological resources.

Policy C/NR 3.8: Discourage development in areas with identified significant biological resources, such as SEAs.

Policy C/NR 3.9: Consider the following in the design of a project that is located within an SEA, to the greatest extent feasible:

- Preservation of biologically valuable habitats, species, wildlife corridors and linkages;

- Protection of sensitive resources on the site within open space;
- Protection of water sources from hydromodification in order to maintain the ecological function of riparian habitats;
- Placement of the development in the least biologically sensitive areas on the site (prioritize the preservation or avoidance of the most sensitive biological resources onsite);
- Design required open spaces to retain contiguous undisturbed open space that preserves the most sensitive biological resources onsite and/or serves to maintain regional connectivity;
- Maintenance of watershed connectivity by capturing, treating, retaining, and/or infiltrating storm water flows on site; and
- Consideration of the continuity of onsite open space with adjacent open space in project design.

Policy C/NR 3.10: Require environmentally superior mitigation for unavoidable impacts on biologically sensitive areas, and permanently preserve mitigation sites.

Policy C/NR 3.11: Discourage development in riparian habitats, streambeds, wetlands, and other native woodlands in order to maintain and support their preservation in a natural state, unaltered by grading, fill, or diversion activities.

Goal C/NR 4: Conserved and sustainably managed woodlands.

Policy C/NR 4.1: Preserve and restore oak woodlands and other native woodlands that are conserved in perpetuity with a goal of no net loss of existing woodlands.

Los Angeles County Oak Tree Ordinance

Chapter 22.174, of the Los Angeles County Code of Ordinances is the Oak Tree Ordinance. The ordinance recognizes oak trees within the County as a historical, aesthetic, and ecological resource. The ordinance applies to all unincorporated areas of the County. Several cities within the County may have adopted this or a similar ordinance. The Los Angeles County ordinance, in particular, prohibits a person to "cut, destroy, remove, relocate, inflict damage, or encroach into the protected zone of any tree of the oak genus" that is 8 inches or more in diameter.

Los Angeles County Oak Woodland Conservation Management Plan

Los Angeles County adopted a California Oak Woodlands Conservation Management Plan pursuant to the requirements of Assembly Bill (AB) 242 in 2011. The Los Angeles County Oak Woodlands Conservation Management Plan provides consistent policy for the management of oak woodlands that can be incorporated into the Los Angeles County General Plan and other relevant planning documents, developing a comprehensive and cohesive strategy for dealing with loss, and creating opportunities for recovering oak woodlands.

Los Angeles County Hillside Management Areas

The Hillside Management Area (HMA) Ordinance applies to all unincorporated areas of Los Angeles County that contain terrain with a natural slope of 25 percent or greater. The goal of the ordinance is to ensure that development preserves the physical integrity and scenic value of

HMAs, provides open space, and enhances community character. Locating development outside of HMAs to the greatest extent feasible will be the first emphasis of sensitive hillside design. Where avoidance is not feasible, development of HMAs will be located in the lowest and flattest areas of the hillside in order to minimize impacts on steeper hillside areas. Last, development will utilize a variety of sensitive hillside design techniques to ensure compatibility with the hillside and enhance community character. Development within HMAs is regulated under the Special Management Area provisions of Chapter 22.104 of the Los Angeles County Planning and Zoning Code.

Existing Environmental Conditions

The Project area is characterized by constructed drainage channels and creeks that drain into the San Gabriel River, which forms the western boundary of the Plan Area. The drainage channels connect across communities and are a unique feature of this area. The San Gabriel Mountains and Angeles National Forest form the northern boundary of the Plan Area, with the Puente Hills defining the southern boundary. The San Gabriel Mountains, Puente Hills, and San Jose Hills contain vegetated canyons and natural drainage channels with key wildlife habitat and connectivity corridors.

4.4.2 Environmental Impacts

Methodology

The following impact analysis is based on existing biological resources located within the unincorporated areas of Los Angeles County. Biological resources evaluated included sensitive habitats, special-status plant and animal species, and potential for wildlife movement corridors and were based on a literature review from database research results.

Significance Thresholds

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, the Project would have a significant impact to biological resources if it would:

a) Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS);

b) Have a substantial adverse impact on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS;

c) Have a substantial adverse impact on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means;

d) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.)?

e) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;

f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or Coastal Resource Areas (L.A. County General Plan, Figure 9.3); or

g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan.

Based on the analysis documents in the Initial Study (Appendix A), it was concluded that implementation of the ESGVAP would result in no impact with respect to criterion g), either directly or as a result of future projects facilitated by the ESGVAP, because there currently no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved state, regional, or local habitat conservation plans in effect in the East San Gabriel Valley (DRP 2015; CDFW 2022). Accordingly, this threshold was not carried forward for more detailed review.

Proposed Project Characteristics and Relevant ESGVAP Goals and Policies

The ESGVAP is intended to the guide long-term growth of the ESGV Planning Area, enhance community spaces, promote a stable and livable environment that balances growth and preservation, and improve the quality of life in the ESGV through the creation of vibrant, thriving, safe, healthy, and pleasant communities.

The following ESGVAP goals and policies support biodiversity and the protection of biological resources within the Planning Area.

ESGVAP Goals and Policies

Chapter 5. Natural Resources, Conservation, and Open Space Element

The Natural Resources, Conservation, and Open Space Element provides goals and policies intended to protect and improve aesthetic resources within the ESGV Plan Area. The following goals and policies are relevant to the analysis of impacts to biological resources that would occur as a result of implementation of the ESGVAP:

Goal NR-1: Communities support biodiversity at the neighborhood scale.

Policy NR-1.1: Native Habitat in Developed Communities. Provide habitat areas for locally native species within developed communities and local parks, selecting species that function well in urban conditions and thrive in smaller, isolated stands of vegetation, which are particularly important for native insects and birds.

Policy NR-1.2: Collaborations for Biodiversity. Collaborate with agencies, community-based organizations, and conservation organizations to increase biodiversity

within developed communities and local parks, broaden programs for environmental education and stewardship, and create experiential value and learning for residents.

Policy NR-1.3: Biodiverse Urban Forest. Ensure a healthy urban forest in parks, public rights-of-way, and on private properties by developing programs to plant locally native, climate-appropriate species that are most supportive of native and migratory species and help build healthier soils, enrich biodiversity, and improve community health and well-being. Include tree maintenance education as part of the program.

Goal NR-2: Open spaces meet multiple needs and are expanded through acquiring land that protects biologically sensitive resources, supports ecosystem services, increases biodiversity, and provides access to recreation as appropriate.

Policy NR-2.1: Acquisition of Sensitive Lands. Support acquisition of land for open space preservation and passive recreational use, as appropriate. Prioritize acquiring land in SEAs, and land that protects: biodiversity, biologically sensitive resources, water resources, water quality, wildlife corridors, and biological resources against the impacts climate change.

Policy NR-2.2: Multi-benefit Open Spaces. Provide multi-benefit open spaces that incorporate or provide: environmental services with water quality improvements, including slowing and capturing water and enabling groundwater recharge; native habitat; connectivity between open space areas; enhanced biodiversity; and improved open space access.

Goal NR-3: Open spaces and trails are managed to ensure habitat protection.

Policy NR-3.1: Biological Resources and Open Space. In biologically sensitive areas, designate and manage open spaces and trails such that the protection of biological resources takes precedence over recreational access.

Policy NR-3.2: Minimize Habitat Fragmentation. Design trails and public access recreation areas to minimize habitat fragmentation. Close or reroute trails if negative impacts to threatened or endangered species occur because of recreational access and activities.

Goal NR-4: Lands with sensitive biological resources are buffered, preserved, restored, and protected for the benefit of all beings, enhancing biodiversity and natural processes.

Policy NR-4.1: Preserve Lands with Sensitive Biological Resources. Acquire, restore, and preserve lands in SEAs, wildlife corridors, sensitive habitats, land with unique ecological resources, water resources, and areas adjacent to existing preserved natural areas, sanctuaries, preserves, and open space. This includes lands across jurisdictional and agency boundaries, including but not limited to land adjacent to Angeles National Forest, San Gabriel Mountains National Recreation Area, and the Puente Hills Habitat Preserve.

Policy NR-4.3: Cross-Jurisdictional Protection of Significant Ecological Areas. Work with jurisdictions with mapped SEA land to maximize protection of natural resource areas.

Policy NR-4.5: Regional Connectivity. Create, support, and protect an established network of dedicated open spaces that provide connectivity for the wildlife corridor from the Puente Hills to Chino Hills.

Policy NR-4.6: SEA-Adjacent Lands Contain Habitat-Sensitive Designs. Ensure that lands adjacent to SEAs incorporate wildlife-friendly fencing, limit removal of native vegetation, and incorporate design features that support and enhance the biodiversity and natural processes of the region.

Goal NR-5: Biologically sensitive areas are acquired, preserved, and restored through multiple strategies to maximize their protection.

Policy NR-5.5: Habitat Stepping-Stones. Create habitat stepping-stones on County-owned or managed properties and County facilities to better link SEAs and sensitive habitats in the region.

Goal NR-6: Wildlife corridors and linkages are protected, preserved, and enhanced to facilitate wildlife movement, especially as climate change alters habitats making habitat connectivity imperative for survival.

Policy NR-6.2: Wildlife Crossings and Infrastructure Projects. Incorporate wildlife crossings into road improvement and infrastructure projects at locations that would benefit the safe passage and movement of wildlife.

Policy NR-6.4: Habitat Connectivity. Protect and preserve habitat connectivity, wildlife corridors, and wildlife access to corridors. Facilitate movement between major habitat areas, including preserving the Puente-Chino Hills Wildlife Corridor and movement between and the San Gabriel Mountains, San Gabriel River, and Puente Hills.

Policy NR-6.5: Facilitate Species Migration. Identify and protect networks of habitat connectivity, linkages, and wildlife corridors between open space, reserves, and protected areas to facilitate species migration and range shifts—in consideration of future climate change impacts—across jurisdictional boundaries and infrastructural barriers, in the Puente Hills, along ridgelines and riparian corridors, along the San Gabriel River, and in foothills of the San Gabriel Mountains.

Goal NR-7: Development in areas near conservation land and lands with biological resources prioritizes resource preservation, buffers resource-rich lands, and supports local biodiversity.

Policy NR-7.1: Protect Natural and Scenic Resources. Direct development away from natural and scenic resource areas and toward areas where development already exists.

Chapter 6. Parks and Recreation Element

The Parks and Recreation Element analyzes existing parks and recreational facilities and addresses the need to increase the quantity and quality of parkland and recreation programs and improve existing park and recreational facilities. The following goals and policies are relevant to the analysis of impacts to biological resources that would occur as a result of implementation of the ESGVAP:

Goal PR 1: Enhance parks and recreational opportunities and provide equitable access to park resources.

Policy PR-1.5: Improved Park Access. Develop transit stops within a ½-mile of trailheads and entrances to regional parks and open space facilities, with wayfinding signage and clearly designated active transportation pathways leading to park facilities. Prioritize access for disproportionately affected communities.

Goal PR-3: Equitable access to connected, comprehensive, clearly signed, and buffered non-motorized pathways and trails.

Policy PR-3.2: Connective Multi-Use Trails and Pathways. Develop clearly designated and protected multi-use trails and pathways that connect neighborhoods to public services and facilities, neighborhood services, community destinations, greenways, trailheads, parks, and open spaces that are regularly maintained with locally native vegetation and environmentally sustainable surfaces.

Policy PR-3.3: Enhanced Multi-Use Pathway and Trail Connectivity. Improve connectivity for non-motorized travel, incorporating design features that improve the perceived safety of trail- and pathway-crossings for heavily trafficked roads, train crossings, and highway under/overpasses for humans and equines. Where possible, route trails and pathways away from heavily trafficked roads and other high noise environments.

Policy PR-3.4: Pathways, Trails, and Water Resources. Incorporate multi-use trails and pathways as components of river and water resource planning and management projects and ensure connectivity to active transportation networks linking communities, open spaces, and destinations distributed throughout the Planning Area and adjacent regions.

Goal PR-4: Parks and open space facilities are designed, constructed, and managed to ensure natural resource, habitat, and species protections.

Policy PR-4.1: Protect Biological Resources. In biologically sensitive areas—including areas of seasonal sensitivity, such as during nesting season—manage parks and open spaces, such that the protection of sensitive habitat areas and biological resources takes precedence over recreational access.

Impact Analysis

Impact 4.4-1: Would the Project have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?

Significant and Unavoidable Impact. The ESGVAP is a long-range policy document and does not include specific projects that would have adverse impacts on special-status species and their habitat. While the ESGVAP would target community-serving growth near planned or existing transit stations, commercial retail service areas, high-quality transit areas, and active transportation corridors consistent with goals and policies of the County General Plan (Land Use Element Goals LU 4 and LU 5), depending on the location of these future projects, construction could result in impacts to candidate, sensitive, or special status species, or their habitats, including those in SEAs. While the SEAs could provide mountain lion habitat, there are no proposed changes resulting in increases to intensity to the existing zoning or land use intensities within the SEAs. Therefore, impacts to mountain lions and habitat resulting from implementation of the ESGVAP would not be anticipated.

Future projects could result in modification of designated critical habitat for coastal California gnatcatcher, removal of habitat for rare plants known to occur in the area such as many-stemmed

dudleya, or removal of bat roosting habitat for special-status bats, such as big free-tailed bat (*Nyctinomops macrotis*). Future individual projects to implement the goals, policies, strategies and implementation actions proposed in the ESGVAP would undergo site-specific review and CEQA analysis to analyze and mitigate potential significant impacts to candidate, sensitive, or special status species and their habitats. Furthermore, implementation of individual projects implementing the ESGVAP's goals, policies, strategies, and implementation actions would be subject to policies included in the General Plan, as well as other local, state, and federal regulations regarding candidate, sensitive, or special status species. Additionally, the Conservation and Natural Resources Element of the County's General Plan, including the SEA Program, will continue to be followed and enforced to protect biological resources.

However, buildout of the ESGVAP could result in impacts to various habitat types, which could result in the loss of special-status species through direct mortality or via indirect effects such as habitat loss and edge effects at the urban-wildland interface. Therefore, buildout of the ESGVAP could have significant adverse impacts on special-status species and/or their habitats. Goals 3 and 4 encourage future projects to protect biological resources and habitats in the Planning Area. However, future projects may not completely avoid impacts or result in habitat enhancements. As a result, impacts would be significant and unavoidable.

Impact 4.4-2: Would the Project have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?

Significant and Unavoidable Impact. Sensitive natural communities present in the Planning Area include walnut woodland and forest communities, riversidean alluvial fan sage scrub, and riparian forest and woodland communities identified in *Sensitive Natural Communities*, above. There is a potential for any of these sensitive natural communities or others that have not been reported or mapped (i.e., non-jurisdictional wetlands) to be affected by the construction of one or more of the projects undertaken to implement the ESGVAP.

The ESGVAP is a long-range policy document and does not include specific projects that would have adverse impacts on sensitive natural communities. The ESGVAP would target community-serving growth near planned or existing development. However, depending on the location of the implementing projects, construction could result in impacts to sensitive natural communities. Future individual projects to implement the goals, policies, strategies and implementation actions proposed in the ESGVAP would undergo site-specific review and CEQA review to analyze and mitigate potential significant impacts to sensitive natural communities. Further, the individual projects implementing the ESGVAP's goals, policies, strategies, and implementation actions also would be subject to policies included in the General Plan, as well as other local, state, and federal regulations regarding sensitive natural communities. However, impacts to sensitive natural communities would be significant and unavoidable.

Impact 4.4-3: Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?

Less-Than-Significant Impact with Mitigation Incorporated. Wetland habitats are generally found within or adjacent to water bodies and drainages. Protected wetlands are present within the ESGVAP. For example, according to the National Wetlands Inventory, freshwater marshes are mapped upstream of Puddingstone Reservoir along Live Oak Wash in San Dimas (USFWS 2022b). The water bodies and drainages and their associated wetland habitats are protected aquatic resources that, if impacted, may require permits from federal and/or state resources agencies such as the USACE, Los Angeles RWQCB, and CDFW.

The ESGVAP is a long-range policy document and does not include specific projects that would have adverse impacts on state or federally protected wetlands and waters. While the ESGVAP would target community-serving growth near planned or existing transit stations, commercial retail service areas, high-quality transit areas, and active transportation corridors consistent with goals and policies of the County General Plan (Land Use Element Goals LU 4 and LU 5), depending on the location of these future projects, construction could result in impacts to aquatic habitats, particularly those located in proximity to water bodies.

Future individual projects to implement the goals, policies, strategies and implementation actions proposed in the ESGVAP would undergo site-specific review and CEQA analysis to analyze and mitigate potential significant impacts to state and federally protected wetlands and waters. In addition, the discussion of preservation communities in Chapter 8, *Unincorporated Communities*, as well as the Natural Resources, Conservation, and Open Space Element, provide guidance for development to ensure its conformance with the natural environment, conservation of biological resources, and protection of sensitive habitats such as state or federally protected wetlands and waters.

Further, implementation of mitigation measure **BIO-4.4-1** would require identification of state and federally protected wetlands and waters, implementation of avoidance and minimization measures, obtaining necessary permits, and compensatory mitigation for projects that would result in the direct removal, filling, or other alteration of protected aquatic resources. Impacts would be less than significant with mitigation.

Impact 4.4-4: Would the Project convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.)?

No Impact. Oak woodlands and other unique native woodlands such as coast live oak riparian forest and California walnut woodland may be found in unincorporated areas of the County including, but not limited to, the foothills of the San Gabriel Mountains and the Angeles National Forest. However, there are no proposed increases in intensity to the zoning or land use intensities within oak woodlands or other unique native woodlands that would result in habitat loss or

conversion. As such, there would be no impact to oak woodlands or other unique native woodlands.

Impact 4.4-5: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less-Than-Significant Impact with Mitigation Incorporated. The ESGVAP supports two regional wildlife linkages in addition to the SEAs within the ESGVAP that also provide for localized wildlife movement. There are no proposed changes resulting in increases to intensity to the existing zoning or land use intensities within regional wildlife linkages or SEAs.

However, depending on the location of the development associated with the specific growth community, future construction could result in impacts to nesting resident and migratory birds. Potential impacts could include disruption of nesting activity due to construction-related noise and direct removal of active nests associated with construction or vegetation removal/disturbance. Further, implementation of individual projects implementing the ESGVAP's goals, policies, strategies, and implementation actions would also be consistent with the goals, policies, strategies, and implementation actions included in the General Plan, as well as other local, state, and federal regulations regarding wildlife movement, migratory fish or wildlife species corridors, and native wildlife nursery sites. For example, individual projects implementing the vision of the ESGVAP would be subject to the Migratory Bird Treaty Act, which prohibits taking, killing, possessing, transporting, and importing of migratory birds, parts of migratory birds, and their eggs and nests, except when specifically authorized by the Department of the Interior.

Implementation of mitigation measure **BIO-4.4-2** would avoid and/or minimize impacts to nesting avian species and active nests. Potential impacts would be less than significant with mitigation.

Impact 4.4-6: Would the Project conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or Coastal Resource Areas (L.A. County General Plan, Figure 9.3)?

Less-Than-Significant Impact. Wildflower Reserve Areas are found, but not limited to, the areas in northern Los Angeles County. There are four SEAs located in the ESGVAP: East San Gabriel Valley, Puente Hills, San Dimas Canyon and San Antonio Wash, and San Gabriel Canyon SEAs. Oak trees are widely dispersed throughout the County. Coastal Resource Areas can only be found in three areas (Santa Catalina Island, Marina Del Rey, and the Santa Monica Mountain Coastal Zone), none of which are included in the Planning Area.

The goals and policies of the ESGVAP are consistent with local biological resource protection policies or ordinances. Future individual projects implementing the ESGVAP's goals, policies, strategies, and implementation actions would also be consistent with those identified in the

General Plan, as well as other local, state, and federal regulations, for the protection of biological resources. Conflicts with local policies or ordinances protecting biological resources would be less than significant. No mitigation is required.

Cumulative Impacts

For the purposes of this analysis of cumulative impacts to biological resources, the geographic area of consideration (i.e., the cumulative impacts study area) is comprised of Los Angeles County, Angeles National Forest and San Bernardino National Forest to the north, and Santa Ana Mountains to the southeast.

Impact 4.4-7: Would the Project, when combined with other past, present, or reasonably foreseeable projects, have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?

Significant and Unavoidable Cumulative Impact. Due to the loss of common habitats and diminished resource availability, impacts to special-status species remain significant at the ESGVAP level. It is presumed that direct impacts to special-status species and their habitats would be mitigated, as feasible, in other regions of the cumulative impacts study area. The significant incremental contribution of future individual projects under the ESGVAP, when taken into consideration with the cumulative projects' impacts to special-status species over the span of the ESGVAP, is cumulatively considerable and are significant and unavoidable.

Impact 4.4-8: Would the Project, when combined with other past, present, or reasonably foreseeable projects, have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?

Significant and Unavoidable Impact Cumulative Impact. Depending on the location of future ESGVAP projects, construction could result in significant impacts to riparian and other sensitive natural communities. The significant incremental contribution of future individual projects under the ESGVAP, when taken into consideration with the cumulative projects' impacts to riparian and other sensitive natural communities over the span of the ESGVAP, is cumulatively considerable and are significant and unavoidable.

Impact 4.4-9: Would the Project, when combined with other past, present, or reasonably foreseeable projects, have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?

Less-Than-Significant Cumulative Impact with Mitigation Incorporated. Depending on the location of future ESGVAP projects, construction could result in impacts to state and/or federally protected wetlands or waters, particularly those located in proximity to water bodies. Implementation of mitigation measure **BIO-4.4-1** would require identification of state and federally protected wetlands and waters, implementation of avoidance and minimization measures, obtaining necessary permits, and compensatory mitigation for projects that would

result in the direct removal, filling, or other alteration of protected aquatic resources. Impacts would be less than significant with mitigation. Presuming that impacts to wetlands would be similarly mitigated in other regions of the cumulative impacts study area, cumulative impacts would be less than significant with mitigation.

Impact 4.4-10: Would the Project, when combined with other past, present, or reasonably foreseeable projects, convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.)?

No Impact. There are no proposed changes to the zoning or land use intensities within oak woodlands or other unique native woodlands that would result habitat loss or conversion. As such, there would be no cumulative impacts to oak woodlands or other unique native woodlands.

Impact 4.4-11: Would the Project, when combined with other past, present, or reasonably foreseeable projects, interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less-Than-Significant Cumulative Impact with Mitigation Incorporated. While there are no proposed changes that increase intensities of the existing zoning or land use intensities within regional wildlife linkages or SEAs, future construction could result in impacts to nesting resident and migratory birds such as through disruption of nesting activity due to construction-related noise and direct removal of active nests associated with construction or vegetation removal/disturbance. Implementation of mitigation measure **BIO-4.4-2** would avoid and/or minimize impacts to nesting avian species and active nest at the project level. Thus, the significant incremental contribution of future individual projects under the ESGVAP, when taken into consideration with the cumulative projects' impacts to wildlife movement and corridors over the span of the ESGVAP, is less than significant.

Impact 4.4-12: Would the Project, when combined with other past, present, or reasonably foreseeable projects, conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or Coastal Resource Areas (L.A. County General Plan, Figure 9.3)?

Less-Than-Significant Impact. Future individual projects implementing the ESGVAP's goals, policies, strategies, and implementation actions would also be consistent with those identified in the General Plan, as well as other local, state, and federal regulations, for the protection of biological resources. Impacts would be less than significant at the ESGVAP level. Similarly, applicable County policies and ordinances pertaining to biological resources protection would be applied to projects within the cumulative impacts study area. Therefore, cumulative impacts would be less than significant.

Mitigation Measures

BIO-4.4-1: Projects subject to the jurisdiction of the USACE, Los Angeles RWQCB, and/or CDFW shall provide an aquatic resources delineation of wetlands and water courses prior to disturbance of any aquatic, wetland, or riparian habitat. Findings shall be included in an aquatic resources delineation report suitable for submittal to these agencies for obtaining a Section 404 Clean Water Act permit (CWA), Section 401 Water Quality Certification (WQC), Waste Discharge Requirements (WDR), and/or streambed alteration agreement (SAA).

Based on the findings of the aquatic resources delineation report and agency verification of the extent of state/federally protected wetlands and waters resources, riparian vegetation, wetlands, and waters shall be avoided to the extent feasible, and appropriate 100-foot setbacks shall be marked from the edge of jurisdictional waters or riparian vegetation (whichever is wider) to maintain riparian and aquatic functions and values wherever feasible. In areas where avoidance of stream channels or riparian vegetation is infeasible, impacts shall be minimized and the site slopes and hydrology of remediated areas shall be restored to pre-construction conditions to the extent possible. If impacts to wetlands are unavoidable, compensatory mitigation shall ensure no net loss of wetlands.

A compensatory mitigation plan addressing temporary and permanent impacts to jurisdictional wetlands and waters shall be prepared prior to disturbance. The plan shall be developed in consultation with the USACE, Los Angeles RWQCB, and/or CDFW. All restored/established/enhanced habitats shall be protected in perpetuity, subject to regular maintenance activities, if necessary, and appropriate to permitting agencies. Alternately, compensatory mitigation can be achieved through purchasing credits at a USACE- or CDFW-approved mitigation bank.

BIO-4.4-2: Construction, ground-disturbing activities, and vegetation removal shall avoid the general avian nesting season of February 15 through September 15. If construction of future projects that contain or are immediately adjacent to suitable nesting habitat must occur during the general avian nesting season, a pre-construction clearance survey shall be conducted within 7 days prior to the start of construction activities to determine if any active nests or nesting activity is occurring on or within 500 feet of the project. If no sign of nesting activity is observed, construction may proceed without potential impacts to nesting birds. If an active nest is observed during the pre-construction clearance survey, an adequate buffer shall be established around the active nest depending on sensitivity of the species and proximity to project impact areas. Typical buffer distances include up to 300-feet for passerines and up to 500-feet for raptors, but can be reduced as deemed appropriate by a monitoring biologist. On site construction monitoring may also be required to ensure that no direct or indirect impacts occur to the active nest. Project activities may encroach into the buffer only at the discretion of the monitoring biologist. The buffer shall remain in place until the nest is no longer active as determined by the monitoring biologist.

Level of Significance After Mitigation

Future development facilitated by the Project will be subject to discretionary permits and compliance with all federal, state and local requirements for protecting biological resources.. Even with the implementation of these mitigation measures, impacts to these biological resources would remain **significant and unavoidable**.

Mitigation measure **BIO-4.4-1** would require identification of state and federally protected wetlands and waters, implementation of avoidance and minimization measures, obtaining necessary permits, and compensatory mitigation for projects that would result in the direct removal, filling, or other alteration of protected aquatic resources. Therefore, the Project would have **less-than-significant impacts with mitigation** related to aquatic, wetland, or riparian habitat.

Mitigation measure **BIO-4.4-2** would require construction, ground-disturbing activities, and vegetation removal to occur outside the general avian nesting season of February 15 through September 15 as well as require pre-construction nesting bird surveys. If nesting birds are identified, mitigation measure BIO-4.4-2 requires additional requirements for construction activities to occur. Therefore, with implementation of mitigation measure **BIO-4.4-2**, the Project would have **less-than-significant impacts with mitigation** related to nesting birds.

There would be **less-than-significant impacts** regarding conflict with any local policies or ordinances protecting biological resources.

4.4.3 References

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4.5 Cultural Resources

This section identifies and evaluates issues related to Cultural Resources to determine whether implementation of the East San Gabriel Valley Area Plan (ESGVAP or Project) could result in a potential significant impact relating to historical, archaeological, and paleontological resources or human remains (together comprising Cultural Resources). This section describes the physical environmental and regulatory setting, the criteria and thresholds used to evaluate the significance of potential impacts, the methods used in evaluating these impacts, and the results of the impact assessment.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (**Appendix A**). These comments identified various substantive issues and questions related to Cultural Resources, as follows: the Los Angeles Conservancy indicated that the ESGVAP should include a full historic resources survey to evaluate potential adverse impacts and leverage existing community assets. The Los Angeles Conservancy also stated that the Draft PEIR should fully analyze and incorporate existing historic resources by including a range of preservation-based alternatives that would result in less than significant impacts to historic resources. **Table 1-1**, *Notice of Preparation and Comment Letters Summary*, in Chapter 1, *Introduction*, includes a summary of all comments received during the scoping comment period.

4.5.1 Environmental Setting

The "study area" for this analysis of impacts to Cultural Resources consists of the ESGVAP area (Plan Area), i.e., the approximately 32,826-acre (approximately 51-square-mile) area that comprises the easternmost portions of Los Angeles County (County).

Prehistoric Setting

The chronology of coastal southern California has been divided into four general time periods: the Paleocoastal Period (12,000 to 8,500 Before Present [B.P.]), the Millingstone Period (8,500 to 3,000 B.P.), the Intermediate Period (3,000 to 1,000 B.P.), and the Late Period (1,000 B.P. to A.D. 1542). This chronology is manifested in the archaeological record by particular artifacts and burial practices that indicate specific technologies, economic systems, trade networks, and other aspects of culture

Paleocoastal Period (12,000–8,500 B.P.)

While it is not certain when humans first came to California, their presence in Southern California by about 11,000 B.P. has been well documented. At Daisy Cave, on San Miguel Island, cultural remains have been radiocarbon dated to between 11,100 and 10,950 B.P. Radiocarbon dates from the Arlington Springs Woman site on Santa Rosa Island indicate a human presence in the region by about 13,000 years B.P. (Glassow et al. 2007). On the southern Channel Island of San Clemente, site SCLI-43 (Eel Point) revealed evidence of boat technology dating to around 8,000 B.P. (Cassidy et al. 2004).

Millingstone Period (8,500–3,000 B.P.)

The Millingstone Period saw the appearance of ground stone implements and is characterized by regional differentiation and adaptation to local conditions and the intensified use of ground stone (Wallace 1955). Millingstone cultures were characterized by the collection and processing of plant foods, particularly acorns, and the hunting of a wider variety of game animals (Byrd and Raab 2007; Wallace 1955). Millingstone cultures also established more permanent settlements that were located primarily on the coast and in the vicinity of estuaries, lagoons, lakes, streams, and marshes where a variety of resources, including seeds, fish, shellfish, small mammals, and birds, were exploited.

Intermediate Period (3,000–1,000 B.P.)

During this time period, many aspects of Millingstone culture persisted, but a number of socioeconomic changes occurred (Erlandson 1994; Wallace 1955; Warren 1968). The indigenous populations of Southern California were becoming less mobile and began to gather in small sedentary villages with satellite resource-gathering camps. Increasing population size necessitated the intensified use of existing terrestrial and marine resources (Erlandson 1994). Evidence indicates that the overexploitation of larger, high-ranked food resources may have led to a shift in subsistence, towards a focus on acquiring greater amounts of smaller resources, such as shellfish and small-seeded plants (Byrd and Raab 2007). This period is characterized by increased labor specialization, expanded trading networks for both utilitarian and non-utilitarian materials, and extensive travel routes.

Late Period (1,000 B.P.–A.D. 1542)

The Late Period is associated with the florescence of the Gabrielino. This period saw the development of elaborate trade networks and use of shell-bead currency. Fishing became an increasingly significant part of subsistence strategies at this time, and investment in fishing technologies, including the plank canoe, are reflected in the archaeological record (Erlandson 1994). Settlement at this time is believed to have consisted of dispersed family groups that revolved around a relatively limited number of permanent village settlements that were located centrally with respect to a variety of resources (Koerper et al. 2002).

Ethnographic Setting

The ESGVAP is situated within land traditionally occupied by the Gabrielino (including the Tongva and Kizh) and Serrano. The following summary is not intended to provide a comprehensive account of these groups, but is instead a brief historical overview based on available information from resources cited below.

Gabrielino (or Tongva and Kizh)

The term “Gabrielino” is a general term that refers to those Native Americans who were forcibly removed from their lands and relocated by the Spanish to the Mission San Gabriel Arcángel. (Bean and Smith 1978a). Two indigenous terms are commonly used by tribal groups to refer to themselves and are preferred by descendant groups: Tongva and Kizh (Heizer 1968). Prior to European colonization, the Gabrielino occupied a diverse area that included: the watersheds of the Los Angeles, San Gabriel, and Santa Ana rivers; the Los Angeles basin; and the islands of

San Clemente, San Nicolas, and Santa Catalina (Bean and Smith 1978a). Their neighbors included the Chumash and Tataviam to the north, the Juañeno to the south, and the Serrano and Cahuilla to the east. The Gabrielino are reported to have been second only to the Chumash in terms of population size and regional influence (Bean and Smith 1978a). The Gabrielino language was part of the Takic branch of the Uto-Aztecan language family.

The Gabrielino Indians were hunter-gatherers and lived in permanent communities located near the presence of a stable food supply. Subsistence consisted of hunting, fishing, and gathering. Small terrestrial game was hunted with deadfalls, rabbit drives, and by burning undergrowth, while larger game such as deer were hunted using bows and arrows (Bean and Smith 1978a). Community populations generally ranged from 50 to 100 inhabitants, although larger settlements may have existed. The Gabrielino are estimated to have had a population numbering around 5,000 in the pre-contact period (Kroeber 1925). The Late Prehistoric period, spanning from approximately 1,500 years B.P. to the mission era, is the period associated with the florescence of the Gabrielino (Wallace 1955). Coming ashore near Malibu Lagoon or Mugu Lagoon in October of 1542, Juan Rodriguez Cabrillo was the first European to make contact with the Gabrielino Indians. Maps produced by early explorers indicate that at least 26 Gabrielino villages were within proximity to known Los Angeles River courses, while an additional 18 villages were reasonably close to the river (Gumprecht 2001).

Serrano

The Serrano occupied territories that ranged from low or moderately low desert to the mountain regions of the Transverse and Peninsular ranges bordered to the west roughly by the Cajon Pass in the San Bernardino Mountains, to the east by Twenty-Nine Palms, and to the south by Yucaipa Valley. The Serrano inhabited areas both north and south of the San Bernardino Mountains, and also encompassed the western end of the Mojave Desert (including Lovejoy Springs) in portions of Los Angeles County (Price et al. 2008). The Serrano were organized into clans, with the clan being the largest autonomous political entity. They lived in small villages where extended families lived in circular, dome-shaped structures made of willow frames covered with tule thatching. Each clan had one or more principal villages in addition to numerous smaller villages associated with the principal village (Price et al. 2008). Villages located at higher elevations were placed near canyons that received substantial precipitation or were adjacent to streams and springs. Villages situated at lower elevations were also located close to springs or in proximity to the termini of alluvial fans where the high water table provided abundant mesquite and shallow wells could be dug.

The Serrano subsistence strategy relied upon hunting and gathering, and occasionally fishing. Villages divided into smaller, mobile gathering groups during certain seasons to gather seasonally available foods. The division of labor was split between women gathering and men hunting and fishing (Bean and Smith 1978b; Warren 1984). Mountain sheep, deer, rabbits, acorns, grass seeds, piñon nuts, bulbs, yucca roots, cacti fruit, berries, and mesquite were some of the more common resources utilized (Bean and Smith 1978b; Warren 1984). Despite early European and Spanish contact in 1771, the Serrano remained relatively autonomous until the period between 1819 and 1834 when most of the western Serrano were forcibly removed and relocated to missions (Bean and Smith 1978b; Warren 1984).

Historic Setting

Spanish Period (1769–1821)

Although Spanish explorers made brief visits to the region in 1542 and 1602, sustained European exploration of southern California began in 1769, when Gaspar de Portolá and a small Spanish contingent began their exploratory journey along the California coast from San Diego to Monterey. This was followed in 1776 by the expedition of Father Francisco Garcés (Johnson and Earle 1990). In the late 18th century, the Spanish began establishing missions in California and forcibly relocating and converting native peoples. In 1771, Spaniards of the Franciscan order founded Mission San Gabriel Arcángel, located approximately 6 miles west of the Plan Area (California Missions Foundation.org 2022). Disease spread by Europeans and forced labor took a toll on the native population in California; by 1900, the Native Californian population had declined by as much as 90 percent (Cook 1978). In addition, native economies were disrupted, trade routes were interrupted, and native ways of life were significantly altered through an orchestrated program of cultural genocide.

In an effort to promote Spanish settlement of Alta California, Spain granted several large land concessions from 1784 to 1821. At this time, unless certain requirements were met, Spain retained title to the land (State Lands Commission 1982). The East San Gabriel Valley does not appear to have been part of any Spanish-era land grants, and the land in the area was administered by Mission San Gabriel (Macias 2006; State Lands Commission 1982).

Mexican Period (1821–1846)

The Mexican Period began when Mexico won its independence from Spain in 1821. Mexico continued to promote settlement of California with the issuance of land grants. In 1833, Mexico began the process of secularizing the missions, reclaiming the majority of mission lands and redistributing them as land grants. According to the terms of the Secularization Law of 1833 and Regulations of 1834, at least a portion of the lands were supposed to be returned to the Native populations, but this generally did not occur (Milliken et al. 2009). Many ranchos continued to be used for cattle grazing by settlers during the Mexican Period. Hides and tallow from cattle became a major export for Californios, many of whom became wealthy and prominent members of society. The Californios led generally easy lives, leaving the hard work to vaqueros and Native American laborers (Pitt 1994; Starr 2007).

Mexican-era land grants in the East San Gabriel Valley include Rancho Azusa de Dalton (Rancho El Susa), Rancho Azusa de Duarte, Rancho San José, La Puente, Rincon de La Brea, San Francisquito (Dalton).

Rancho Azusa de Dalton (Rancho El Susa)

Rancho Azusa de Dalton encompassed 4,431 acres of land in the eastern part of present-day Azusa. It was granted to Luis Arenas in 1841 Governor Juan Alvarado. Arenas named it Rancho El Susa, and built an adobe home, and farmed and raised stock on his land. In 1844, Arenas sold his rancho to Henry Dalton, who changed the name to Rancho Azusa de Dalton. Dalton, an Englishman who had accumulated his wealth by shipping goods from Peru to Los Angeles and

San Francisco, developed the rancho with a vineyard, winery, smokehouse, and flour mill (City of Azusa 2022; State Lands Commission 1982).

Rancho Azusa de Duarte

Rancho Azusa de Duarte encompassed approximately 6,595 acres of land in all or portions of present-day Arcadia, Monrovia, Bradbury, Duarte, Irwindale, Azusa, and Baldwin Park. It was granted to Andres Duarte in 1841 by Governor Juan Alvarado. Duarte was born at Mission San Juan Capistrano and at the age of 16 he joined the Mexican army. Duarte was placed in charge of protecting mission property from San Gabriel to San Bernardino. After the end of his military service, he applied for and was granted the rancho. Duarte built an adobe home and engaged in agriculture and grazing livestock. After the end of the Mexican-American War, he eventually sold off most of his lands to pay back taxes, with the remainder sold at auction. In the early 1870s, Rancho Azusa de Duarte was subdivided into 40-acre parcels (Duarte Historical Society and Museum 2022).

Rancho San José

At its height, Rancho San José encompassed approximately 22,340 acres of land in all or portions of Azusa, Covina, Claremont, Diamond Bar, Glendora, La Verne, Pomona, San Dimas, and Walnut. In 1837, Governor Juan Bautista Alvarado granted 15,000 acres of former mission lands to Ygnacio Palomares and Ricardo Véjar. Véjar settled in the southern section of the rancho, while Palomares settled in the northern section. Soon after, they were joined by Palomares' brother-in-law, Luis Arenas, and were granted another 4,430 acres from Governor Alvarado, which became known as the Rancho San José Addition. The land was used for grazing cattle and sheep, and raising crops. In 1844, Arenas sold one third of his share of Rancho San José to Henry Dalton of Rancho Azusa de Dalton. After his death in 1864, Palomares' family subdivided and sold off his holdings. Véjar's holdings were foreclosed in 1864, and eventually sold to Louis Phillips (born Louis Galefsky), a Jewish immigrant from Poland who engaged in farming and ranching (CalPoly Pomona 2021; Historical Society of Pomona Valley 2022; Jewish Museum of the American West 2022; Kitazawa 2013; State Lands Commission 1982).

Rancho La Puente

At its height, Rancho La Puente encompassed approximately 48,790 acres of land in all or portions of present-day Avocado Heights, Bassett, Baldwin Park, City of Industry, Covina, Hacienda Heights, La Puente, Rowland Heights, San Dimas, Walnut, and West Covina. It was one of the largest Mexican-era land grants in California. The first 17,740 acres were granted to John Rowland by Governor Juan Alvarado in 1842. Rowland then petitioned Alvarado to include William Workman in the official grant, which was approved on March 22, 1842. In 1845, the rancho land size was increased to the maximum allowed under Mexican law (48,790.55 acres) by Governor Pío Pico. The two grazed sheep, cattle, and horses and grew vines and apple trees on their land. Rowland died in 1873 and his land was sold off over the years by his heirs. Workman committed suicide in 1876 after his banking interests fell apart and his half of the rancho was lost when Elias Jackson "Lucky" Baldwin foreclosed on the mortgage he had given to Workman the year prior (AllAboutHH.org 2022; Homestead Museum 2022a; Macias 2006; State Lands Commission 1982).

Rancho Rincón de la Brea

Rancho Rincón de La Brea (also called Rancho Cañada de la Brea) encompassed approximately 4,452 acres of land in unincorporated Los Angeles County (located north of Brea and west of Diamond Bar). Today, the rancho land includes the unincorporated communities of Rowland Heights and a portion of South Diamond Bar. It was granted to Gil Maria Ybarra in 1841 by Governor Juan Alvarado. The rancho extended from San Jose Creek into the hills of Brea Canyon (Los Angeles Times 1990; Sos.ca.gov 2022; State Lands Commission 1982).

Rancho San Francisquito (Dalton)

Rancho San Francisquito (Dalton) encompassed approximately 8,893 acres of land in present-day El Monte, Irwindale and Temple City. It was granted to Henry Dalton in 1845 by Governor Pío Pico. In 1873, Dalton deeded approximately 5,929 acres of the rancho to his son-in law Luis (Lewis) Wolfskill, a local rancher and businessman, who sold it to Baldwin (City of Arcadia 2022; Homestead Museum 2022b; Kitazawa 2013; State Lands Commission 1982).

American Period (1846–present)

In 1846, the Mexican-American War broke out. Mexican forces were eventually defeated in 1847 and Mexico ceded California to the United States as part of the Treaty of Guadalupe Hildalgo in 1848. California officially became one of the United States in 1850 (Starr 2007). The Battle of Rio San Gabriel was part of the California campaign of the Mexican-American War and took place on January 8, 1847. The battle occurred in the San Gabriel Valley (in the present-day cities of Montebello and Pico Rivera) and was led by General Stephen Kearny and Commodore Robert F. Stockton. The United States won the battle due to the Mexican army's poor ammunition and bad aim. The battle lasted about an hour and a half, and it was decisive in the campaign to recapture the Cuidad de Los Angeles, which had been previously lost to the Mexican militia (City of Montebello 2016; MilitaryMuseum.org 2022). The battle site is currently listed as California State Historical Landmark No. 385 (Office of Historic Preservation 2022).

While the treaty recognized right of Mexican citizens to retain ownership of land granted to them by Spanish or Mexican authorities, the claimant was required to prove their right to the land before a patent was given. The process was lengthy, and generally resulted in the claimant losing at least a portion of their land to attorney's fees and other costs associated with proving ownership

During the early decades of American rule, the San Gabriel Valley is described as having sustained a large agricultural economy (consisting of mainly citrus and walnuts) and having developed large-scale infrastructure, such as railroads. The San Gabriel Valley from Pasadena to Pomona became known as the Citrus Belt (Cheng 2014). In the mid-19th century, Mexicans, Filipino, Chinese, Japanese, and South Asian settlers arrived in San Gabriel Valley to work in agricultural fields (picking grapes and citrus fruit) (Cheng 2014). In 1917, oil was found in Montebello hills and by 1920, the oil fields were providing one-eighth of California's crude oil (City of Montebello 2016).

After World War II, the economy of the San Gabriel Valley shifted from agriculture to manufacturing and technology. During this time, the valley was suburbanized. In the 1970s and

1980s, the San Gabriel Valley saw a large influx of Chinese immigrants from Taiwan and Hong Kong, as well as refugees from Vietnam. In the 1980s, Monterey Park became known as Little Taipei after many affluent Taiwanese immigrants moved from Taiwan. A professor and director of Asian American studies at California State University, Sacramento describes Monterey Park as the "First Suburban Chinatown." By the 1990s, Monterey Park had become the first majority-Asian American city in the United States. During the late 20th and early 21st centuries, the San Gabriel Valley shifted its regional economy from manufacturing and technology to logistics, as well as real estate, banking, insurance and legal firms (Cheng 2014; Temple.edu 2015).

Paleontological Setting

Paleontological resources are the fossilized remains of plants and animals, including vertebrates (animals with backbones; mammals, birds, fish, etc.), invertebrates (animals without backbones; starfish, clams, coral, etc.), and microscopic plants and animals (microfossils), and can include mineralized body parts, body impressions, or footprints and burrows. They are valuable, nonrenewable, scientific resources used to document the existence of extinct life forms and to reconstruct the environments in which they lived.

Paleontological sensitivity is defined as the potential for a geologic unit to produce scientifically significant fossils. This is determined by rock type, past history of the geologic unit in producing significant fossils, and fossil localities recorded from that unit. Paleontological sensitivity is derived from the known fossil data collected from the entire geologic unit, not just from a specific survey. In its "Standard Guidelines for the Assessment and Mitigation of Adverse Impacts to Nonrenewable Paleontologic Resources," the Society of Vertebrate Paleontology (SVP) (2010) defines four categories of paleontological sensitivity (potential) for rock units: high, low, undetermined, and no potential. For geologic units with high potential, full-time monitoring is generally required during all ground disturbance. For geologic units with low to high potential, monitoring is generally required at certain depths. For geologic units with low potential or no potential, monitoring is not generally required. For geologic units with undetermined potential, monitoring is generally required at the initiation of excavation until potential is further assessed.

Regulatory Setting

Federal Laws, Regulations, and Policies

Antiquities Act of 1906

In 1906, the Antiquities Act (54 USC 320301–320303) was enacted to help protect any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned or controlled by the Federal Government. The Act further authorizes the President of the United States to declare national monuments by public proclamation of historic landmarks, historic and prehistoric structures, and other objects of historic or scientific interest on federal lands. The Antiquities Act was used to proclaim several national monuments based upon significant paleontological resources. Paleontological resources located within designated national monuments are protected under the Antiquities Act.

National Historic Preservation Act of 1966

The principal federal law addressing historic properties is the National Historic Preservation Act (NHPA), as amended (54 USC 300101 et seq.), and its implementing regulations (36 CFR Part 800). Section 106 of the NHPA requires a federal agency with jurisdiction over a proposed federal action (referred to as an "undertaking") to take into account the effects of the undertaking on historic properties, and to provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on the undertaking.

The term "historic properties" refers to "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register" (36 CFR Part 800.16(*l*)(1)). The implementing regulations (36 CFR Part 800) describe the process for identifying and evaluating historic properties, for assessing the potential adverse effects of federal undertakings on historic properties, and seeking to develop measures to avoid, minimize, or mitigate adverse effects. The Section 106 process does not require the preservation of historic properties; instead, it is a procedural requirement mandating that federal agencies take into account effects to historic properties from an undertaking prior to approval.

The steps of the Section 106 process are accomplished through consultation with the State Historic Preservation Officer (SHPO), federally recognized Indian tribes, local governments, and other interested parties. The goal of consultation is to identify potentially affected historic properties, assess effects to such properties, and seek ways to avoid, minimize, or mitigate any adverse effects on such properties. The agency also must provide an opportunity for public involvement (36 CFR 800.1(a)). Consultation with Indian tribes regarding issues related to Section 106 and other authorities (such as NEPA and Executive Order No. 13007) must recognize the government-to-government relationship between the Federal Government and Indian tribes, as set forth in Executive Order 13175, 65 FR 87249 (November 9, 2000), and Presidential Memorandum of November 5, 2009.

Under NHPA, the Secretary of Interior is responsible for establishing professional standards and for providing guidance on the preservation of the nation's historic properties. See below discussion of these standards.

National Register of Historic Places

The National Register of Historic Places (National Register) was established by the NHPA of 1966, as "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation's historic resources and to indicate what properties should be considered for protection from destruction or impairment" (36 CFR 60.2) (U.S. Department of the Interior 2002). The National Register recognizes a broad range of cultural resources that are significant at the national, state, and local levels and can include districts, buildings, structures, objects, prehistoric archaeological sites, historic-period archaeological sites, traditional cultural properties, and cultural landscapes. As noted above, a resource that is listed in or eligible for listing in the National Register is considered "historic property" under Section 106 of the NHPA.

To be eligible for listing in the National Register, a property must be significant in American history, architecture, archaeology, engineering, or culture. Properties of potential significance must meet one or more of the following four established criteria:

A. Are associated with events that have made a significant contribution to the broad patterns of our history
B. Are associated with the lives of persons significant in our past
C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
D. Have yielded, or may be likely to yield, information important in prehistory or history

In addition to meeting one or more of the criteria of significance, a property must have integrity. Integrity is defined as the ability of a property to convey its significance. The National Register recognizes seven qualities that, in various combinations, define integrity, including location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity, a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.

Ordinarily, religious properties, moved properties, birthplaces or graves, cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years are not considered eligible for the National Register unless they meet one of the Criteria Considerations (A–G), in addition to meeting at least one of the four significance criteria and possessing integrity.

Archaeological and Historic Preservation Act of 1974

The Archaeological and Historic Preservation Act of 1974 is also known as the Archaeological Recovery Act and the Moss-Bennett Bill. The Act provides for the preservation of significant scientific, prehistoric, historic and archaeological materials and data that might be lost or destroyed as a result of: (1) flooding, the building of access roads, the erection of workmen's communities, the relocation of railroads and highways, and other alterations of the terrain caused by the construction of a dam by any agency of the United States, or by any private person or corporation holding a license issued by any such agency; or (2) any alteration of the terrain caused as a result of any federal construction project or federally licensed activity or program. The Act also provides for the preservation of sites or objects of national significance by focusing attention on significant resources and data, but does not require that they be shown to be of "national" significance.

This Act made clear that all federal agencies were authorized to fund archaeological investigations, reports, and other kinds of activities to mitigate the impacts of their projects on important archaeological sites. The Act provides that up to one percent of congressionally authorized funds for a project may be spent from appropriated project funds to recover, preserve, and protect archaeological and historical data.

The act is also one of the statutory authorities for the curation and care of federal archaeological collections and associated records (36 CFR 79).

Archaeological Resources Protection Act of 1979

The Archaeological Resources Protection Act of 1979 (ARPA) (16 USC 470aa-470mm) was enacted to "secure, for the present and future benefit of the American people, the protection of archaeological resources and sites which are on public lands and Indian lands, and to foster increased cooperation and exchange of information between governmental authorities, the professional archaeological community, and private individuals." Under this Act, archaeological resources are defined as material remains of past human life or activities that are of archaeological interest and are over 100 years old. The primary focus of the Act is to protect archaeological resources on public and Indian lands, and to prevent looting and destruction of archaeological resources. The statute provides for stiff civil and criminal penalties, including fines up to $100,000 and/or 5 years in prison for second-time offenders. The Act also governs archaeological excavation and disposition of collections from sites on public and Indian lands, and requires researchers to obtain a permit prior to excavating or removing any archaeological materials on federal lands. The Act further requires that the nature and location of archaeological resources be kept confidential unless providing the information would further the purposes of the statute and not create a risk of harm to such resources.

Native American Graves Protection and Repatriation Act of 1990

Requirements for responding to discoveries of Native American human remains and associated funerary objects on federal land are addressed under the Native American Graves Protection and Repatriation Act of 1990 (NAGPRA) (25 USC 3001–3013) and its implementing regulations (43 CFR Part 10). If human remains, funerary objects, sacred objects, or objects of cultural patrimony are discovered on federal or tribal lands, the federal agency must determine and consult with the lineal descendants and culturally affiliated Indian tribes, and carry out appropriate treatment and disposition of the discovered remains, including transfer of custody. An *Indian tribe* is defined as any tribe, band, nation, or other organized group or community of Indians that is recognized as eligible for the special programs and services provided by the U.S. to Indians because of their status as Indians. NAGPRA does not require federal agencies to consult with non-federally recognized tribes. However, there are some cases in which non-federally recognized tribes may be appropriate claimants for cultural items. Federal agencies that wish to return Native American human remains and cultural items to non-federally recognized tribes may do so after review and approval by the NAGPRA Review Committee.

NAGPRA also requires permitting of the intentional removal from, or excavation of, Native American cultural items from federal or tribal lands for purposes of discovery, study, or removal; establishes criminal penalties for trafficking in human remains or cultural objects; and requires agencies and museums that receive federal funding to inventory those items in their possession, identify the descendants of and repatriate those items.

Paleontological Resources Preservation Act of 2009

The primary legislation pertaining to fossils located on federal lands is the Paleontological Resources Preservation Act of 2009 (PRPA) (16 USC 470aaa 1-11), which was enacted on March

30, 2009, within the Omnibus Public Land Management Act of 2009. PRPA requires the U.S. Department of Agriculture and the U.S. Department of the Interior to manage and protect paleontological resources on federal land using scientific principles and expertise. PRPA, which applies only to federal land, provides specific mandates for administering paleontological resource research and collecting permits and the curation of fossil specimens in museum collections. PRPA also includes provisions for both criminal and civil penalties associated with paleontological resource crimes on federal lands. As directed by PRPA, federal agencies are in the process of developing implementing regulations.

State Laws, Regulations, and Policies

California Environmental Quality Act

CEQA (Public Resources Code Section 21000 et seq.) is the principal statute governing environmental review of projects occurring in the state. CEQA requires lead agencies to determine if a proposed project would have a significant impact on the environment, including significant impacts on historical or unique archaeological resources. Under CEQA, a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant impact on the environment. (Public Resources Code Section 21084.1)

The CEQA Guidelines (14 California Code of Regulations Section 15064.5) recognize that historical resources include: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (California Register); (2) a resource included in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of Public Resources Code Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record. The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Section 5020.1(j) or 5024.1.

If a lead agency determines that an archaeological site is a historical resource, the provisions of Public Resources Code Section 21084.1 and Section 15064.5 of the CEQA Guidelines apply. If an archaeological site does not meet the criteria for a historical resource contained in the CEQA Guidelines, then the site may be treated in accordance with the provisions of Public Resources Code Section 21083, as a "unique" archaeological resource.

A significant impact would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5(a). Substantial adverse change is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired" (CEQA Guidelines Section 15064.5[b][1]). According to CEQA Guidelines Section 15064.5(b)(2), the significance of a historical resource is materially

impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that:

A. Convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register; or

B. Account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the impacts of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

C. Convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a Lead Agency for purposes of CEQA.

In general, a project that complies with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (Standards) (Grimmer 2017) is considered to have mitigated its impacts to historical resources to a less than significant level (CEQA Guidelines Section 15064.5[b][3]).

Secretary of the Interior's Standards

The Secretary of the Interior's Standards (36 Code of Federal Regulations [CFR] Part 68) were originally designed for use by the National Park Service and intended for application in a federal context. The stated intent of the Standards is to "set forth standards for the treatment of historic properties containing standards for preservation, rehabilitation, restoration, and reconstruction" (36 CFR 68.1). One set of standards – preservation, rehabilitation, restoration or reconstruction – will apply to a property undergoing treatment, depending upon the property's significance, existing physical condition, the extent of documentation available and interpretive goals, when applicable, and are to be applied in a reasonable manner, taking into consideration economic and technical feasibility (36 CFR 68.3). The Standards for Rehabilitation (as defined under 36 CFR 68.3(b)) are most applicable to projects where compatibility with historic building alterations or alterations to a building's environment is being evaluated and can pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and the interior, related landscape features and the building's site and environment as well as attached, adjacent, or related new construction.

The Standards were subsequently incorporated into Public Resources Code Section 15164.5(b) as a gauge against which lead agencies complying with CEQA could measure project impacts to historical resources. As stated under the prior CEQA subsection, generally a project that complies with the Standards is considered to have mitigated its impacts to historical resources to a less-than-significant level (CEQA Guidelines Section 15064.5(b)(3); see also *League for Protection of Oakland's Architectural and Historic Resources v. City of Oakland* (1997) 52 Cal.App.4th 896. Although not prescriptive and as suggested by the term "generally" as used in the Public Resources Code, the appropriate application of the Standards, or a subset thereof, requires careful consideration by a lead agency of the specific significance, characteristics, and condition of the historical resource for which impacts are being evaluated.

California Register of Historical Resources

The California Register of Historic Resources (California Register) is "an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (Public Resources Code Section 5024.1[a]). The criteria for eligibility for the California Register are based upon National Register criteria (Public Resources Code Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

To be eligible for the California Register, a prehistoric or historic-period property must be significant at the local, state, and/or federal level under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
2. Is associated with the lives of persons important in our past
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
4. Has yielded, or may be likely to yield, information important in prehistory or history

A resource eligible for the California Register must meet one of the criteria of significance described above, and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.

Additionally, the California Register consists of resources that are listed automatically such as the following:

- California properties listed on the National Register and those formally determined eligible for the National Register
- California Registered Historical Landmarks from No. 770 onward
- Those California Points of Historical Interest that have been evaluated by the Office of Historic Preservation (OHP) and have been recommended to the State Historical Commission for inclusion on the California Register

Health and Safety Code Section 7050.5

California Health and Safety Code Section 7050.5 requires that in the event human remains are discovered, the County Coroner be contacted to determine the nature of the remains. In the event the remains are determined to be Native American in origin, the County Coroner is required to contact the Native American Heritage Commission (NAHC) within 24 hours to relinquish jurisdiction.

In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the landowner rejects the recommendation of the descendant, the landowner

may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

California Public Resources Code Sections 5097.98, 5097.5, and 30244

Public Resources Code Section 5097.98, as amended, provides procedures in the event human remains of Native American origin are discovered during project implementation. Public Resources Code Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. Public Resources Code Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. The MLD has 48 hours from the time of being granted access to the site by the landowner to inspect the discovery and provide recommendations to the landowner for the treatment of the human remains and any associated grave goods.

In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the land owner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

Other state requirements for archaeological and paleontological resource management are included in Public Resources Code Section 5097.5 and Public Resources Code Section 30244. Section 5097.5 states that "a person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands." Section 5097.5 also states that "a violation of this section is a misdemeanor, punishable by a fine not exceeding ten thousand dollars ($10,000), or by imprisonment in a county jail not to exceed one year, or by both that fine and imprisonment." This section defines public lands as "lands owned by, or under the jurisdiction of, the state, or any city, county, district, authority, or public corporation, or any agency thereof."

Government Code Sections 6254(r) and 6254.10

These sections of the California Public Records Act were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places maintained by the Native American Heritage Commission." Section 6254.10 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports, maintained by, or in the possession of the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the NAHC, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a Native American tribe and a state or local agency."

Regional Laws, Regulations, and Policies

There are no regional laws, regulations, and/or policies that are specifically applicable to cultural resources. See below for a discussion of the local laws, regulations, and policies.

Local Laws, Regulations, and Policies

Los Angeles County Historic Preservation Ordinance

The Los Angeles County Board of Supervisors adopted the County's Historic Preservation Ordinance (HPO) on September 1, 2015 (Los Angeles County Historic Preservation Ordinance, Ord. 2015-0033 Section 3, 2015). The HPO establishes criteria for designating landmarks and historic districts and provides protective measures for designated and eligible historic resources. The HPO applies to all privately owned property within the unincorporated territory of the county and all publicly owned landmarks, except properties that were not listed prior to the issuance of a demolition permit or properties affiliated with religious organizations. The HPO defines a landmark as "any property, including any structure, site, place, object, tree, landscape, or natural feature, that is designated as a landmark by the Board of Supervisors." The HPO defines a historic district as "A contiguous or noncontiguous geographic area containing one or more contributing properties which has been designated as an historic district by the Board of Supervisors." Landmarks and historic districts may be designated if it is at least 50 years of age and meets at least one of the following criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of the history of the nation, state, county, or community in which it is located.
2. It is associated with the lives of persons who are significant in the history of the nation, state, county, or community in which it is located.
3. It embodies the distinctive characteristics of a type, architectural style, period, or method of construction, or represents the work of an architect, designer, engineer, or builder whose work is of significance to the nation, state, county, or community in which it is located; or possesses artistic values of significance to the nation, state, county, or community in which it is located.
4. It has yielded, or may be likely to yield, significant and important information regarding the prehistory or history of the nation, state, county, or community in which it is located.
5. It is listed, or has been formally determined eligible by the United States National Park Service for listing, in the National Register of Historic Places, or is listed, or has been formally determined eligible by the State Historical Resources Commission for listing, on the California Register of Historical Resources.
6. If it is a tree, it is one of the largest or oldest trees of the species located in the county.
7. If it is a tree, landscape, or other natural land feature, it has historical significance due to an association with an historic event, person, site, street, or structure, or because it is a defining or significant outstanding feature of a neighborhood.

Community Plans

Rowland Heights Community Plan

The Rowland Heights Community Plan, adopted in September 1981, establishes a direction and form for the future development of Rowland Heights. It is an element of the Los Angeles County

General Plan. The Rowland Heights Community General Plan contains Conservation and Open Space policies for the protection of cultural and paleontological resources and are provided below:

1. Encourage preservation of cultural heritage, historical, and geologic resources.
2. Require paleontological resource review before any development commences of Chalk Hill.

Hacienda Heights Community Plan

The Hacienda Heights Community Plan is a comprehensive, long-range plan to guide development in Hacienda Heights. The Plan was adopted in May 2011 and replaced the previously adopted 1978 Hacienda Heights Community General Plan. The Hacienda Heights Community Plan contains a Conservation Element with a goal and element for the protection of cultural and paleontological resources and are provided below:

Goal C-3: Protected unique cultural, archaeological, and historic resources.

Policy C 3.1: Conserve significant archaeological artifacts and paleontological resources when identified.

Los Angeles County General Plan

The Los Angeles County General Plan (2035) has the following goals and policies for the preservation of historic (built environment/historic architectural), cultural (archaeological), and paleontological resources.

Goal C/NR 14: Protected historic, cultural, and paleontological resources.

Policy C/NR 14.1: Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.

Policy C/NR 14.2: Support an inter-jurisdictional collaborative system that protects and enhances historic, cultural, and paleontological resources.

Policy C/NR 14.3: Support the preservation and rehabilitation of historic buildings.

Policy C/NR 14.4: Ensure proper notification procedures to Native American tribes in accordance with Senate Bill 18 (2004).

Policy C/NR 14.5: Promote public awareness of historic, cultural, and paleontological resources.

Policy C/NR 14.6: Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.

Existing Environmental Conditions

Sacred Lands File Search

The Native American Heritage Commission (NAHC) maintains a confidential Sacred Lands File (SLF) which contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted on August 11, 2021, to request a search of the SLF. The

NAHC responded to the request in a letter dated September 7, 2021, indicating that the SLF search was positive.

Archival Research

A records search for the unincorporated islands and communities in the Plan Area was conducted on October 7, 2021, by staff at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) housed at California State University at Fullerton. The records search included a review of all recorded cultural resources (archaeological and historic architectural) within the Plan Area (including the 24 unincorporated islands and communities). In addition, the California Office of Historic Preservation (OHP) Built Environment Resources Directory (BERD), OHP's lists of California Historical Resources and Archaeological Determinations of Eligibility (ADOE), and Los Angeles County Historical Landmarks Registry were reviewed for listings that are either eligible for national, state, and/or local listing, or are unevaluated.

The results of the SCCIC cultural resources records search indicates that a total of 69 cultural resources have been recorded within the Plan Area. Of the 69 cultural resources previously recorded, 13 are prehistoric archaeological sites (containing lithic/groundstone scatters); three are prehistoric isolates (including a mano, shell pieces, flake, and metate fragment); nine are historic-period archaeological sites (including concrete foundations, wells, a shed, watering system, dairy ranch remnants, a canal, oil drilling features, brick features and associated debris, windmill and water storage tanks, and possible site of former settlement of Puente Wells); five are historic-period isolates (containing ceramic fragments and an old farm machinery); 36 are historic architectural resources (including commercial/school/multi-use buildings, railroads, transmission lines/towers, country club, forest service roads, plaque, family residences, a dam, concrete monument, recreational building and picnic grounds, and a water tank); two are California Historical Landmarks (The Mojave Road and The Angeles National Forest); and one is a historic district (San Dimas Experimental Forest). **Table 4.5-1**, *Previously Recorded Cultural Resources,* below provides the cultural resources that fall within each unincorporated island and community.

TABLE 4.5-1
PREVIOUSLY RECORDED CULTURAL RESOURCES

Primary Number	Permanent Trinomial	Description	Recording Events	Eligibility Status
Avocado Heights				
P-19-000967	CA-LAN-000967	Prehistoric archaeological site: surface artifacts consisting of a mano, a metate fragment, quartz flakes, and a large flaked tool.	1978	7R
P-19-004079	CA-LAN-004079H	Historic-period archaeological site: foundations, standing shed, watering system, and well, associated with the Woodland Farm.	2010; 2010; 2018;	6Z
P-19-186112	-	Historic architectural resource: Union Pacific/Southern Pacific Railroad	1999; 2002; 2009; 2009; 2012; 2018; 2019	Los Angeles Division Segment – 6Y

Primary Number	Permanent Trinomial	Description	Recording Events	Eligibility Status
P-19-188983	-	Historic architectural resource: LA Dept of Water & Power Boulder Dam Los Angeles 287.5kV Transmission Line	1999; 2008; 2013; 2018	7W
P-19-190508	-	Historic architectural resource: SCE Walnut-Hillgen-Industry-Mesa-Reno 66kV Transmission Line	2010; 2018	6Z
P-19-192581	-	Historic architectural resource: Big Creek No. 4; Antelope-Mesa 220 kV Transmission Line	2010; 2010; 2014; 2017; 2018; 2019	6Y
P-19-192820	-	Historic architectural resource: commercial building	2017	6Y, 6Z
P-19-192822	-	Historic architectural resource: California Country Club	2018	6Y, 6Z
Charter Oaks				
P-19-187085	-	California Historical Landmark No. 963: The Mojave Road described as unique for its significance as an Indian trail, a federal government supply, a freight and emigrant wagon route, and a recreational trail	1989; 2014	1CL
Covina Islands				
P-19-188983	-	Historic architectural resource: LA Dept of Water & Power Boulder Dam Los Angeles 287.5kV Transmission Line	1999; 2008; 2013; 2018	7W
East Azusa				
P-19-002777	CA-LAN-002777H	Historic-period archaeological site: concrete-lined ditch/Covina canal	1999; 2006; 2006; 2012; 2014	6Z
P-19-188290	-	Historic architectural resource: forest service road – Glendora Ridge Motorway	2005	7R
P-19-188902	-	Historic architectural resource: Azusa conduit	2010	2S2
East Irwindale				
P-19-187085	-	California Historical Landmark No. 963: The Mojave Road described as unique for its significance as an Indian trail, a federal government supply, a freight and emigrant wagon route, and a recreational trail	1989; 2014	1CL
P-19-188983	-	Historic architectural resource: LA Dept of Water & Power Boulder Dam Los Angeles 287.5kV Transmission Line	1999; 2008; 2013; 2018	7W
East San Dimas				
P-19-187085	-	California Historical Landmark No. 963: The Mojave Road described as unique for its significance as an Indian trail, a federal government supply, a freight and emigrant wagon route, and a recreational trail	1989; 2014	1CL
Glendora Islands				
P-19-187815	-	Historic architectural resource: Sycamore Flat Motorway dirt road	2005	7R

Primary Number	Permanent Trinomial	Description	Recording Events	Eligibility Status
Hacienda Heights				
P-19-002553	CA-LAN-002553	Prehistoric archaeological site: ground stone fragments	1997	7R
P-19-002554	CA-LAN-002554	Prehistoric archaeological site: ground stone fragments	1997	7R
P-19-002555	CA-LAN-002555H	Historic-period archaeological site: feature constructed of bricks with associated wooden debris	1997	7R
P-19-002556	CA-LAN-002556H	Historic-period archaeological site: livestock watering trough, associated pipes and access road from former dairy ranch	1997	7R
P-19-002557	CA-LAN-002557H	Historic-period archaeological site: brick platform feature associated with oil drilling activities	1997	7R
P-19-002558	CA-LAN-002558H	Historic-period archaeological site: wood debris, fencing materials, artifacts (horseshoes and hay hook), and animal bone (cow and horse).	1997	7R
P-19-002559	CA-LAN-002559	Prehistoric archaeological site: small lithic scatter	1997	7R
P-19-002560	CA-LAN-002560	Prehistoric archaeological site: small lithic scatter	1997	7R
P-19-188496	-	Historic architectural resource: guard structure and plaque associated with the Nike Air Defense Missile LA-14/ 29 commemorative site	2009	6Z
P-19-190505	-	Historic architectural resource: SCE Mesa-Walnut 220 kV Transmission Line	2010; 2018	6Y
P-19-190508	-	Historic architectural resource: SCE Walnut-Hillgen-Industry-Mesa-Reno 66kV Transmission Line	2010; 2018	6Z
P-19-190925	-	Historic architectural resource: single-family residence	2011	6Z
P-19-190926	-	Historic architectural resource: single-family residence	2011	6Z
North Claremont				
P-19-188469	-	Historic architectural resource: San Antonio Dam	2009	2S2
P-19-188983	-	Historic architectural resource: LA Dept of Water & Power Boulder Dam Los Angeles 287.5kV Transmission Line	1999; 2008; 2013; 2018	7W
North Pomona				
-	-	-	-	-
Northeast La Verne				
P-19-000397	CA-LAN-000397	Prehistoric archaeological site: surface artifacts consisting of two manos, a mano fragment, and flakes and cores.	1969; 1969	7R
P-19-186918	-	Historic architectural resource: dirt surface road maintained by the Angeles National Forest	2001	7R
P-19-187829	-	Historic District: San Dimas Experimental Forest	2001	3S
Northeast San Dimas				
P-19-186535	-	California Historical Landmark No. 717: The Angeles National Forest	1979	7R
Pellissier Village				
P-19-187829	-	Historic District: San Dimas Experimental Forest	2001	3S

Primary Number	Permanent Trinomial	Description	Recording Events	Eligibility Status
P-19-188983	-	Historic architectural resource: LA Dept of Water & Power Boulder Dam Los Angeles 287.5kV Transmission Line	1999; 2008; 2013; 2018	7W
P-19-190504	-	Historic architectural resource: SCE Rio Hondo-Amador-Jose-Mesa-Narrows 66kV Transmission Line	2010; 2018	6Y
P-19-190508	-	Historic architectural resource: SCE Walnut-Hillgen-Industry-Mesa-Reno 66kV Transmission Line	2010; 2018	6Z
P-19-192818	-	Historic architectural resource: single-family residence	2017	6Y, 6Z
Rowland Heights				
P-19-000791	CA-LAN-000791	Prehistoric archaeological site: surface artifacts including a chert flake, unifacial mano, chopper, chert waste flake, and bifacial mano.	1977	7R
P-19-003728	CA-LAN-003728H	Historic-period archaeological site: remains of a windmill and water storage tanks	2006; 2013	7R
P-19-003748	CA-LAN-003748H	Historic-period archaeological site: possible site of former settlement of Puente Wells	2007	7R
P-19-100277	-	Historic-period isolate: ceramic fragment	1986	7R
P-19-120031	-	Prehistoric isolate: mano and shell pieces	n.d.	7R
P-19-120032	-	Prehistoric archaeological site: originally recorded as a trail, but not relocated during latest survey	1986; 2010	7R
P-19-120033	-	Historic-period isolate: gasoline powered hay baler	n.d.	7R
P-19-120035	-	Historic-period archaeological site: pad and piping associated with an oil field	n.d.	7R
P-19-120036	-	Historic architectural resource: concrete monument likely placed by a local organization and believed to commemorate the first oil well to be drilled in the Puente Hills field, although this has not been confirmed	n.d.	7R
P-19-120037	-	Historic-period isolate: old farm machinery	n.d.	7R
P-19-120051	-	Prehistoric archaeological site: quarry site with metamorphic quartzites and igneous core materials	n.d.	7R
P-19-188026	-	Historic architectural resource: recreational building and picnic grounds	2007	6Z
P-19-190276	-	Historic architectural resource: SCE Tower M-1 T-3 Mira Loma Olinda	2012	7R
P-19-187967	-	Historic-period archaeological site: concrete foundations, pad, wall, and stairwell associated with a decommissioned military property (The Nike Air Defense Missile LA 29)	2011	7R
P-19-186578	-	Historic architectural resource: building – Captain William Banning Home listed as Point of Historical Interest	n.d.	7R
South Diamond Bar				
P-19-100793	-	Prehistoric isolate: chert flake	2010	7R
P-19-100794	-	Historic-period isolate: ceramic fragments	2010	7R
P-19-100795	-	Historic-period isolate: ceramic fragments	2010	7R
P-19-101223	-	Prehistoric isolate: schist basin metate fragment	2000	7R

Primary Number	Permanent Trinomial	Description	Recording Events	Eligibility Status
South San Jose Hills				
P-19-186112	-	Historic architectural resource: Union Pacific/Southern Pacific Railroad	1999; 2002; 2009; 2009; 2012; 2018; 2019	Los Angeles Division Segment – 6Y
South Walnut				
P-19-186112	-	Historic architectural resource: Union Pacific/Southern Pacific Railroad	1999; 2002; 2009; 2009; 2012; 2018; 2019	Los Angeles Division Segment – 6Y
Valinda				
P-19-000520	CA-LAN-000520	Prehistoric archaeological site: camp site with one flake and minor shell concentration.	1972	7R
Walnut Islands				
P-19-186990	-	Historic architectural resource: building – California Polytechnic University	2005	6Z
P-19-188975	-	Historic architectural resource: single-family residence	2002	6Y
P-19-188976	-	Historic architectural resource: single-family residence	2001	6Y
P-19-188977	-	Historic architectural resource: single-family residence	2002	6Y
P-19-188978	-	Historic architectural resource: single-family residence	2002	6Y
P-19-188979	-	Historic architectural resource: single-family residence	2002	6Y
P-19-188980	-	Historic architectural resource: single-family residence	2002	6Y
P-19-188981	-	Historic architectural resource: single-family residence	2002	6Y
P-19-188982	-	Historic architectural resource: single-family residence	2002	6Y
P-19-189475	-	Historic architectural resource: Roycove Water Tank	2011	6Z
West Claremont				
P-19-001535	CA-LAN-001535	Prehistoric archaeological site: quartzite flakes found during discing.	1988	7R
P-19-002611	CA-LAN-002611	Prehistoric archaeological site: lithic scatter	1997	7R
P-19-185934	-	Historic architectural resource: building – Webb School of California	1980	3S
P-19-187085	-	California Historical Landmark No. 963: The Mojave Road described as unique for its significance as an Indian trail, a federal government supply, a freight and emigrant wagon route, and a recreational trail	1989; 2014	1CL
P-19-188983	-	Historic architectural resource: LA Dept of Water & Power Boulder Dam Los Angeles 287.5kV Transmission Line	1999; 2008; 2013; 2018	7W
P-19-190294	-	Historic architectural resource: SCE Tower #T208 Padua-Layfair	2013	7R

Primary Number	Permanent Trinomial	Description	Recording Events	Eligibility Status
West Puente Valley				
P-19-186571	-	Historic architectural resource: building – Bassett Elementary School listed as Point of Historical Interest	1983	7P
P-19-190504	-	Historic architectural resource: SCE Rio Hondo-Amador-Jose-Mesa-Narrows 66kV Transmission Line	2010; 2018	6Y
P-19-190508	-	Historic architectural resource: SCE Walnut-Hillgen-Industry-Mesa-Reno 66kV Transmission Line	2010; 2018	6Z
West San Dimas				
P-19-000230	CA-LAN-000230	Prehistoric archaeological site: seasonal village site. Excavations conducted at the site yielded over 50 artifacts including metates, manos, scrapers, hammerstones, a rubbing stone, cores, used flakes, and one blade midsection.	1961	7R
Unincorporated South El Monte				
P-19-192581	-	Historic architectural resource: Big Creek No. 4; Antelope-Mesa 220 kV Transmission Line	2010; 2010; 2014; 2017; 2018; 2019	6Y
Unincorporated North Whittier				
P-19-190508	-	Historic architectural resource: SCE Walnut-Hillgen-Industry-Mesa-Reno 66kV Transmission Line	2010; 2018	6Z
P-19-192828	-	Historic architectural resource: multi-use industrial and government office complex	2017	6Y, 6Z

OHP Status Codes:

1CL: State Historical Landmark (CHL) numbered 770 and above, or an earlier CHL reheard by the State Historical Resources Commission and determined that it also meets California Register (CR) criteria. Listed in the CR.

2S2: Individually determined eligible for National Register (NR) by consensus through Section 106 process. Listed in the CR.

3S: Appears eligible for NR as an individual property through survey evaluation.

6Y: Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.

6Z: Found ineligible for NR, CR, or local designation through survey evaluation.

7P: State Point of Historical Interest that does not meet CR criteria.

7R: Identified in Reconnaissance Level Survey or in an Area of Potential Effect (APE): Not evaluated.

7W: Submitted to OHP for action – withdrawn or inactive

SOURCE: SCCIC 2021

The review of the BERD indicates that there are an additional 15 historical architectural resources that are eligible for listing for national, state, or local listing, or are unevaluated (**Table 4.5-2**, *California OHP Built Environment Resources Directory – Eligible and Unevaluated Listings*). A review of the OHP's lists of California Historical Resources and ADOE, and Los Angeles County Historical Landmarks Registry did not indicate any additional resources in the Plan Area.

TABLE 4.5-2
CALIFORNIA OHP BUILT ENVIRONMENT RESOURCES DIRECTORY – ELIGIBLE AND UNEVALUATED LISTINGS

Primary Number	Resource Name/ Address	Description	OHP Eligibility Status Code
Hacienda Heights			
543194 (OTIS ID)	Rancho El Valle Felice / 2009 Anglecrest Drive, Hacienda Heights	Single-family residence constructed in 1928	7W
West Claremont			
19-185947	Slaughter House / 4652 Glen Way, Claremont	Single-family residence with auxiliary buildings, constructed in 1929	7R
19-185948	George B Davy House / 4710 Glen Way, Claremont	Single-family residence, constructed in 1939	7R
19-185935	4434 Live Oak Drive, Claremont	Single-family Mediterranean Revival style residence, constructed in 1931	5S2
19-185936	4435 Live Oak Drive, Claremont	Single-family residence, constructed in 1936	5S2
19-185937	4442 Live Oak Drive, Claremont	Single-family Mediterranean Revival style residence, constructed in 1926	5S2
19-185938	4445 Live Oak Drive, Claremont	Single-family Spanish Colonial Revival style residence, constructed in 1940	5S2
19- 185939	4506 Live Oak Drive, Claremont	Single-family Mediterranean Revival style residence, constructed in 1928	5S2
19-185940	Eban Gopp, Casa de Luna / 4508 Live Oak Drive, Claremont	Single-family Mediterranean Revival style residence, constructed in 1928	5S2
19-185941	4517 Live Oak Drive, Claremont	Single-family Mediterranean Revival style residence, constructed in 1925	5S2
19-185942	Gilbert House / 4530 Live Oak Drive, Claremont	Single-family residence, constructed in 1928	5S2
19-185943	4531 Live Oak Drive, Claremont	Single-family Spanish Colonial Revival style residence, constructed in 1928	5S2
19-185944	Ellington House / 4556 Live Oak Drive, Claremont	Single-family Spanish Colonial Revival style residence, constructed in 1926	5S2
19-185945	Charles Samuel Elder House / 4557 Live Oak Drive, Claremont	Single-family Mediterranean Revival style residence, constructed in 1928	5S2
19-185922	Lee Pitzer Ranch / 4436-4440 N. Towne Avenue, Claremont	Stone residence or ranch structure, constructed c. 1910-1920	2S2

OHP Status Codes:
5S2: Individually eligible for local listing or designation.
2S2: Individually determined eligible for NR by consensus through Section 106 process. Listed in the CR.
7R: Identified in Reconnaissance Level Survey or in an APE: Not evaluated.
7W: Submitted to OHP for action – withdrawn or inactive.

SOURCE: SCCIC 2021

Review of Historic Aerial Photographs

Properties that appeared on the earliest aerial photographs c. 1930s and 1940s were compared against the Los Angeles County Assessor's Portal for general construction dates for each unincorporated island and community. Many mid-century residential properties, ranging in construction dates from 1940s through to the 1970s, were also located in these unincorporated islands and communities. Below is a summary from the historic aerial photograph review, which

includes unincorporated islands and communities in alphabetical order indicating the general predominant extant periods of development, and potential areas that may contain historical resources upon further study.

Avocado Heights

Appears to be developed predominantly with 1920s to 1960s vernacular suburban residential development, and mid-20th century light industrial uses. Potential for early 20th century residential resources. For example, 132 S. Orange Blossom Avenue, Avocado Heights, constructed in 1920, and along Alanwood Road, City of Industry.

Charter Oak

Appears to be developed with mid-1950s vernacular suburban residential development.

Covina Islands

Appears to be predominantly developed with mid-1950s and 2010s vernacular suburban residential development. Potential for remaining early agrarian residences and mid-century industrial property resources. For example, 18727 E. Arrow Highway, Covina, constructed in 1903, 17940 E. Kirkwall Road, Azusa, constructed in 1910, and 18430 E. Covina Boulevard, Covina, constructed in 1912, and others along E. Arrow Highway.

East Azusa:

Potential for remaining residential and commercial agrarian resources, and early educational facility resources. For example, St. Lucy's Priory High School, beginning in the 1960s.

East Irwindale

Potential for remaining early agricultural property resources and late 19th and early 20th century residential resources, surrounded by mid-century vernacular suburban residential development. For example, 4536 N. Vincent Avenue, Covina, constructed in 1898, 17924 E. Cypress Street, Covina, constructed in 1910, and along E. Arrow Highway, and E. Cypress Street.

East San Dimas

Potential for remaining early agricultural property resources, surrounded by mid-20th century vernacular suburban residential development. For example, 851 Ramona Avenue, La Verne, constructed in 1905; 828 E. Baseline Road, San Dimas, constructed in 1921; and earlier 20th century residences along the northern extent of Damien Avenue, La Verne, constructed in the 1910s–1920s.

Glendora Islands

Appears to be undeveloped land, no visible buildings.

Hacienda Heights

Potential for remaining early agricultural property resources, constructed between the 1910s and the 1930s. For example, along Rockhill Drive, Las Tunas Drive, La Mesita Drive, Turnbull Canyon Road, Avocado Terrace, Sonnet Place, Newton Street, and Angelcrest Drive, in Hacienda Heights.

North Claremont

Potential for mid-century agrarian property resources. For example, along Via Padova, Claremont; Palmer Canyon Road, Claremont.

North Pomona

Potential for remaining early agricultural property resources, surrounded by mid-20th century vernacular suburban residential development. For example, 3736 Garey Avenue, La Verne, constructed in 1905; and 3327 N. Towne Avenue, Claremont, constructed in 1902.

Northeast La Verne

Potential for mid-century recreational and detention facility resources. For example, Marshall Canyon Golf Course at 6100 Stephens Ranch Road, La Verne, constructed in 1966; and Camp Afferbaugh at 6631 Stephens Ranch Road, La Verne, beginning in the 1960s.

Northeast San Dimas

Appears to be undeveloped land with no visible buildings.

Pellissier Village

Appears to be developed predominantly with mid-20th century vernacular suburban residential development.

Rowland Heights

Appears to be developed predominantly with mid- to late-20th century vernacular suburban residential development. Potential for mid-century commercial resources along Desire Avenue.

South Diamond Bar

Appears to be undeveloped land with no visible buildings.

South San Jose Hills

Appears to be developed predominantly with mid-20th century vernacular suburban residential development.

South Walnut

Appears to be developed late-20th and early-21st century industrial development.

Valinda

Potential for early 20th century residential resources, surrounded by mid-century vernacular suburban residential development. For example: along Griffith Avenue, Francisquito Avenue, and South Fellowship Street, La Puente; and along Amar Road.

Walnut Islands

Potential for early 20th century agrarian resources. For example, near S. Buenos Aires Drive, E. Lorencita Drive, and Monte Verde Drive, in Covina.

West Claremont

Potential for early 20th century residential resources, surrounded by mid-century vernacular suburban residential development. For example, along N. Mountain Avenue, Oak Lane, N. Towne Avenue, Live Oak Drive, Glen Ivy Street, Baseline Road, and the Leroy Boy's School at 233 Base Line Road, La Verne, beginning in the 1950s.

West Puente Valley

Appears to be developed predominantly with 1940s to 1970s vernacular suburban residential development. Potential for early 20th century agrarian residential resources. For example, 14032 Dillerdale Street, La Puente, constructed in 1910, and 1515 Willow Avenue, La Puente, constructed in 1929.

West San Dimas

Potential for early 20th century agrarian resources near Walnut Creek Park/ Walnut Creek Habitat & Open Space, and along S. Valley Center Avenue.

South El Monte

Appears to be developed predominantly with 1930s–1960s vernacular suburban residential development. Potential for early 20th century residential development. For example, 1908 Burkett Road, South El Monte, constructed in 1926.

North Whittier

Appears to be developed predominantly with 1950s and 1970s vernacular suburban residential development.

Natural History Museum of Los Angeles County

A paleontological resources database search was conducted by the LACM on August 21, 2021 (Bell 2021). The search entailed an examination of known fossil localities within the 24 unincorporated islands and communities of the Plan Area.

The results of the database search revealed that 11 fossil localities have been previously documented within the Plan Area (**Table 4.5-3**, *LACM Fossil Localities*). However, only two of the 11 localities (LACM VP 6170 and LACM VP 6907) appear to have been previously recorded within or in close proximity to two unincorporated communities (LACM VP 6170 [South San Jose Hills] and LACM VP 6907 [Rowland Heights]). The 11 fossil localities found within the Plan Area consist of several species of fish, aquatic mammal (Cetacea), coprolites with bones, unspecified invertebrates, plants, and bivalves recovered from the Puente and Monterey Formations. These fossils localities were found mostly at unknown depths, while a couple were found at surface, and one was found between 6.5 to 7 feet below ground surface.

TABLE 4.5-3
LACM FOSSIL LOCALITIES

Locality Number	Formation	Taxa	Depth
LACM VP 6166	Puente Formation	Sturgeonfish (*Prionurus*)	Surface
LACM VP 6167	Puente Formation	Mako shark (*Isurus planus*)	Unknown
LACM VP 6170	Puente Formation (white diatomite)	Fish (Osteichthyes)	Unknown
LACM VP 6172	Puente Formation (dense tan/ yellow shale)	Fish (Osteichthyes)	Unknown
LACM VP 6173	Puente Formation (shale)	Extinct bony fish (*Etringus*)	Surface
LACM VP 6907	Puente Formation (White diatomaceous earth interbedded with soft grey siltstone)	Topsmelt (*Atherinops*), shortfin mako (*Isurus oxyrinchus*), cod (*Eclipes*), drumfish (*Lompoquia*), mackerel scads (*Decapterus*), bristlemouths *(Cyclothone*), viperfish (*Chauliodus*), flatfish (Pleuronectiformes), Lanternfish (Myctophidae), queenfish (*Seriphus*), snake mackerel (*Thyrsocles*), aquatic mammal (Cetacea), coprolites with bones; Invertebrates (unspecified)	Unknown
LACM VP 6908	Puente Formation (White diatomaceous earth interbedded with soft grey siltstone)	Leftvents (*Acentrophryne longidens*)	Surface, collected in stream bed
LACM VP 7871-7872, 7875, 7877	Monterey Formation, Yorba Shale Member (mottled light gray and grayish-gray, clayey siltstone to greenish-gray silty claystone to cream colored diatomaceous shale)	Drumfish (Lompoquia), lanternfish (*Diaphus*), herring (*Xyne grex*), bony fish (Scombridae), ridgehead (*Scopelogadus),* deep-sea smelt *(Bathylagus),* viperfish *(Chauliodus),* cod *(Gadidae*); plants; bivalves	Unknown (collected during grading activities)
LACM VP 7930-7932	Monterey Formation (Yorba Shale; sandstone & diatomaceous shale)	Bony fish (*Osteichthyes*), including ray-finned fishes (*Clupeidae*)	6.5 - 7 ft bgs
LACM VP 7933	Monterey Formation, Yorba Shale Member (grayish shale)	Topsmelt (*Atherinops*)	Unknown (pipeline trench)
LACM VP 7934	Monterey Formation (Yorba Shale; shale interbedded with sandstone)	Herring/sardine (Clupeidae)	Unknown (pipeline trench)

VP: Vertebrate Paleontology
IP: Invertebrate Paleontology

Geologic Map Review

Geologic mapping, a brief review of published literature, and the LACM records search were used to assign paleontological sensitivity (*Low, High, Unknown,* and *No Significance*) to the geologic units present at the surface in the unincorporated communities and islands within the Plan Area following the guidelines of the SVP (2010). A sensitivity assessment of each geologic unit is listed below and also provided in **Table 4.5-4**, *Geologic Units and Paleontological Sensitivity*. **Figures 4.5-1 through 4.5-24** depict the 24 islands and communities and the geologic units within each of them (**Appendix F,** *Cultural Resources Data*).

Low Significance

- Holocene age **(Qa, Qg).** Too young for fossils but may increase with depth.
- Miocene age **(Tgv, Tgva, Tgvf, Tgvt, Ttc, Tmcg)**. No fossils in the volcanics but formation has interbedded fossiliferous limestone and shale (Tgv, Tgvf). No fossils known from these volcanics (Tgva). No known fossils though it has potential (Tgvt, Ttc, Tmcg).
- Paleozoic age **(mq, msg)**. Metamorphic rocks in region have low potential for fossil resources.

High Significance

- Pleistocene age **(Qlh)**. Record of containing significant fossils.
- Pliocene age (**Tfp, Tfr, Tfs, Tf**). Record of containing significant fossils.
- Miocene age **(Tm, Tms, Tmss, Tmy)**. Known to contain significant paleontological resources.

Unknown Significance

- Holocene age **(Qog)**/Pleistocene age **(Qoa, Qae)**. May contain significant fossils depending on localized environment.
- Miocene age **(Tsc, Tcsg, Tscs, Tmlv)**. May contain significant fossils depending on localized environment.

No Significance

- Holocene age **(Qls)**. Units are out of context.
- Miocene age **(db)**/Cretaceous age **(gr, qd, di)**/Oligocene age **(ai)**. Intrusive igneous rocks.
- Precambrian age **(gn, agn)**. High-grade metamorphic rocks.

TABLE 4.5-4
GEOLOGIC UNITS AND PALEONTOLOGICAL SENSITIVITY

Geologic Unit	Map Symbol	Age	Mapped Location	Paleo Sensitivity
Alluvial gravel, sand and silt of valleys and floodplains/ Alluvial gravel and sand of valley areas	Qa	Holocene	Avocado Heights, Covina Islands, Charter Oaks, East Azusa, East Irwindale, East San Dimas, Glendora Islands, North Pomona, Northeast La Verne, Pellissier Village, Rowland Heights, South Diamond Bar, South San Jose Hills, South Walnut, Valinda, Walnut Islands, West Claremont, West Puente Valley, West San Dimas, South El Monte, North Whittier	Low. Too young for fossils but may increase with depth.
Gravel and sand of major streams/ Alluvial gravel and sand of stream channels, some artificially channelized	Qg	Holocene	Avocado Heights, Covina Islands, Charter Oaks, Glendora Islands, East Irwindale, Pellissier Village, Walnut Islands, West Claremont, West Puente Valley, West San Dimas, South El Monte, North Whittier	Low. Too young for fossils but may increase with depth.
Landslide and talus debris	Qls	Holocene	East Azusa, Hacienda Heights, Rowland Heights, South Diamond Bar, Walnut Islands	No. Units are out of context

Geologic Unit	Map Symbol	Age	Mapped Location	Paleo Sensitivity
Old alluvial fan gravel and sand derived from San Gabriel Mountains	Qog	Holocene	East Azusa	Unknown. May contain significant fossils depending on localized environment.
Low remnants of elevated alluvial gravel/Uplifted remnants of alluvial sand and gravel	Qoa	Pleistocene	Avocado Heights, Charter Oaks, East San Dimas, Hacienda Heights, North Claremont, Northeast La Verne, West Claremont, West San Dimas, North Whittier	Unknown. May contain significant fossils depending on localized environment.
Slightly elevated and locally dissected alluvial gravel and sand at base of hill areas	Qae	Pleistocene	Hacienda Heights, Rowland Heights	Unknown. May contain significant fossils depending on localized environment.
La Habra Formation	Qlh	Pleistocene	Rowland Heights	High. Record of containing significant fossils.
“Pico” claystone	Tfp	Pliocene	Avocado Heights,	High. Record of containing significant fossils.
'Repetto' claystone member	Tfr	Pliocene	Hacienda Heights	High. Record of containing significant fossils.
Sandstone facies of Fernando Formation	Tfs	Pliocene	Hacienda Heights	High. Record of containing significant fossils.
Fernando Formation (Siltstone to claystone facies)	Tf	Pliocene	Rowland Heights	High. Record of containing significant fossils.
Glendora volcanics	Tgv	Miocene	East Azusa	Low. No fossils in the volcanics but formation has interbedded fossiliferous limestone and shale.
Andesite flows and flow breccias	Tgva	Miocene	West San Dimas	Low. No fossils known from these volcanics
Dike rocks	ai	Miocene	East Azusa	No. Intrusive igneous rocks.
Topanga formation	Tt	Miocene	East Azusa	High. Known to contain significant paleontological resources.
Glendora volcanic rocks	Tgvf	Miocene	Glendora Islands, West Claremont	Low. No fossils in the volcanics but formation has interbedded fossiliferous limestone and shale.
Rhyolitic tuff breccia	Tgvt	Miocene	Walnut Islands	Low. No known fossils though has potential.
Topanga Formation (Conglomerate of cobbles and pebbles of granitic and gneissic detritus)	Ttc	Miocene	Glendora Islands	Low. No known fossils though has potential.

Geologic Unit	Map Symbol	Age	Mapped Location	Paleo Sensitivity
Sycamore Canyon Formation (gray silty clay shale)	Tsc	Miocene	Hacienda Heights, Rowland Heights, South San Jose Hills	Unknown. May contain significant fossils depending on localized environment.
Sycamore Canyon Formation (conglomerate and sandstone)	Tscg	Miocene	Hacienda Heights, South San Jose Hills, Valinda, Walnut Islands	Unknown. May contain significant fossils depending on localized environment.
Sycamore Canyon Formation (clay shale)	Tscs	Miocene	Hacienda Heights	Unknown. May contain significant fossils depending on localized environment.
Monterey (Puente) Formation (conglomerate facies of cobbles and pebbles of plutonic rocks in sandstone matrix lenses)	Tmcg	Miocene	Walnut Islands	Low. No known fossils though has potential.
La Vida Shale Member	Tmlv	Miocene	Hacienda Heights, Rowland Heights, South Diamond Bar, Walnut Islands, West San Dimas	Unknown. May contain significant fossils depending on localized environment.
Monterey Formation (unassigned shale)	Tm	Miocene	Rowland Heights, South Diamond Bar	High. Known to contain significant paleontological resources.
Soquel Sandstone Member	Tms	Miocene	Hacienda Heights, Walnut Islands	High. Known to contain significant paleontological resources.
Soquel Sandstone Member and facies	Tmss	Miocene	Rowland Heights, South Diamond Bar	High. Known to contain significant paleontological resources.
Yorba Shale Member	Tmy	Miocene	Hacienda Heights, Rowland Heights, South San Jose Hills, South Walnut, Walnut Islands	High. Known to contain significant paleontological resources.
Diabase	db	Miocene	Rowland Heights	No. Intrusive igneous rocks.
Granitic rocks	gr	Cretaceous	East Azusa, Glendora Islands, North Claremont, Northeast La Verne, Northeast San Dimas, West Claremont	No. Intrusive igneous rocks.
Gray quartz diorite/tonalite	qd	Cretaceous	East Azusa, North Claremont, Northeast La Verne, West Claremont	No. Intrusive igneous rocks.
Diorite of Dalton Canyon area	di	Cretaceous	Glendora Islands	No. Intrusive igneous rocks.
Dike rocks	ai	Oligocene	Glendora Islands	No. Intrusive igneous rocks.
Gneiss rocks	gn	Precambrian	Glendora Islands, North Claremont, Northeast La Verne, Northeast San Dimas	No. High-grade metamorphic rocks.
Augen gneiss rocks	agn	Precambrian	Glendora Islands, Northeast San Dimas	No. High-grade metamorphic rocks.

Geologic Unit	Map Symbol	Age	Mapped Location	Paleo Sensitivity
Metasedimentary rocks	mq	Paleozoic	North Claremont	Low. Metamorphic rocks in region have low potential for fossil resources.
Metasedimentary rocks	msg	Paleozoic	North Claremont, West Claremont	Low. Metamorphic rocks in region have low potential for fossil resources.

4.5.2 Environmental Impacts

Methodology

Impacts to historical resources, unique archaeological resources, and human remains that may result from the ESGVAP are evaluated at a programmatic level based on an SLF search through the NAHC, a cultural resources records search through the CHRIS-SCCIC, review of the National Register, California Register, California State Historical Landmarks, California Points of Historical Interest, and the BERD listings. A review of historic aerial photography was compared against the Los Angeles County Assessor's Portal for general construction dates for each unincorporated island and community.

Similarly, impacts to unique paleontological resources or sites or unique geologic features also are evaluated at a programmatic level based on a database search through the LACM and a geologic map review. Projects facilitated by the ESGVAP would require their own environmental review that would include a project-specific cultural resources records search through the SCCIC, a paleontological records check through the LACM, and cultural and paleontological pedestrian surveys.

Significance Thresholds

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, the Project would have a significant impact to cultural resources if it would:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5;

b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines § 15064.5;

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or

d) Disturb any human remains, including those interred outside of dedicated cemeteries.

Proposed Project Characteristics and Relevant ESGVAP Goals and Policies

The ESGVAP is intended to guide long-term growth of the ESGV Plan Area, enhance community spaces, promote a stable and livable environment that balances growth and

preservation, and improve the quality of life in the ESGV through the creation of vibrant, thriving, safe, healthy, and pleasant communities. Its primary goals are to: a) retain the residential character of the ESGV Plan Area in harmony with its surroundings; b) promote an active regional hub with diverse options for housing, shopping, entertainment, recreation, and services; c) develop goals, policies, and implementation programs that support smart growth, sustainable development, and thoughtful enhancement/upgrade of existing neighborhoods; d) establish more public spaces and public realm improvements; and e) encourage diversity of housing options and affordability, and economic development. Individual projects implementing the ESGVAP's vision are anticipated to be located primarily within the ESGVP area, which has 24 unincorporated islands and communities, surrounded by 13 cities.

Because the Project is the planning of future growth within the Plan Area, no actual development is being proposed at this time. Goals and policies from the County's General Plan (2035) are provided in *Regulatory Setting* and focus on protecting historic, cultural, and paleontological resources.

Impact Analysis

Impact 4.5-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?

Less-Than-Significant Impact with Mitigation Incorporated. An impact would be significant if it would cause a substantial adverse change in the significance of a historical resource. Historical resources include built resources (buildings, structures, objects) and archaeological resources that meet the criteria outlined in CEQA Guidelines Section 15064.5(a).

The results of the cultural resources records search through the SCCIC indicates that a total of 69 cultural resources have been recorded within the unincorporated islands and communities of the Plan Area. These resources include prehistoric archaeological sites and isolates, historic-period archaeological sites and isolates, historic architectural resources, two California Historical Landmarks and one historic district.

Of these, five meet the criteria for historical resources as outlined in CEQA Guidelines Section 15064.5(a). These five resources include two structures (San Antonio Dam and Azusa conduit), one building (Webb School of California), one trail/road (The Mojave Road), and one historic district (San Dimas Experimental Forest).

Of the results, 26 do not meet the criteria for historical resources as outlined in CEQA Guidelines Section 15064.5(a). These resources include 17 buildings, 6 structures, 2 historic-period archaeological sites, and 1 railroad.

The remaining 38 resources require further evaluation to determine if they qualify as historical resources.

A review of the BERD indicated that an additional 15 historical resources have been recorded within the unincorporated islands and communities of the Plan Area. These resources include a

single-family residence constructed in 1928 in Hacienda Heights; and 14 single-family residences constructed between the 1910s and 1930s in West Claremont.

A review of early historic aerial photographs dating from the 1930s and 1940s compared with current-day aerial photographs indicates that there are remaining agrarian single-family residential properties in several of the areas, many of which have been surrounded by vernacular mid-20th century residential development over time. A few areas also include mid-20th century industrial, educational, and government-owned properties.

The ESGVAP is a policy document that does not include proposals for or approvals of any specific projects, and as a result, would not result in impacts to historical resources. However, future projects facilitating land use/zoning changes and policies included in the ESGVAP could involve structural improvements, demolition/alteration of existing structures, and/or ground disturbing activities (for construction of residential, commercial and mixed-use development) that could, depending on their location, result in direct or indirect adverse changes to the significance of historical resources. Future projects would be required to comply with existing federal, state, and local regulations that protect historical resources and undergo the County's discretionary review process, where applicable, including completion of subsequent project-level planning and environmental review under CEQA. Such projects nonetheless could result in significant impacts to previously recorded and as-yet-unidentified archaeological and /or historic architectural resources qualifying as historical resources under CEQA.

Any project that proposes the demolition, destruction, relocation, or alteration of a building or structure more than 45 years in age or that involves ground disturbing activities could result in a significant impact to historic architectural and/or archaeological resources qualifying as historical resources under CEQA. However, implementation of mitigation measures **CR-4.5-1** through **CR-4.5-6** would reduce potential impacts to less than significant levels.

Impact 4.5-2: Would the Project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines § 15064.5?

Less-Than-Significant Impact with Mitigation Incorporated. An impact would be significant if it would cause a substantial adverse change in the significance of a unique archaeological resource. As previously discussed, prehistoric and historic-period archaeological resources are known to occur within the unincorporated islands and communities in the Plan Area. Archaeological resources not qualifying as historical resources may qualify as unique archaeological resources under CEQA.

Future projects facilitating land use/zoning changes and policies included in the ESGVAP could involve ground disturbing activities (for construction of residential, commercial and mixed-use development) that could, depending on their location, result in direct or indirect adverse changes to the significance of historical resources. Future projects would be required to comply with existing federal, State, and local regulations that protect unique archaeological resources and undergo the County's discretionary review process, where applicable, including completion of subsequent project-level planning and environmental review under CEQA. Such projects nonetheless could result in significant impacts to unique archaeological resources under CEQA.

Any project that involves ground disturbing activities could result in a significant impact to a unique archaeological resource. However, implementation of mitigation measures **CR-4.5-2** through **CR-4.5-6** would reduce potential impacts to less than significant levels.

Impact 4.5-3: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-Than-Significant Impact with Mitigation Incorporated. An impact would be significant if it would cause a substantial adverse change in the significance of a paleontological resource or site or unique geologic feature. The results of the LACM database search revealed that 11 fossil localities have been previously documented within the Plan Area boundaries. However, only two of the 11 localities (LACM VP 6170 and LACM VP 6907) appear to have been previously recorded within or in close proximity to two unincorporated communities (LACM VP 6170 [South San Jose Hills] and LACM VP 6907 [Rowland Heights]). The 11 fossil localities consist of several species of fish, aquatic mammal (Cetacea), coprolites with bones, unspecified invertebrates, plants, and bivalves recovered from the Puente and Monterey Formations.

Geologic mapping, along with a brief review of published literature and the LACM records search were used to assign paleontological sensitivity (*Low, High, Unknown,* and *No Significance*) to the geologic units present at the surface in the unincorporated communities and islands within the Plan Area following the guidelines of the SVP (2010). Holocene age (Qa, Qg) units have a low significance since they are too young to preserve fossils, but their significance may increase with depth. Miocene age (Tgv, Tgva, Tgvf, Tgvt, Ttc, Tmcg) units have a low significance, as no fossils are found in volcanic rocks; however, some units (Tgv, Tgvf) have interbedded fossiliferous limestone and shale. Paleozoic age (mq, msg) units consisting of metamorphic rocks in the region have a low significance for fossil resources. Pleistocene age (Qlh), Pliocene age (Tfp, Tfr, Tfs, Tf), and Miocene age (Tm, Tms, Tmss, Tmy) units have a high significance, as there is a record for containing significant fossil resources in these units. Holocene age (Qog)/Pleistocene age (Qoa, Qae), and Miocene age (Tsc, Tcsg, Tscs, Tmlv) units have an unknown significance, but may contain significant fossils depending on localized environment. Holocene age (Qls), Miocene age (db)/Cretaceous age (gr, qd, di)/Oligocene age (ai), and Precambrian age (gn, agn) units have no significance, as they are units that contain either intrusive igneous rocks, or high-grade metamorphic rocks.

Future projects facilitating land use/zoning changes and policies included in the ESGVAP could involve ground disturbing activities (for construction of residential, commercial and mixed-use development) that could, depending on their location, result in direct or indirect adverse changes to the significance of historical resources. Future projects would be required to comply with existing federal, State, and local regulations that protect paleontological resources and undergo the County's discretionary review process, where applicable, including completion of subsequent project-level planning and environmental review under CEQA. Such projects could nonetheless result in significant impacts to unique paleontological resources or sites under CEQA. It is unlikely that unique geologic features would be impacted by projects facilitated by the ESGVAP. However, implementation of mitigation measures **CR-4.5-7** through **CR-4.5-9** would reduce impacts to a less-than-significant level.

Impact 4.5-4: Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?

Less-Than-Significant Impact with Mitigation Incorporated. An impact would be significant if it would disturb any human remains including those interred outside of dedicated cemeteries. A SLF search through the NAHC yielded positive results within the unincorporated islands and communities of the Plan Area. Furthermore, human remains associated with the prehistoric and historic periods that are interred outside of a dedicated cemetery are known to occur in the general area of Los Angeles County. Future projects facilitating land use/zoning changes and policies included in the ESGVAP could involve ground disturbing activities (for construction of residential, commercial and mixed-use development) that could, depending on their location, disturb human remains. Future projects would be required to comply with existing federal, State, and local regulations that protect human remains and undergo the County's discretionary review process, where applicable, including completion of subsequent project-level planning and environmental review under CEQA. Such projects could nonetheless result in significant impacts to human remains under CEQA, including to human remains interred outside of dedicated cemeteries. The implementation of mitigation measure **CR-4.5-10** would reduce impacts to less than significant levels.

Cumulative Impacts

For the purposes of this analysis of cumulative impacts to cultural resources, the geographic area of consideration (i.e., the cumulative impacts study area) consists of the unincorporated islands and communities within the Plan Area and adjacent cities. This geographic scope of analysis is appropriate for the analysis of cultural resources because the historical resources, unique archaeological resources, and human remains within this area are similar in nature and origin, and share a common heritage. For paleontological resources and unique geologic features, the geographic scope of analysis is appropriate because the geology, formations, and sediments within this area are expected to be similar. Cumulative impacts could result at various locations within this area from the initiation of on-the-ground work in furtherance of a project facilitated by the ESGVAP and until ground disturbing activities cease.

Impact 4.5-5: Would the Project, as a result of projects facilitated by the ESGVAP, incrementally contribute to a significant cumulative impact to historical resources?

Less-Than-Significant Impact with Mitigation Incorporated. The County has a rich prehistoric and historic archaeological record as well as numerous historic-period buildings and structures. Past, present, and reasonably foreseeable future projects, have affected and can be expected to continue to affect the significance of archaeological and historic architectural resources qualifying as historical resources, which may include the resources identified in Tables 4.5-1 through 4.5-2, by adversely altering and/or demolishing such resources. Because all historical resources are unique and nonrenewable members of finite classes, projects that demolish or alter them could cause or contribute to a significant cumulative impact on historical resources.

The Project, as a result of projects facilitated by ESGVAP, would contribute a significant incremental contribution to this significant cumulative impact that could be mitigated to a level

that would be less than cumulatively considerable (i.e., less than significant) by the implementation of Mitigation Measures 4.5-1 through 4.5-6. With the implementation of these measures, the Project-specific, incremental contribution, taken into consideration with the cumulative projects' impacts to historical resources over the span of the ESGVAP, would not be cumulatively considerable because they would require, prior implementation of projects that might impact known and unknown historical resources, an architectural historian to identify historical resources, provide recommendations, require archaeological monitoring, and prepare a plan for the treatment of historical resources. With the implementation of mitigation measures **CR-4.5-1** through **CR-4.5-6**, a less than significant cumulative impact to historical resources would result.

Impact 4.5-6: Would the Project, as a result of projects facilitated by the ESGVAP, incrementally contribute to a significant cumulative impact to unique archaeological resources?

Less-Than-Significant Impact with Mitigation Incorporated. The county has a rich prehistoric and historic archaeological record. Past, present, and reasonably foreseeable future projects, have affected and can be expected to continue to affect the significance of unique archaeological resources in the unincorporated islands and communities of the Plan Area, including as a result of disturbance to unanticipated discoveries of such resources during ground-disturbing activities. Because such resources are, by definition, one of a kind, projects that adversely affect unique archaeological resources could cause or contribute to a significant cumulative impact.

The Project, as a result of projects facilitated by the ESGVAP, would contribute a significant incremental contribution to this significant cumulative impact that could be mitigated to a level that would be less than cumulatively considerable (i.e., less than significant) by the implementation of mitigation measures **CR-4.5-2** through **CR-4.5-6**. With the implementation of these mitigation measures, the Project-specific, incremental contribution, taken into consideration with the cumulative projects' impacts to unique archaeological resources over the span of the ESGVAP, would not be cumulatively considerable because they would require identification and treatment of unique archaeological resources and thereby avoid or reduce significant impacts. With the implementation of these mitigation measures, a less than significant cumulative impact to unique archaeological resources would result.

Impact 4.5-7: Would the Project, as a result of projects facilitated by the ESGVAP, incrementally contribute to a significant cumulative impact to unique paleontological resources or sites or unique geologic features?

Less-Than-Significant Impact with Mitigation Incorporated. The county has a rich paleontological resources record. Past, present, and reasonably foreseeable future projects, have affected and can be expected to continue to affect the significance of unique paleontological resources or sites or unique geologic features in the unincorporated areas, including as a result of disturbance to unanticipated discoveries of such resources during ground-disturbing activities at fossil-bearing depths.

The Project, as a result of projects facilitated by the ESGVAP, would contribute a significant incremental contribution to this significant cumulative impact that could be mitigated to a level that would be less than cumulatively considerable (i.e., less than significant) by the implementation of mitigation measures **CR-4.5-7** through **CR-4.5-9**. With the implementation of these mitigation measures, the Project-specific, incremental contribution, taken into consideration with the cumulative projects' impacts to unique paleontological resources or sites or unique geologic features over the span of the ESGVAP, would not be cumulatively considerable because they would require identification and treatment of unique paleontological resources or sites or unique geologic features and thereby avoid or reduce significant impacts. With the implementation of these mitigation measures, a less than significant cumulative impact to unique paleontological resources or sites or unique geologic features would result.

Impact 4.5-8: Would the Project, as a result of projects facilitated by the ESGVAP, incrementally contribute to a significant cumulative impact to human remains, including those interred outside of dedicated cemeteries?

Less-Than-Significant Impact with Mitigation Incorporated. The SLF search through the NAHC yielded positive results. Additionally, there are 81 cemeteries in the county, including several in the unincorporated areas (Find a Grave 2022), and a high likelihood that human remains also are interred outside of dedicated cemeteries, and the ESGVAP would not cause or contribute to one. There is no evidence of an existing significant cumulative impact from disturbance of human remains interred within dedicated cemeteries, and the ESGVAP would not cause or contribute to one. However, given the county's long history, the combined incremental impacts of past, present, and reasonably foreseeable future projects, have discovered human remains interred outside of dedicated cemeteries. For example, workers building a subway extension in 2005 unearthed the skeletal remains of 108 people just outside the Evergreen Cemetery in Boyle Heights in the city of Los Angeles (Lawrence Journal World 2006). Cumulative finds of human remains interred outside of dedicated cemeteries have resulted in a significant cumulative impact.

The Project, as a result of projects facilitated by the ESGVAP, would contribute a significant incremental contribution to this significant cumulative impact that could be mitigated to a level that would be less than cumulatively considerable (i.e., less than significant) by the implementation of mitigation measures **CR-4.5-10**. With the implementation of this mitigation measure, the Project-specific, incremental contribution, taken into consideration with the cumulative projects' impacts on human remains interred outside formal cemeteries over the span of the ESGVAP, would not be cumulatively considerable because the measure would require the project proponent and County to follow the law governing such finds, including by halting work, notifying the County Coroner, and consulting with the MLD or taking other specified, appropriate actions to assure treatment of the remains with appropriate dignity. If human remains of Native American origin are discovered during work associated with a project facilitated by the ESGVAP, then the project proponent and/or the County would be required to comply with state laws relating to the disposition of Native American burials (e.g., Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98). With the implementation of this mitigation measure, a less than significant cumulative impact would result.

Mitigation Measures

CR-4.5-1: Historic Resources Assessment. Prior to demolition or alteration of buildings and/or structures or the construction of aboveground infrastructure with potentially significant impacts on historic architectural resources, the project proponent shall retain an architectural historian meeting the minimum professional qualifications standards (PQS) set forth by the Secretary of the Interior (codified in 36 Code of Federal Regulations [CFR] Part 61; 48 Federal Register 44738–44739) (Qualified Architectural Historian) to conduct a historic resources assessment of affected properties. The assessment shall include a records search at the South Central Coastal Information Center or review of a prior record search conducted within the previous one year; a review of other pertinent archives and sources; a pedestrian field survey; recordation of all identified historic architectural resources on California Department of Parks and Recreation (DPR) 523 forms; evaluation of resources which may be eligible for listing in the California Register (i.e., meets the definition for historical resource in CEQA Guidelines Section 15064.5[a]), and for local listing; and preparation of a technical report documenting the methods and results of the assessment for each future project facilitated by 2045 CAP measures and actions. If a historic architectural resource is found eligible by the Qualified Architectural Historian, then the Qualified Architectural Historian shall coordinate with the project proponent and County to ensure the project is constructed in conformance with the Secretary of the Interior's Standards. All reports resulting from implementation of this measure shall be filed with the South Central Coastal Information Center (including but not limited to historic resources assessments and Secretary of the Interior's Standards plan reviews).

CR-4.5-2: Archaeological Resources Assessment. Prior to conducting construction activities that would involve ground disturbance, the project proponent shall retain an archaeologist meeting the minimum PQS set forth by the Secretary of the Interior (codified in 36 CFR Part 61; 48 Federal Register 44738–44739) (Qualified Archaeologist) to conduct an archaeological resources assessment. The assessment shall include a records search at the South Central Coastal Information Center or review of a prior record search conducted within the previous one year; a Sacred Lands File search at the California Native American Heritage Commission (NAHC); geoarchaeological review including a focused assessment of land use history and any available geotechnical data to assess the potential for subsurface archaeological resources; a pedestrian field survey in instances where ground surface is exposed; recordation of all identified archaeological resources on DPR 523 forms; evaluation of resources affected by the project for eligibility for listing in the California Register (i.e., meets the definition for historical resource in CEQA Guidelines Section 15064.5[a]), and for local listing; and preparation of a technical report documenting the methods and results of the assessment. Resources that do not qualify as historical resources shall be considered by the Qualified Archaeologist for qualification as unique archaeological resources as defined in Public Resources Code Section 21083.2(g). The technical report also shall provide recommendations as to whether additional studies are warranted to further identify or evaluate archaeological resources (i.e., Extended Phase I boundary delineation, Phase II testing and evaluation) and if archaeological monitoring and Native American monitoring of ground disturbing activities is warranted (e.g., in areas where there is a higher potential to encounter buried resources). Prior to the initiation of field work for any Extended Phase I or Phase II investigation, the Qualified Archaeologist shall prepare a work plan outlining the investigation's objectives, goals, and methodology. When developing a work plan for Native American resources, the County shall consult with local Native

American tribes. If archaeological/Native American monitoring is warranted, the Qualified Archaeologist shall determine the locations and duration of monitoring and reporting requirements. All reports resulting from implementation of this measure shall be filed with the South Central Coastal Information Center (including but not limited to archaeological resources assessments, Extended Phase I and Phase II reports, and monitoring reports).

CR-4.5-3: Construction Worker Cultural Resources Sensitivity Training. For projects with ground disturbing activities that may encounter potentially significant archaeological resources, the Qualified Archaeologist shall implement a cultural resources sensitivity training program. The Qualified Archaeologist, or its designee, shall instruct all construction personnel of the types of archaeological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains, applicable laws protecting archaeological resources, and confidentiality of discoveries. Native American monitor(s) shall be invited to participate in presenting tribal perspectives as part of the training curriculum. In the event that construction crews are phased, additional trainings shall be conducted for new construction personnel. The project proponent or its contractors shall ensure construction personnel are made available for and attend the training. The project proponent shall retain documentation demonstrating attendance and provide it to the County.

CR-4.5-4: Archaeological Resources Discoveries. In the event archaeological resources are encountered during construction of a project, the project proponent shall cease all activity within 50 feet of the find shall cease. The discovery shall be evaluated for significance by the Qualified Archaeologist. When assessing significance and developing treatment for resources that are Native American in origin, the County shall consult with local Native American tribes. If the Qualified Archaeologist determines that the resource is significant (i.e., meets the definition for historical resource in CEQA Guidelines Section 15064.5[a] or for unique archaeological resource in Public Resources Code Section 21083.2[g]), the Qualified Archaeologist shall provide a method for avoidance and preservation in place, which shall be the preferred manner of mitigating impacts. If avoidance is infeasible, the Qualified Archaeologist shall develop a Phase III Archaeological Resources Data Recovery and Treatment Plan consistent with Mitigation Measure 4.5-5. The Qualified Archaeologist also shall determine, based on the initial assessment of the discovery, whether the 50-foot buffer may be reduced. All reports resulting from implementation of this measure shall be filed with the South Central Coastal Information Center (including but not limited to Extended Phase I, Phase II, and Phase III reports).

CR-4.5-5: Treatment of Archaeological Resources. If the assessment conducted under Mitigation Measure 4.5-2 or Mitigation Measure 4.5-4 identifies significant archaeological resources (i.e., meets the definition for historical resource in CEQA Guidelines Section 15064.5[a] or for unique archaeological resource in Public Resources Code Section 21083.2[g]), then avoidance and preservation in place shall be the preferred manner of mitigating impacts. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. If avoidance and preservation in place of significant archaeological resources is determined by the County to be infeasible, then the Qualified Archaeologist shall prepare a Phase III Archaeological Resources Data Recovery and Treatment Plan. The plan shall include: a detailed research design; justification for data recovery or other treatment methods depending on the nature of the

resource's eligibility; excavation methodology; and, reporting and curation requirements. When developing treatment for resources that are Native American in origin, the County shall consult with local Native American tribes. All Phase III reports resulting from implementation of this measure shall be filed with the South Central Coastal Information Center.

CR-4.5-6: Curation and Disposition of Cultural Materials. Disposition of Native American archaeological materials shall be determined by the County in coordination with local California Native American tribes. Disposition of materials may include curation at an accredited or nonaccredited repository, onsite or offsite reburial, and/or donation to a local tribe or public, nonprofit institution with a research interest in the materials, or local school or historical society in the area for educational purposes. The County shall consider tribal preferences when making a determination of disposition of Native American archaeological materials. Disposition of Native American human remains and associated funerary objects or grave goods (i.e. artifacts associated with human remains) shall be determined by the landowner in consultation with the County and the MLD. .The project proponent shall curate all significant historic-period archaeological material, or portions thereof at the discretion of the Qualified Archaeologist, at a repository accredited by the American Association of Museums that meets the standards outlined in 36 CFR Section 79.9. If no accredited repository accepts the collection, then the project proponent may curate it at a nonaccredited repository as long as it meets the minimum standards set forth in 36 CFR Section 79.9. If neither an accredited nor a nonaccredited repository accepts the collection, then the project proponent may offer the collection to a public, nonprofit institution with a research interest in the materials, or to a local school or historical society in the area for educational purposes.

CR-4.5-7: Paleontological Resources Assessment and Monitoring. For projects facilitated by the ESGVAP that involve ground disturbance, the project proponent shall retain a paleontologist who meets the Society of Vertebrate Paleontology's (SVP 2010) definition for qualified professional paleontologist (Qualified Paleontologist) to prepare a paleontological resources assessment report prior to the start of construction activities. The report shall include methods and results of the paleontological resources assessment, monitoring requirements (including depths, frequency, and reporting), and maps that outline where monitoring is required. Monitoring shall follow SVP Guidelines: no monitoring of ground-disturbing activities within units of *Low Sensitivity* or *No Potential*; monitoring of all ground-disturbing activities (with depths specified) in units of *Low to High Significance;* and at all depths within units of *High Significance* unless the Qualified Paleontologist's report identifies previous disturbances or the use of construction methods which do not warrant monitoring; and monitoring at the initiation of excavation in units of *Undetermined Significance.* The report also shall stipulate whether screen washing is necessary to recover small specimens following SVP Guidelines and determine whether unique geologic features are present onsite. If monitoring is conducted, then the Qualified Paleontologist shall prepare a final report summarizing monitoring results and submit it to the project proponent and the County.

CR-4.5-8: Paleontological Resources Sensitivity Training. Prior to the start of ground-disturbing activities for projects facilitated by the ESGVAP with potentially significant impacts on paleontological resources, the Qualified Paleontologist or its designee shall conduct construction worker paleontological resources sensitivity training (or may be provided via digital recording) for all construction workers. Construction workers shall

be informed on how to identify the types of paleontological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of paleontological resources, and safety precautions to be taken when working with paleontological monitors. The project proponent shall ensure that construction workers are made available for and attend the training. The project proponent shall retain documentation demonstrating attendance and provide it to the County.

CR-4.5-9: Paleontological Discoveries. If a potential fossil is found, the paleontological monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation of the discovery. An appropriate buffer area determined by the paleontological monitor shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the monitor's discretion, and to reduce any construction delay, the grading/excavation contractor shall assist, where feasible, in removing rock/sediment samples for initial processing and evaluation. If a fossil is determined to be significant, the Qualified Paleontologist shall implement a paleontological salvage program to remove the resources from their location, following the guidelines of the SVP (2010). Any fossils encountered and recovered shall be prepared to the point of identification, catalogued, and curated at a public, nonprofit institution with a research interest in the material and with retrievable storage, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. Accompanying notes, maps, and photographs shall also be filed at the repository. If no institution accepts the fossil collection, it may be donated to a local school or other interested organization in the area for educational purposes.

If construction workers discover any potential fossils during construction while the paleontological monitor is not present, regardless of the depth of work or location, work at the discovery location shall cease in a 50-foot radius of the discovery until the Qualified Paleontologist has assessed the discovery and recommended and implemented appropriate treatment as described earlier in this measure.

Any salvage reports resulting from implementation of this measure shall be filed with the Natural History Museum of Los Angeles County.

CR- 4.5-10: Human Remains Discoveries. If human remains are encountered, then the project proponent or its contractor shall immediately halt work within 50 feet of the discovery and contact the Los Angeles County Coroner in accordance with Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5, which require that no further disturbance shall occur until the County Coroner has made the necessary findings as to the remains' origin and disposition. If the County Coroner determines that the remains are Native American, then the County Coroner will notify the NAHC within 24 hours in accordance with Health and Safety Code Section 7050.5(c), and Public Resources Code Section 5097.98. The NAHC shall then identify the person(s) thought to be the MLD. The MLD may, with the permission of the land owner, or their authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the landowner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. The

project proponent, County, and landowner shall discuss and confer with the MLD on all reasonable options regarding the MLD's preferences for treatment.

Until the project proponent, County, and landowner have conferred with the MLD, the contractor shall ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity and is adequately protected according to generally accepted cultural or archaeological standards or practices (e.g., the *NAHC's A Professional Guide for the Preservation and Protection of Native American Human Remains and Associated Grave Goods* [NAHC 2022], which reiterates statutory requirements), and that further activities take into account the possibility of multiple burials.

If the NAHC is unable to identify an MLD, or the MLD identified fails to make a recommendation, or the landowner rejects the recommendation of the MLD and the mediation provided for in Public Resources Code Section 5097.94(k), if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

Level of Significance After Mitigation

The Project, due to development facilitated by the ESGVAP, would result in a less-than-significant impact to historical resources after implementation of mitigation measures **CR-4.5-1** through **CR-4.5-6**. The implementation of these mitigation measures would reduce significant impacts to historical resources resulting from projects facilitating the ESGVAP by avoiding or reducing the significant impact. Mitigation measure **CR-4.5-1** requires identification of historical resources of a built nature that could be affected by a project to avoid or minimize inadvertent significant impacts to such resources. The mitigation measure further requires that projects be designed to conform with the Secretary of the Interior's Standards to avoid or minimize significant impacts to such resources. Mitigation measure **CR-4.5-2** requires identification of significant archaeological resources (i.e., resources considered historical resources or unique archaeological resources) to avoid or minimize inadvertent significant impacts to such resources. The measure further requires that archaeological/Native American monitoring be considered to ensure that there is an opportunity to avoid or minimize inadvertent significant impacts to such resources. Mitigation measure **CR-4.5-3** requires that construction personnel involved in ground disturbing activities be trained in the identification of cultural resources to assist in avoidance or minimizing of inadvertent potentially significant impacts to such resources. Mitigation measures **CR-4.5-4** and **CR-4.5-5** require that significant archaeological resources be avoided and preserved in place if feasible. If avoidance and preservation in place is not feasible, then data recovery is required to recover the scientifically consequential information contained in the resource, which would avoid or reduce significant adverse impacts to the resource. Mitigation measure **CR-4.5-6** provides for final disposition of archaeological materials, such as curation or donation to a Native American group or other entity, to reduce significant impacts to such resources by preserving the materials for those with research or educational interests.

The Project, as a result of future development facilitated by the ESGVAP, would result in less-than-significant impacts to unique archaeological resources after the implementation of mitigation measures **CR-4.5-2** through **CR-4.5-6**. The implementation of these mitigation measures would

reduce significant impacts to unique archaeological resources by avoiding or reducing the significant impact. Mitigation measure **CR-4.5-2** requires identification of unique archaeological resources to avoid or minimize inadvertent significant impacts to such resources. The mitigation measure further requires that archaeological/Native American monitoring be considered to ensure that there is an opportunity to avoid or minimize inadvertent significant impacts to such resources. Mitigation measure **CR-4.5-3** requires that construction personnel involved in ground disturbing activities be trained in the identification of cultural resources to assist in avoidance or minimizing of inadvertent significant impacts to such resources. Mitigation measures **CR-4.5-4** and **CR-4.5-5** require that unique archaeological resources be avoided and preserved in place if feasible. If avoidance and preservation in place is not feasible, then data recovery is required to recover the scientifically consequential information contained in the resource, which would avoid or minimize significant adverse impacts to the resource. Mitigation measure **CR-4.5-6** provides for final disposition of archaeological materials, such as curation or donation to a Native American group or other entity, to reduce significant impacts to such resources by preserving the materials for those with research or educational interests.

The Project, as a result of development facilitated by the ESGVAP, would result in less-than-significant impacts to unique paleontological resources and unique geologic features after implementation of Mitigation measures **CR-4.5-7** through **CR-4.5-9**. These measures would reduce significant impacts on unique paleontological resources by avoiding or reducing the significant impact. Mitigation measure **CR-4.5-7** requires, prior to any construction activities that involve ground disturbance, identification of unique paleontological resources and unique geologic features to avoid or minimize inadvertent potentially significant impacts to such resources. The mitigation measure further requires that paleontological monitoring be considered to ensure that there is an opportunity to avoid or minimize inadvertent potentially significant impacts to such resources. Mitigation measure **CR-4.5-8** requires that construction personnel involved in ground disturbing activities be trained in the identification of paleontological resources to assist in avoidance or minimizing of inadvertent potentially significant impacts to such resources. Mitigation measure **CR-4.5-9** requires that unique paleontological resources are recovered and curated.

The Project, as a result of development facilitated by the ESGVAP, would result in less-than-significant impacts to human remains after implementation of Mitigation measure **CR-4.5-10**. This mitigation measure would reduce significant impacts on human remains by immediately halting construction activities in the event of a possible discovery to avoid or minimize impacts. Mitigation measure **CR-4.5-10** requires the project proponent and County to follow Health and Safety Code Section 7050.5(c) and Public Resources Code Section 5097.98 in the event Native American human remains are encountered, which includes halting work, notifying the County Coroner, and consulting with the MLD. Further, the measure requires the project proponent, County, and landowner to work with the MLD for treatment of the remains to avoid or minimize impacts, or the landowner to reinter the remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance if an agreement cannot be reached to avoid or minimize impacts.

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4.6 Energy

This section assesses the potential environmental impacts related to energy use from future development allowed under the East San Gabriel Valley Area Plan (ESGVAP or Project). This section describes the existing energy usage in the Planning Area as well as the relevant federal, State, and local regulations and programs. Greenhouse gas emissions are evaluated in Section 4.7, *Greenhouse Gas Emissions*.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (**Appendix A**). Comments received did not identify any substantive issues or questions related to Energy. **Table 1-1**, *Notice of Preparation and Comment Letters Summary*, in Chapter 1, *Introduction*, includes a summary of all comments received during the scoping comment period.

4.6.1 Environmental Setting

This section discusses the existing environmental setting relative to energy resources. As described in Chapter 3, *Project Description*, the Project is evaluated at a programmatic level and the analysis is based on information available to the County where reasonably foreseeable, direct, and indirect physical changes in the environment could be considered. As a result, this section describes generally the Project Area and, where applicable, the general areas of future potential land use changes as part of implementing the ESGVAP, as those are the areas that may result in changes to the environment that weren't already considered in previous environmental analyses or studies.

Regulatory Setting

Federal Laws, Regulations, and Policies

Energy Policy Act of 1992

The Energy Policy Act of 1992 (1992 Act) was passed to reduce US dependence on foreign petroleum and improve air quality. The 1992 Act includes several provisions intended to build inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. The 1992 Act requires certain federal, State, and local governments and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. Financial incentives are also included in the 1992 Act. Federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the Energy Policy Act to consider a variety of incentive programs to help promote AFVs.

Energy Policy Act of 2005

The Energy Policy Act of 2005 includes provisions for renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

U.S. Department of Transportation, U.S. Department of Energy, and U.S. Environmental Protection Agency

On the federal level, the U.S. Department of Transportation, U.S. Department of Energy, and U.S. Environmental Protection Agency (USEPA) are three agencies with substantial influence over energy policies related to transportation fuels consumption. Generally, federal agencies influence transportation energy consumption through establishment and enforcement of fuel economy standards for automobiles and light trucks through funding energy-related research and development projects, and through funding for transportation infrastructure projects.

Established by the U.S. Congress in 1975, the Corporate Average Fuel Economy (CAFE) standards reduced energy consumption by increasing the fuel economy of cars and light trucks. The National Highway Traffic Safety Administration (NHTSA), an agency within the U.S. Department of Transportation, and the USEPA jointly administered the CAFE standards. The US Congress has specified that CAFE standards must be set at the "maximum feasible level" with consideration given to: (1) technological feasibility; (2) economic practicality; (3) effects of other standards on fuel economy; and (4) need for the nation to conserve energy. In 2018, the USEPA published the final rule for the One National Program on Federal Preemption of State Fuel Economy Standards that finalizes the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule. The SAFE Vehicles Rule maintains the 2020 CAFE and CO_2 standards for model years 2021 through 2026 (Federal Register 2018). On January 20, 2021, President Biden issued Executive Order 13990 "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis" which directed the USEPA to consider whether to propose suspending, revising, or rescinding the standards previously revised under the SAFE Vehicles Rule. On March 31, 2022, the NHTSA revoked the SAFE Vehicles Rule and initiated new CAFE standards which require an industry-wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026 (NHTSA 2022). The new standards will increase fuel efficiency 8 percent annually for model years 2024–2025 and 10 percent annually for model year 2026 and will also increase the estimated fleetwide average by nearly 10 mpg for model year 2026, relative to model year 2021 (NHTSA 2022). The new CAFE standards will reduce fuel use by more than 200 billion gallons through 2050 as compared to continuing under the old standards for model year 2024–2026 (NHTSA 2022). Refer to Section 4.7, *Greenhouse Gas Emissions*, of this Draft PEIR, for additional information.

Fuel efficiency standards for medium- and heavy-duty trucks have been jointly developed by USEPA and NHTSA. In August 2016, the USEPA and NHTSA finalized Phase 2 standards for medium and heavy-duty vehicles through model year 2027 that will improve fuel efficiency and cut carbon pollution. The Phase 2 heavy-duty truck standards require the phase-in of a 5 to 25 percent reduction in fuel consumptions over the 2017 baseline depending on the compliance year and vehicle type.

State Laws, Regulations, and Policies

California Building Standards Code (Title 24, Parts 6 and 11)

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6) were adopted to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2019 Title 24 standards, which became effective January 2020. The 2019 Title 24 standards include efficiency improvements to the residential standards for attics, walls, water heating, and lighting; and efficiency improvements to the non-residential standards include alignment with the American Society of Heating and Air-Conditioning Engineers (ASHRAE) 90.1-2013 national standards (CEC 2018).

The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, became effective 2020. The 2020 CALGreen Code includes mandatory measures for non-residential development related to site development, energy efficiency, water efficiency and conservation; material conservation and resource efficiency; and environmental quality (California Building Standards Commission 2019). For example, several definitions related to energy that were added or revised affect electric vehicle (EV) chargers and charging, and hot water recirculation systems. For new multi-family dwelling units, the residential mandatory measures were revised to provide additional EV charging requirements, including quantity, location, size, single EV space, multiple EV spaces, and identification. For non-residential mandatory measures, Table 5.106.5.3.3 of the CALGreen Code, identifying the number of required EV charging spaces has been revised in its entirety. Refer to Section 4.7, *Greenhouse Gas Emissions*, of this Draft PEIR, for additional details regarding these standards.

California Appliance Efficiency Regulations

The 2012 Appliance Efficiency Regulations (20 CCR 1601–1608) took effect February 13, 2013. The regulations include standards for both federally regulated appliances and non-federally regulated appliances.

Renewables Portfolio Standard

The State has adopted regulations to increase the proportion of electricity from renewable sources. In 2008, Executive Order S-14-08 expanded the state's Renewable Portfolio Standard (RPS) goal to 33 percent renewable power by 2020. In 2009, Executive Order S-21-09 directed the California Air Resources Board (CARB) (under its AB 32 authority) to enact regulations to help the State meet the 2020 goal of 33 percent renewable energy. The 33 percent by 2020 RPS goal was codified with the passage of Senate Bill X1-2. This new RPS applied to all electricity retailers in the state, including publicly owned utilities (POUs), investor-owned utilities, electricity service providers, and community choice aggregators. SB 350 (Chapter 547, Statues of 2015) further increased the RPS to 50 percent by 2030, including interim targets of 40 percent by 2024 and 45 percent by 2027. In 2018, SB 100 further increased California's RPS and requires retail sellers and local publicly-owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by the end of 2024, 52 percent by the end of 2027, and 60 percent by

the end of 2030; and requires that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by the end of 2045.

The California Public Utilities Commission (CPUC) and the California Energy Commission (CEC) jointly implement the RPS program. The CPUC's responsibilities include: (1) determining annual procurement targets and enforcing compliance; (2) reviewing and approving each investor-owned utility's renewable energy procurement plan; (3) reviewing contracts for RPS-eligible energy; and (4) establishing the standard terms and conditions used in contracts for eligible renewable energy.

California Senate Bill 1389

Senate Bill (SB) 1389 (Public Resources Code Sections 25300–25323; SB 1389) requires the CEC to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety (Public Resources Code Section 25301[a]). The Integrated Energy Policy Report provides the results of the CEC's assessments related to energy sector trends, building decarbonization and energy efficiency, zero-emissions vehicles, energy equity, climate change adaptation, electricity reliability in the Southern California region, natural gas assessment, and electricity, natural gas, and transportation energy demand forecasts.

California Assembly Bill 1493 (AB 1493, Pavley)

In response to the transportation sector's large share of California's carbon dioxide (CO2) emissions, Assembly Bill (AB) 1493 (commonly referred to as the Pavley regulations), enacted on July 22, 2002, requires CARB to set greenhouse gas (GHG) emission standards for new passenger vehicles, light-duty trucks, and other vehicles manufactured in and after 2009 whose primary use is non-commercial personal transportation. Phase I of the legislation established standards for model years 2009–2016 and Phase II established standards for model years 2017–2025 (CARB 2017; USEPA 2012). As discussed above, in September 2019, USEPA published the SAFE Vehicles Rule in the federal register (Federal Register, Vol. 84, No. 188, Friday, September 27, 2019, Rules and Regulations, Sections 51310–51363) that maintains the vehicle miles per gallon standards applicable in model year 2020 for model years 2021 through 2026. California and 23 other states and environmental groups in November 2019 in U.S. District Court in Washington, filed a petition for the USEPA to reconsider the published rule. The Court has not yet ruled on these lawsuits.

California Air Resources Board

CARB's Advanced Clean Car Program

In 2012, CARB adopted the Advanced Clean Cars emissions-control program, which is closely associated with the emissions standards for passenger vehicles and light-duty trucks discussed above (CARB 2017). The program requires an increase in the number of zero-emissions vehicle models for years 2015 through 2025 to control smog, soot and GHG emissions. By 2025, zero-

emissions vehicles (ZEVs) must be 22 percent of large volume manufacturers overall production (CARB 2022a). This program includes the Low-Emissions Vehicle (LEV) regulations to reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles; and ZEV regulations to require manufacturers to produce an increasing number of pure ZEVs (meaning battery and fuel cell electric vehicles) with the provision to produce plug-in hybrid electric vehicles (PHEV) between 2018 and 2025.

CARB's Advanced Clean Trucks Program

The Advanced Clean Trucks (ACT) regulations were approved on June 25, 2020, and require that manufacturers sell zero-emissions or near-zero-emissions trucks as an increasing percentage of their annual California sales beginning in 2024. The goal of this proposed strategy is to achieve nitrogen oxide (NOx) and GHG emission reductions through advanced clean technology, and to increase the penetration of the first wave of zero-emissions heavy-duty technology into applications that are well suited to its use. According to CARB, "Promoting the development and use of advanced clean trucks will help CARB achieve its emission reduction strategies as outlined in the State Implementation Plan (SIP), Sustainable Freight Action Plan, SB 350, and AB 32" (CARB 2022b)

The percentage of zero-emissions truck sales is required to increase every year until 2035 when sales would need to be 55 percent of Classes 2b–3 (light/medium- and medium-duty trucks) truck sales, 75 percent of Classes 4–8 (medium- to heavy-duty trucks) straight truck sales, and 40 percent of truck tractor (heavy-duty trucks weighing 33,001 pounds or greater) sales. Additionally, large fleet operators (of 50 or more trucks) would be required to report information about shipments and services and their existing fleet operations.

Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

In 2004, CARB adopted an Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling in order to reduce public exposure to diesel particulate matter emissions (Title 13 CCR Section 2485 and Title 17 CCR Section 93115). The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given location. While the goal of this measure is primarily to reduce public health impacts from diesel emissions, compliance with the regulation also results in energy savings in the form of reduced fuel consumption from unnecessary idling.

Sustainable Communities Strategy

SB 375 (Chapter 728, Statutes of 2008), which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG, was adopted by the State on September 30, 2008. Under SB 375, CARB is required, in consultation with the state's metropolitan planning organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. In February 2011, CARB adopted the GHG emissions reduction targets of 8 percent by 2020 and 13 percent by 2035 relative to 2005 GHG emissions for the

Southern California Association of Governments (SCAG), which is the Metropolitan Planning Organization for the region in which the County is located (SCAG 2022). Of note, the proposed reduction targets explicitly exclude emission reductions expected from the AB 1493 and the Low Carbon Fuel Standard regulations.

Under SB 375, the reduction target must be incorporated within each region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plans and zoning codes) are not required to be consistent with either the RTP or SCS. See detailed discussion of SCAG's latest RTP/SCS below.

Sustainable Freight Action Plan

Executive Order B-32-15 directed the State to establish targets to improve freight efficiency, transition to zero-emissions technologies, and increase the competitiveness of California's freight transport system, including warehouses and distribution centers. The targets are not mandates, but rather aspirational measures of progress towards sustainability for the state to meet and try to exceed. The targets include:

1. System Efficiency Target: Improve freight system efficiency by 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030.
2. Transition to Zero-Emissions Technology Target: Deploy over 100,000 freight vehicles and equipment capable of zero-emissions operation and maximize near-zero-emissions freight vehicles and equipment powered by renewable energy by 2030.
3. Increased Competitiveness and Economic Growth Targets: Establish a target or targets for increased state competitiveness and future economic growth within the freight and goods movement industry based on a suite of common-sense economic competitiveness and growth metrics and models developed by a working group comprised of economists, experts, and industry. These targets and tools will support flexibility, efficiency, investment, and best business practices through state policies and programs that create a positive environment for growing freight volumes and jobs, while working with industry to mitigate potential negative economic impacts. The targets and tools will also help evaluate the strategies proposed under the Action Plan to ensure consideration of the impacts of actions on economic growth and competitiveness throughout the development and implementation process.

California Environmental Quality Act (CEQA)

In accordance with CEQA and CEQA Guidelines Appendix F, Energy Conservation, and to assure that energy implications are considered in project analysis and decisions, EIRs are required to include a discussion of the potential significant energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. CEQA Guidelines Appendix F provides a list of energy-related topics that should be analyzed in an EIR. In addition, while not described or required as significance thresholds for determining the significance of impacts related to energy, Appendix F provides the following

topics for consideration in the discussion of energy use in an EIR, to the extent the topics are applicable or relevant to the Project (PRC Sections 21000–21176):

- "The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed;
- The effects of the project on local and regional energy supplies and on requirements for additional capacity;
- The effects of the project on peak and base period demands for electricity and other forms of energy;
- The degree to which the project complies with existing energy standards;
- The effects of the project on energy resources; and
- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives."

Regional Laws, Regulations, and Policies

Southern California Association of Governments

The County is located within the planning jurisdiction of SCAG. Pursuant to SB 375, SCAG prepared its first-ever SCS that was included in the 2012–2035 RTP/SCS, which was adopted by SCAG in April 2012. The goals and policies of that SCS demonstrated a reduction in per capita VMT (and a corresponding decrease in per capita transportation-related fuel consumption) and focused on transportation and land use planning strategies that included encouraging infill projects, locating residents closer to where they work and play, and designing communities with access to high quality transit services. In April 2016, SCAG adopted the 2016–2040 RTP/SCS, which furthered the goals of the 2012–2035 RTP/SCS.

On September 3, 2020, the SCAG's Regional Council formally adopted the *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020–2045 RTP/SCS) also known as "Connect SoCal", which is an update to the previous 2012–2035 RTP/SCS and 2016–2040 RTP/SCS (SCAG 2021). The 2020–2045 RTP/SCS describes how the region can attain the GHG emission-reduction targets set by CARB by achieving an 8 percent reduction in per capita transportation GHG emissions by 2020 and 19 percent reduction in per capita transportation GHG emissions by 2035 compared to the 2005 level on a per capita basis (SCAG 2021). Compliance with and implementation of the 2020–2045 RTP/SCS policies and strategies would have co-benefits of reducing per capita criteria air pollutant emissions (e.g., nitrogen dioxide, carbon monoxide) associated with reduced per capita vehicle miles traveled (VMT). Information regarding the applicable RTP/SCS for the region in which this Project is located is provided below.

South Coast Air Quality Management District (SCAQMD)

As discussed in Section 4.3, *Air Quality*, of this Draft PEIR, SCAQMD is responsible for air quality planning in the South Coast Air Basin (where the County is located) and developing rules and regulations to bring the Air Basin into attainment of the ambient air quality standards. As part

of its efforts to reduce local air pollution, SCAQMD has promoted a number of programs to promoted energy conservation, low-carbon fuel technologies (natural gas vehicles; electric-hybrids, hydraulic-hybrids, and battery-electric vehicles), renewable energy, VMT reduction programs, and market incentive programs.

Clean Cities Program

The U.S. Department of Energy's Clean Cities Program promotes voluntary, locally based government/industry partnerships for the purpose of expanding the use of alternatives to gasoline and diesel fuel by accelerating the deployment of AFVs and building a local AFV refueling infrastructure. The mission of the Clean Cities Program is to advance the nation's economic, environmental, and energy security by supporting local decisions to adopt practices that contribute to the reduction of petroleum consumption. The Clean Cities Program carries out this mission through a network of more than 80 volunteer coalitions, which develop public/private partnerships to promote alternative fuels and vehicles, fuel blends, fuel economy, hybrid vehicles, and idle reduction (DOE 2022).

The Southern California/SCAG Clean Cities Coalition was first designated by the U.S. Department of Energy on March 1, 1996. SCAG directly administers the SCAG Clean Cities Program. This coalition supports government and industry partnerships to expand alternative fuel vehicles and infrastructure throughout the SCAG region.

Local Laws, Regulations, and Policies

Zoning Ordinance

None of the Zoning Ordinance's for the communities in the ESGVAP directly discuss energy or have any energy specific goals or policies.

Community Standards Districts

Only Avocado Heights and Rowland Heights have Community Standards Districts (CSD). The existing Avocado Heights and Rowland Heights CSD do not directly discuss energy or have any energy specific goals or policies.

Community Plans

Only Rowland Heights and Hacienda Heights have Community Plans. The applicable energy specific goals or policies of these two plans are discussed below.

Rowland Heights Community General Plan

The Rowland Heights Community General Plan, adopted in September 1981 and updated in 2008, establishes a direction and form for the future development of Rowland Heights (DRP 1981). It is an element of the Los Angeles County General Plan. The Rowland Heights Community General Plan contains the following goals:

1. Maintain the rural atmosphere of the community through the preservation of natural hillsides and vegetation and the livestock keeping areas.
2. Maintain the single-family character of the community.

3. Improve traffic circulation.
4. Balance projected growth and development with the environmental considerations.
5. Beautify commercial areas and highways.
6. Preserve major ridgelines and riparian corridors.
7. Expand recreational facilities including parks, equestrian and hiking trails, and bikeways.

Hacienda Heights Community Plan

The Hacienda Heights Community Plan is a comprehensive, long-range plan to guide development in Hacienda Heights. The Plan was adopted in May 2011 and replaced the previously adopted 1978 Hacienda Heights Community General Plan (DRP 2011). The Hacienda Heights Community Plan contains a Mobility, Conservation, and Public Services and Utilities Elements with goals and policies that directly or have a co-benefit of decreasing energy usage. The relevant goals and policies are provided below:

Mobility

Goal M-1: A variety of options or mobility into and out of the community.

Policy M 1.1: Promote "complete streets" that safely accommodate pedestrians, cyclists, and motorist.

Policy M 1.2: Promote the integration of multi-use regional trails, walkways, bicycle paths, transit stops, parks and local destinations.

Goal M-2: Safe and well-maintained bike routs and facilities.

Goal M-4: Community circulation that supports regional and state transportation goals.

Policy M 4.2: Include vehicle demand reducing strategies, such as incentives for commuters to use transit, park and ride lots, etc. as mitigation alternatives for potentially environmentally significant projects.

Conservation

Goal C-4: A community that conserves its natural resources.

Policy C 4.1: Encourage energy efficiency through the use of alternative energy sources, drought-tolerant landscaping, low-impact development and sustainable construction materials.

Policy C 4.2: Encourage sustainable, environmentally-friendly construction and business operating practices.

Policy C 4.3: Encourage community members to reduce waste and conserve energy and water at home.

Policy C 4.4: Encourage efforts to reduce greenhouse gas emissions and promote air resource management best practices.

Goal C 5: A community that is energy-efficient, reduces energy and natural resource consumption, and reduces emissions of greenhouse gases.

Policy C 5.1: Support the county's efforts to create an adopted Climate Action Plan by 2015 that meets state requirements and includes emission inventories, enforceable reduction measures, regular progress reviews, procedures for reporting on and revising the plan, and provides for resources to implement the Plan.

Policy C 5.2: Implement the County's Green Building Ordinances.

Policy C 5.3: Provide information and education to the public about energy conservation and local strategies to address climate change.

Policy C 5.4: Support the installation of alternative fuel and renewable energy facilities, where appropriate.

Public Services and Facilities

Goal PS-6: Growth in line with infrastructure capacity.

Policy PS 6.3: Ensure adequate energy from both traditional and alternative sources whenever available while promoting more sustainable alternatives.

***Policy PS 6.4*:** Promote water conservation materials and equipment, in future development,

Neighborhood Plan

None of the communities in the ESGVAP have a Neighborhood Plan.

Transit Oriented District Specific Plans

None of the communities in the ESGVAP have a Transit Oriented District Specific Plan.

Los Angeles Countywide Sustainability Plan

The Los Angeles Countywide Sustainability Plan, also named OurCounty, is a regional sustainability plan for Los Angeles focused on the following goals (County of Los Angeles 2019):

Goal 1: Resilient and healthy community environments where residents thrive in place

Goal 2: Buildings and infrastructure that support human health and resilience

Goal 3: Equitable and sustainable land use and development without displacement

Goal 4: A prosperous LA County that provides opportunities for all residents and businesses and supports the transition to a green economy

Goal 5: Thriving ecosystems, habitats, and biodiversity;

Goal 6: Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities

Goal 7: A fossil fuel-free LA County

Goal 8: A convenient, safe, clean, and affordable transportation system that enhances mobility while reducing car dependency

Goal 9: Sustainable production and consumption of resources

Goal 10: A sustainable and just food system that enhances access to affordable, local, and healthy food

Goal 11: Inclusive, transparent, and accountable governance that facilitates participation in sustainability efforts, especially by disempowered communities

Goal 12: A commitment to realize OurCounty sustainable goals through creative, equitable, and coordinated funding and partnerships

Los Angeles County Green Building Standards

In April 2016, the County amended the County Code to include Title 31, Green Building Standards Code. The Green Building Standards Code incorporates by reference standards from the CALGreen Code described above, and supersede the green building ordinance and the drought tolerant landscaping ordinance in Title 22 of the County Code. The Green Building Standards Code includes mandatory residential and non-residential measures related to low impact development, electric vehicle charging infrastructure, cool roof installations, and construction waste management practices (County Code Title 31, Chapter 4 and Chapter 5).

Unincorporated Los Angeles County Community Climate Action Plan (CCAP) 2020

The 2020 CCAP, adopted in 2015, was a component of the County's General Plan Air Quality Element until it expired in 2020. To reduce impacts of climate change, the 2020 CCAP set a target to reduce GHG emissions from community activities in the unincorporated areas of Los Angeles County by at least 11 percent below 2010 levels by 2020 (DRP 2015). The 2020 CCAP contained 26 local actions related to green buildings and energy; land use and transportation; water conservation and wastewater; waste reduction, reuse, and recycling; and land conservation and tree planting. It also included 17 reduction strategies from the following areas: transportation; stationary energy; waste; industrial process and product use; agriculture, forestry, and other land use.

The County of Los Angeles released a Draft 2045 Climate Action Plan (2045 CAP) in April 2022, which is an update to the 2020 CCAP and sets new GHG emissions reduction targets for 2030 and 2035, consistent with state goals, and sets a long-term aspirational goal for carbon neutrality by 2045 (DRP 2022). The 2045 CAP includes five categories for GHG emissions reductions: (1) energy supply, (2) transportation, (3) building energy and water, (4) waste, and (5) agriculture, forestry, and other land uses. Under these categories, there are a number of strategies, measures, and actions which will achieve the GHG emissions reductions outlined in the Draft 2045 CAP such as decarbonizing the energy supply, increase densities and diversity of land uses near transit, reducing single occupancy vehicle trips, improve efficiency of existing building energy use, conserving water, and others. Adoption of the 2045 CAP has not yet occurred as of September 2022.

Los Angeles County General Plan 2035

The General Plan provides the fundamental basis for the County's land use and development policy, and represents the basic community values, ideals, and aspirations to govern a shared environment through 2035. General goals and policies relevant to the Draft PEIR include those related to infill development (Goal LU 4); vibrant, livable and healthy communities that contain a mix of community-serving uses (Goal LU 5); land use patterns and community infrastructure that promote health and wellness for all neighborhoods (Goal LU 9); well-designed, healthy places (Goal LU 10); interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use (e.g., Goal M 2, Goal M 5) as well as safe spaces for pedestrian use (e.g., Policy M 2.7, Policy M 2.8); sustainable agricultural practices (Goal C/NR 9) and sustainable management of renewable and non-renewable energy resources (Goal C/NR 12); and others. Approval of the Draft PEIR would result in the revisions to the General Plan's Air Quality Element set forth in Table 2-1, *Updates to General Plan Air Quality Element*, and Table 2-2, *General Plan Implementation Program Updates*, in Chapter 2, *Project Description*, of the General Plan.

County of Los Angeles Sustainable Infrastructure Guidelines

The Sustainable Infrastructure Guidelines (SIG) were developed to implement sustainable, resilient infrastructure for Public Works buildings (LACPW 2017). The SIG would minimize impacts on resources such as water and energy; target strategies that can be implemented effectively, complement existing sustainability programs, such as Leadership in Energy and Environmental Design (LEED), Envision Rating System (Envision), and SITES Rating System; minimize long term operating costs; consider cost/benefit relationships of all strategies to ensure cost effectiveness; and minimize maintenance requirements. Strategies to reduce energy usage include: minimizing light pollution, reducing energy consumption, incorporating energy sub-metering; commissioning energy systems; incorporating renewable/alternative energy; optimizing traffic signals systems; optimizing street lighting; and energy innovation.

Existing Environmental Conditions

Electricity

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, for distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid.

Energy capacity, or electrical power, is generally measured in watts (W) while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 Wh. If ten 100 W bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour (kWh). On a utility scale, a generator's capacity is typically rated in megawatts (MW), which is 1 million W, while energy usage is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is 1 billion Wh.

Southern California Edison (SCE) provides electrical services to approximately 15 million people, 15 counties, 180 incorporated cities (including the County of Los Angeles), 5,000 large businesses, and 280,000 small businesses throughout its 50,000-square-mile service area, across central, coastal and southern California, an area bounded by Mono County to the north, Ventura County to the west, San Bernardino County to the east, and Orange County to the south (SCE 2022). SCE produces and purchases energy from a mix of conventional and renewable generating sources.

SCE generates power from a variety of energy sources, including large hydropower (greater than 30 MW), coal, gas, nuclear sources, and renewable resources, such as wind, solar, small hydropower (less than 30 MW), and geothermal sources. The annual electricity sale to customers in 2021 was approximately 85,935,000 MWh (Edison International and SCE 2022).

Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs but relies upon out-of-state imports for nearly 90 percent of its natural gas supply (CEC 2022a). A majority of natural gas consumed in California is for electricity generation, along with the industrial, residential, and commercial sections (CEC 2022a). Among energy commodities consumed in California, natural gas accounts for one-third of total primary energy consumption in terms of British thermal units (BTU) (CEC 2022b). Natural gas is typically measured in terms of cubic feet (cf) or BTU.

Natural gas is provided to the County by Southern California Gas (SoCalGas). SoCalGas is the principal distributor of natural gas in Southern California, serving residential, commercial, and industrial markets. SoCalGas serves approximately 21.8 million customers in more than 500 communities encompassing approximately 24,000 square miles throughout Central and Southern California, from the City of Visalia to the Mexican border (SoCalGas 2022).

SoCalGas receives gas supplies from several sedimentary basins in the western U.S. and Canada, including supply basins located in New Mexico (San Juan Basin), West Texas (Permian Basin), the Rocky Mountains, and Western Canada as well as local California supplies (California Gas and Electric Utilities 2020). The traditional, southwestern U.S. sources of natural gas will continue to supply most of SoCalGas' natural gas demand. The Rocky Mountain supply is available but is used as an alternative supplementary supply source, and the use of Canadian sources provide only a small share of SoCalGas supplies due to the high cost of transport (California Gas and Electric Utilities 2020). The annual natural gas sale to customers in 2020 was approximately 888,775 million cf (California Gas and Electric Utilities 2021).

Transportation Energy

According to the CEC, transportation and fuel production accounted for about 51 percent of California's total energy consumption in 2018 based on a carbon dioxide equivalent basis (CEC 2021). In 2020 (the most recent year for which data are available), California consumed

12.6 billion gallons of gasoline and 3.6 billion gallons of diesel fuel (CEC 2022c). Petroleum-based fuels account for more than 90 percent of California's transportation fuel use (CEC 2016). However, the State is now working on developing flexible strategies to reduce petroleum use. California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHGs from the transportation sector, and reduce VMT. The CEC predicts that the demand for gasoline and transportation fossil fuels in general will continue to decline over the next 10 years primarily due to improvements in fuel efficiency and increased electrification (CEC 2021). According to fuel sales data from the CEC, fuel consumption in Los Angeles County (County) was approximately 2.8 billion gallons of gasoline and 0.61 billion gallons of diesel fuel in 2020 (CEC 2022c).

4.6.2 Environmental Impacts

Methodology

Construction

Construction of future development that could be facilitated by adoption of the proposed ESGVAP would have the potential to increase energy consumption through the use of heavy-duty construction equipment, such as excavators, cranes, and forklifts, and through vehicle trips generated from workers and haul trucks traveling to and from project sites.

The ESGVAP is a planning-level document, and, as such, there are no specific projects, project construction dates, or specific construction plans identified. Therefore, quantification of energy consumption associated with buildout cannot be specifically determined at this time. Therefore, the analysis is based on the potential for construction energy from future development that would result from adoption of the ESGVAP to result in adverse impacts relative to the significance thresholds in the context of development intensity and compliance with regulatory plans, policies, standards, and regulations.

Operation

Operation of future development that would be facilitated by the adoption of the ESGVAP would require energy in the form of electricity and natural gas for building heating, cooling, cooking, lighting, water demand and wastewater treatment, consumer electronics, and other energy needs, and transportation-fuels, primarily gasoline, for vehicles traveling to, from, and within the County. However, as mentioned previously, the ESGVAP is a planning-level document, and, as such, there are no specific projects identified. Therefore, quantification of energy consumption associated with electricity and natural gas consumption cannot be specifically determined at this time. Therefore, the analysis is based on the potential for operational energy from future development that would result from adoption of the ESGVAP to result in adverse impacts relative to the significance thresholds in the context of development intensity and compliance with regulatory plans, policies, standards, and regulations.

Transportation Fuels

Energy for transportation from visitors and residents traveling to and from future development that would be facilitated from adoption of the ESGVAP is estimated based on transportation fuel consumption factors from EMFAC along with VMT data, which takes into account mode and trip lengths, developed for the transportation analysis. Fuel consumption from motor vehicles are dependent on vehicle type. Thus, the factors were calculated using a representative motor vehicle fleet mix based on the CARB EMFAC2021 model and default fuel types. EMFAC2021 incorporates the CAFE standards as well as the Advanced Clean Truck Program. However, traffic reduction policies within the ESGVAP, to which the regional travel demand model may not be fully sensitive (such as connectivity in neighborhoods, presence of bicycle and pedestrian facilities, and transportation demand management measures), may not be fully reflected in the VMT and transportation fuel consumption estimates. Therefore, estimated mobile source transportation fuel consumption are conservatively higher. Refer to VMT data in **Appendix H** and energy calculations in **Appendix D** of this Draft PEIR. Transportation fuel consumption is compared to both supply and infrastructure availability.

Significance Thresholds

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, the Project would have a significant impact to energy if it would:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Proposed Project Characteristics and Relevant ESGVAP Goals and Policies

The ESGVAP is intended to the guide long-term growth of the ESGV Planning Area, enhance community spaces, promote a stable and livable environment that balances growth and preservation, and improve the quality of life in the ESGV through the creation of vibrant, thriving, safe, healthy, and pleasant communities.

Because the ESGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time. The following ESGVAP goals and policies are related to energy consumption in the Plan Area.

ESGVAP Goals and Policies

Chapter 2. Land Use Element

The Land Use Element of the ESGVAP changes the General Plan land use and zoning designations of select parcels in the Plan Area to provide for focused growth and preservation areas (as presented in the Land Use Policy Map) and includes land use goals and policies that articulate how the focused growth and preservation of these areas will address land use issues, implement the Vision Statements (found in Chapter 1 of the ESGVAP), enhance the existing land uses and, as a result, quality of life in the ESGV. The following goals and policies of the Land

Use Element are relevant to the analysis of energy impacts that could occur pursuant to implementation of the ESGVAP:

Goal LU-1: Growth is planned to facilitate sustainable patterns and is targeted to areas with existing and future transit opportunities and commercial services, to facilitate transit use and accessibility to everyday goods and services within walking distance.

Policy LU-1.1: Sustainable Growth. Plan for the orderly and sustainable growth of the ESGV. Focus growth within a mile from major transit stops, a half mile from high-quality transit corridors, and a quarter mile from established or new commercial centers where there is access to existing or proposed frequent transit and everyday services within walking and biking distance.

Policy LU-1.2: Complete Communities. Foster a land use pattern that brings everyday needs and amenities within walking distance of residential neighborhoods, including public transit, parks, schools, commercial services, and other daily needs.

Policy LU-1.3: Targeted Growth Communities. Target growth toward neighborhoods in unincorporated communities that have access to transit, are proximate to major roads and commercial resources and away from communities that lack these resources. The following nine unincorporated communities include neighborhoods with targeted growth areas, each with community-specific goals and policies provided in Chapter 8 of this plan:

- Avocado Heights
- Hacienda Heights
- Covina Islands
- Rowland Heights
- Charter Oak
- South San Jose Hills
- East Irwindale
- Valinda
- East San Dimas

Goal LU-4: The supply of parking and the design of parking lots promote successful businesses and safe and efficient vehicular circulation, while encouraging walking, biking, and transit use.

Policy LU-4.1: Parking Reform Strategies. Support the development of centralized commercial districts along major commercial corridors and develop community-wide parking reform strategies to enhance walkability and concentrate equitably-priced affordable parking in consolidated public parking areas at regular intervals along major retail and business corridors to enhance walkability, support popular community destinations, and limit vast expanses of surface parking.

Chapter 4. Community Character and Design Element

This Community Character and Design Element of the ESGVAP supports the conservation of the character of the 24 unincorporated communities of the ESGV, which can be characterized as

having quiet residential street and lower scales. The Community Character and Design Element of the ESGVAP supports this vision by first observing and summarizing at a high-level existing residential, commercial, and public realm character. Based on these observations and findings, community character goals and policies are included to articulate how growth within the unincorporated communities of the ESGV may transition to and fit the existing community character. The following goals and policies of the Community Character and Design Element are relevant to the analysis of energy impacts that could occur pursuant to implementation of the ESGVAP:

Goal CC-2: Ensure that residential, commercial, mixed-use, open space, and public realm improvements enhance the community identity and character of the ESGV.

Policy CC-2.2: Sustainable Site Design. Prioritize sustainable site development and design practices, such as east–west building orientations to reduce heating costs and drought-tolerant plants that are native to the ESGV.

Policy CC-2.4: Shade Trees. Incorporate locally native, drought-tolerant, and climate-appropriate shade trees with large canopies into the landscaping of private development sites and public parkways, public streets, sidewalks, and rights-of-way to mitigate heat island effect and minimize cooling costs.

Goal CC-3: Accommodate households with a full range of multifamily and missing middle residential building types.

Policy CC-3.6: Sustainable Building Design. Encourage green building techniques, such as recycled building materials, energy-efficient lighting and appliances, renewable energy, green roofs, and water conservation, in the design, construction, and maintenance of new residential developments.

Goal CC-4: Improve the commercial character of ESGV major streets and centers.

Policy CC-4.6: Sustainability. Ensure resilient and sustainable commercial and mixed-use projects that are energy- and water-efficient, more compact or encouraging of compact lifestyles, and connect to everyday activities of surrounding communities.

Goal CC-5: Foster the design of climate-resilient streetscapes and outdoor public facilities that provide active and passive programmable environments for residents in ESGV communities.

Policy CC-5.3: Light Pavements. Encourage the use of light pavements for streets, driveways, and hardscaped open spaces to reflect the solar radiation that warms the surrounding environment and cool urban heat islands.

Policy CC-5.5: Native Landscaping. Improve existing and future public and private open spaces, greenway, streets, and sidewalks with additional native trees and drought-tolerant native plants to mitigate heat island effects, create comfort for users, and manage water usage.

Chapter 7. Mobility Element

The purpose of the Mobility Element is to identify strategies and improvements to make it easier and safer to walk, roll, ride, and use transit in and between the 24 unincorporated communities

located in the Planning Area. The following goals and policies of the Mobility Element are relevant to the analysis of energy impacts that could occur pursuant to implementation of the ESGVAP:

Goal M-1: ESGV communities are easily navigated by foot and by bike, with safe and continuous sidewalks, bike paths, and multi-use paths that support local circulation and tie ESGV communities together.

Policy M-1.1: Mobility Network. Tie ESGV communities together through a network of bikeways, multi-use paths, and safe and connected sidewalks.

Goal M-2: The mobility system is connective, multi-modal, and provides improved access to daily needs, including local and regional destinations, that allows people to thrive.

Policy M-2.2: Accessible Destinations. Prioritize mobility improvements that link transit, schools, parks, and other key destinations in the community.

Goal M-3: All modes of travel are efficient, comfortable, and feel safe on roads that are designed for all users, with infrastructure that is maintained and expanded to protect vulnerable groups, including pedestrians and people on bikes.

Policy M-3.1: Connective Active Transportation. Support connected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails, and address real and perceived safety concerns to promote active transportation use.

Policy M-3.3: Connecting Active Transportation and Transit. Reduce car dependency by supporting the implementation of safe and convenient active transportation infrastructure that connects with and complements the transit network.

Goal M-4: The mobility system is supported with sustainable infrastructure and planning, and is prioritized equitably to meet the needs of sensitive groups, including youth and older adults.

Policy M-4.2: Zero-emission Mobility. Support mode shifts to lower- or zero-emission travel modes that can reduce overall emissions from the mobility sector given the high rates of single-occupancy vehicles and long commutes in ESGV.

Impact Analysis

Impact 4.6-1: Would future development facilitated by adoption of the ESGVAP result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation of future development?

Less than Significant Impact. Implementation of future development facilitated by adoption of the ESGVAP would not result in wasteful, inefficient, or unnecessary consumption of energy resources during either construction or operation of future development.

Construction

During construction of future development that would be facilitated by adoption of the ESGVAP, energy would be consumed in the form of electricity on a limited basis for powering lights, electronic equipment, or other construction activities necessitating electrical power. Construction

would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment, construction workers traveling to and from development sites, and delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities).

Electricity

Construction electricity would be consumed, on a limited basis, to power lighting, electric equipment, and supply and convey water for dust control. During construction of future development facilitated by adoption of the ESGVAP, the electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. Electricity use from construction activities would be short-term, limited to working hours, and only used for necessary construction-related activities. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. Furthermore, the electricity used for off-road light construction equipment would have the co-benefit of reducing construction-related energy use from more traditional construction-related energy such as diesel fuel. Therefore, the impact from construction electrical demand for future development facilitated by adoption of the ESGVAP would be less than significant and would not result in the wasteful, inefficient, and unnecessary consumption of energy, and no mitigation is required.

Natural Gas

Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Accordingly, natural gas would generally not be supplied to support construction activities; thus, there would be no expected natural gas demand generated by construction of future development facilitated by adoption of the ESGVAP. If natural gas is used during construction, it would be in limited amounts and on a temporary basis and would specifically be used to replace or offset diesel-fueled equipment and as such would not result in a substantial on-going demand. Therefore, the impact from construction natural gas demand for future development facilitated by adoption of the ESGVAP would be less than significant and would not result in the wasteful, inefficient, and unnecessary consumption of energy.

Transportation Energy

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet over 50 years of worldwide consumption (BP Global 2018).

Construction of future development facilitated by adoption of the ESGVAP would utilize fuel-efficient equipment consistent with State and federal regulations, such as the fuel efficiency regulations in accordance with the new CAFE standards and Advanced Clean Truck Program, which would result in more efficient use of transportation fuels (lower consumption). Construction equipment and vehicles would also be required to comply with anti-idling regulations in accordance with Section 2485 in Title 13 of the CCR, and fuel requirements in accordance with Section 93115 in Title 17 of the CCR. As such, construction of future development facilitated by adoption of the ESGVAP would comply with regulatory measures to

reduce the inefficient, wasteful, and unnecessary consumption of energy, such as petroleum-based transportation fuels. While some of these regulations are intended to reduce construction emissions, compliance with the anti-idling and emissions regulations discussed above would also result in fuel savings from the use of more fuel-efficient engines.

Based on the analysis above, construction of future development facilitated by adoption of the ESGVAP would utilize energy only for necessary on-site activities and to transport construction materials and demolition debris to, from, and within the County. As discussed above, idling restrictions and the use of cleaner, energy-efficient equipment and fuels would result in less fuel combustion and energy consumption, and thus minimize construction-related energy use. Therefore, construction of future development facilitated by adoption of the ESGVAP would not result in the wasteful, inefficient, and unnecessary consumption of energy, and this impact would be less than significant and no mitigation is required.

Operation

During operation of existing development and future development facilitated by adoption of the ESGVAP, energy would be consumed for multiple purposes, including, but not limited to, heating, ventilation, and air conditioning; refrigeration; lighting; and the use of electronics, equipment, and appliances. Energy would also be consumed by existing development and future development facilitated by adoption of the ESGVAP during operations related to water usage, solid waste disposal, and vehicle trips.

Electricity

Operation of future development facilitated by adoption of the ESGVAP would result in demand for electricity resources including for water supply, conveyance, distribution, and treatment. Future development facilitated by adoption of the ESGVAP would comply with the applicable provisions of Title 24 and the CALGreen Code in effect at the time of building permit issuance, which may include greater use of energy and water efficient fixtures and fittings, energy efficient mechanical systems, light pollution reduction, site development best practices, sub metering, water efficient landscapes, recycling, and superior weather resistance and moisture management. Further, implementation of policies in the ESGVAP would reduce the electricity demand from future development facilitated by adoption of the ESGVAP in the County by promoting energy efficiency designs and strategies beyond regulatory requirements and policies for renewable energy. Therefore, operations of future development facilitated by adoption of the ESGVAP would not result in the wasteful, inefficient, and unnecessary consumption of electricity. Impacts are considered less than significant and no mitigation is required.

Transportation Energy

As discussed above, transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world, and based on current proven reserves, crude oil production would be sufficient to meet over 50 years of worldwide consumption (BP Global 2018).

The estimated operational transportation fuel demand from existing development and future development facilitated by adoption of the ESGVAP is provided in **Table 4.6-1,** *Estimated ESGVAP Operational Transportation Energy Demand*. As discussed previously, traffic reduction policies within the ESGVAP Mobility Element may not be fully reflected in the VMT and transportation fuel consumption estimates. Therefore, estimated mobile source transportation fuel consumption are conservatively higher. As shown in Table 4.6-1, *Estimated ESGVAP Operational Transportation Energy Demand*, fuel consumption at full buildout of the ESGVAP would be less than that of the No Project scenario.

TABLE 4.6-1
ESTIMATED ESGVAP OPERATIONAL TRANSPORTATION ENERGY DEMAND[1]

Energy Type	Annual Quantity [2,3]
Transportation	
ESGVAP Future Development Buildout (2035)	
Gasoline	333,593,897 gallons
Diesel	101,305,187 gallons
No Project (2035)	
Gasoline	334,885,239 gallons
Diesel	102,232,971 gallons
Total Net Transportation – Gasoline	**(1,291,343 gallons)**
Total Net Transportation – Diesel	**(927,784 gallons)**

MWh = megawatt-hours; cf = cubic feet;
1 Detailed calculations are provided in Appendix D of this Draft PEIR.
2 Totals may not add up due to rounding of decimals.
3 Parentheses denote a negative value
SOURCE: ESA, 2022.

The location, design, and land uses of the growth anticipated with adoption of the proposed ESGVAP would implement land use and transportation strategies related to reducing vehicle trips for residents and employees of the County by focusing growth close to major transit stops, high-quality transit corridors, and new or established commercial centers and residential and mixed-use land uses will be concentrated along major and secondary commercial corridors which would allow for increased mixed-use density near public transit. As discussed in Section 4.15, *Transportation*, of this Draft PEIR, several transit agencies provide local and regional transit service to the residents of the ESGV, including Metro, Access, Foothill Transit, Montebello Bus Lines, Norwalk Transit, Montebello Link Service, City of Claremont, Pomona Valley Transportation Authority, City of Duarte, City of Covina, City of Arcadia Transit, Go Monrovia, El Monte Transit, City of El Monte, West Covina Transit, and Los Angeles County (refer to Table 4.15-3, *Existing Transit Network*).

The ESGVAP is intended to respond to local planning challenges, guide long-term development, enhance community spaces, promote a stable and livable environment that balances growth with preservation, and improve the quality of life in the ESGV through the creation of vibrant, thriving, safe, healthy, and pleasant communities. The overarching vision of the ESGVAP is to

conserve the residential character of the ESGV communities while at the same time, grow sustainably into a dynamic regional hub that provides diverse options for housing, shopping, entertainment, recreation, and services for its residents, workers, and visitors. To accomplish this vision, the ESGVAP will target growth near transit, active transportation, and commercial services, and expand pedestrian infrastructure, in order to facilitate walking, biking and transit use in place of vehicular travel. The following nine unincorporated communities within the ESGVAP include neighborhoods with target growth areas: Avocado Heights, Hacienda Heights, Covina Islands, Rowland Heights, Charter Oak, South San Jose Hills, East Irwindale, Valinda, and East San Dimas. New zoning changes that introduce greater flexibility through emphasis on residential, mixed-use, and commercial land uses are proposed to facilitate development to achieve this vision and respond to the need to accommodate the County's growing and diverse population. The focus on land use designations for mixed uses and residential would support land use and transportation strategies by providing for greater density near transit. Higher densities, especially in mixed-use designations, increase capacity for residential development near community-serving commercial, retail, and office uses as well as schools, parks, and recreational facilities, and proposed improvements to the bicycle, pedestrian, and road networks will make it easier for residents to travel throughout the community. Therefore, adoption of the ESGVAP would support statewide and regional efforts to improve transportation energy efficiency and reduce transportation energy consumption.

As the Project would support statewide and regional efforts to improve transportation energy efficiency, and as discussed in further detail below, adoption of the ESGVAP would not conflict with the 2020–2045 RTP/SCS goals and benefits intended to improve mobility and access to diverse destinations, provide better "placemaking," provide more transportation choices, and reduce vehicular demand and associated emissions. Therefore, adoption of the ESGVAP would not conflict with the actions and strategies contained in the 2020 RTP/SCS. In fact, as discussed above, the general location of new development that would occur under the ESGVAP would not conflict with the recommendations in these documents and would support their goals.

In addition, with the adoption of the ESGVAP, municipal solid waste would continue to be diverted to County-certified construction and demolition waste processors using County-certified waste haulers. Diversion of solid waste would reduce truck trips to landfills, which are typically located some distance away from unincorporated areas within the County and would increase the amount of waste recovered (e.g., recycled, reused, etc.) at material recovery facilities, thereby further reducing transportation fuel consumption. As discussed in Section 4.17, *Utilities and Service Systems*, of this Draft PEIR, AB 341, adopted in 2012, requires that commercial enterprises that generate four cubic yards or more of solid waste and multi-family housing complexes of five units or more participate in recycling programs in order to meet California's goal to recycle 75 percent of its solid waste by 2020. SB 1383, adopted in 2016, establishes goals of 50 percent organics waste reduction by 2020 and 75 percent reduction by 2025. Development of future land uses, as projected in the ESGVAP, would be required to comply with federal, State, and local statutes and regulations related to solid waste. Furthermore, the policies provided in the ESGVAP regarding solid waste disposal and associated public facilities would further ensure

compliance with applicable regulations. Compliance with federal, state, and local waste management and reduction statutes and regulations related to solid waste would reduce waste-related transportation energy.

Based on the above, future development that would be facilitated by adoption of the ESGVAP would minimize operational transportation fuel demand in line with state, regional, and County goals. Therefore, future development that would be facilitated by adoption of the ESGVAP would not lead to wasteful, inefficient, and unnecessary consumption of energy, and this impact would be less than significant and no mitigation is required.

Impact 4.6-2: Would future development facilitated by adoption of the ESGVAP conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant. Implementation of future development facilitated by adoption of the ESGVAP would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency during either construction or operation of future development.

Construction

The construction of future development facilitated by adoption of the ESGVAP would utilize construction contractors who must demonstrate compliance with applicable regulations. Construction equipment would be required to comply with federal, state, and regional requirements where applicable. With respect to truck fleet operators, the USEPA and NHSTA have adopted fuel-efficiency standards for medium- and heavy-duty trucks that will be phased in over time. Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018 and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type (USEPA 2011). The USEPA and NHTSA also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type (USEPA 2016). These regulations would have an overall beneficial effect on reducing fuel consumption from trucks over time as older trucks are replaced with newer models that meet the standards.

In addition, construction equipment and trucks are required to comply with CARB regulations regarding heavy-duty truck idling limits of five minutes per occurrence and location. Additionally, CARB regulations regarding in-use off-road equipment require older, less efficient equipment to be replaced or repowered with newer, more efficient models or engines. These regulations would result in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines. Although these requirements are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in the efficient use of construction-related energy. Thus, based on the information above, construction of future development facilitated by adoption of the ESGVAP would comply with existing energy standards and the impact would be less than significant and no mitigation is required.

Operation

The operation of future development facilitated by adoption of the ESGVAP would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. Future development facilitated by adoption of the ESGVAP would comply with Title 24 requirements and CALGreen to reduce energy consumption by implementing energy efficient building designs, pre-wiring residences with electric vehicle charging ports, implementing solar-ready rooftops, reducing indoor and outdoor water demand, and installing energy-efficient appliances and equipment.

The OurCounty Sustainability Plan outlines actions to decrease energy usage and reduce VMT. These actions include adopting CALGreen Tier 1 building standards and identifying which Tier 2 standards could be adopted as code amendments (Action 31), creating inventory of publicly-owned land and facilities near existing and future public transit and identifying opportunities for transit-oriented development (Action 50), collaborating with the City of Los Angeles, Santa Monica, and other members of the Building Decarbonization Coalition to develop building energy and emissions performance standards that put the County on a path towards building decarbonization (Action 85), installing electric vehicle chargers at County facilities and properties for public, employee, and fleet use, prioritizing locations in disadvantaged communities (Action 92), partnering with local jurisdictions and transit agencies such as the City of Los Angeles and Metro to develop and implement a "Transit First" policy and mobility advocacy campaign that is consistent with and supportive of the County's Vision Zero Plan (Action 96), developing and implementing a transportation demand management ordinance that requires developers to incorporate measures such as subsidized transit passes and car share (Action 101), pursuing zero waste certification requirements at County facilities and develop incentives for businesses to achieve zero waste certification (Action 111), adopting building code changes that improve water efficiency and reduce indoor and outdoor water use above current CALGreen standards (Action 115), adopting an energy and water efficiency ordinance for existing buildings, requiring all privately owned buildings over 20,000 square feet to benchmark and report their energy and water use, and demonstrate their pathway to energy and water efficiency (Action 117), and expanding and enhancing the energy efficiency programs offered by the Southern California Regional Energy Network (Action 118), All of these actions result in energy savings in the County.

The Unincorporated Los Angeles County Community Climate Action Plan 2020 (2020 CCAP), adopted in October 2015 as a subcomponent of the Air Quality Element of the Los Angeles County General Plan 2035. Although the 2020 CCAP expired in 2020, it was still an adopted GHG reduction plan, which also serves to reduce energy consumption. The ESGVAP aligns with several actions and programs of the 2020 CCAP relating to the reduction of energy such as expanding green building initiatives and efficiency programs (Measure E4), reducing VMTs (Policy PSF-3.2, Measure 5), improving vehicle fuel economy, supporting change in density and mixed use (Policy LU-1.2), increasing transit opportunities, enhancing pedestrian and bicycle trails (Policy LU-4.1, PSF-3.2, Measure 5), and expanding incentives and opportunities for alternative modes of transportation and electric vehicle charging (Policy PSF-3.3), expanding

water conservation (Measure E5), and increasing the volume of waste that is either recycled or composted (Policy PSF-1.5).

Although not yet adopted, the County of Los Angeles released a Draft 2045 CAP which proposes strategies to increase renewable energy production and improve energy efficiency. The Draft 2045 CAP also aligns with the goals of the OurCounty Sustainability Plan. The Draft 2045 CAP also includes strategies to reduce energy use in buildings and decarbonize the energy that is used, reduce indoor and outdoor water consumption, and increase the supply of energy to communities with zero-carbon or low-carbon electricity. Specifically, the Draft 2045 CAP aims to reduce electricity use through requiring zero net energy buildings (Measure E1 and E2), increasing the efficiency of existing buildings (Measure E4), increasing the use of recycled water which would reduce electricity associated with water conveyance and distribution (Measure E5), and reducing indoor and outdoor water use (Measure E6). Further the Draft 2045 CAP would promote adoption of renewable energy production in both new and existing residential and commercial development (Measure ES3), which would decrease grid energy demand and advance LA County toward its electrification and zero net energy targets (Measures ES2, E1, and E2), all of which would support the state's energy efficiency and renewable energy goals.

The Draft 2045 CAP also aims to reduce vehicle miles traveled, emissions, and transportation fuel consumption. The CAP includes transportation strategies that would reduce fuel consumption such as: locating development within High Quality Transit Areas; emphasizing non-motorized travel through LA County's Pedestrian Action Plan, Bicycle Master Plan, Active Transportation Plans, and Vision Zero Action Plan; expanding the electric vehicle charging infrastructure; and partnering with transit agencies to electrify LA County bus and shuttle fleets. The Draft 2045 CAP aims to electrify 100 percent of the LA County bus fleet by 2030 (Measure T7), which would reduce diesel, gasoline, and natural gas consumption from buses and would have the co-benefit of reducing air pollutant and GHG emissions. Similarly, the Draft 2045 CAP aims to transition passenger and heavy-duty vehicles to ZEVs in line with the State's Mobile Source Strategy (Measure T6 and T8), which would reduce diesel, gasoline, and natural gas consumption of on-road vehicles in support of State goals. The Draft 2045 CAP's waste measures (Measure W1 and W2) would also result in greater waste diversion from landfills and decreased waste generation per capita resulting in less fuel consumption from haul trucks to landfills and would generate energy through waste-to-energy conversion systems.

The ESGVAP incorporates the OurCounty Sustainability Plan, 2020 CCAP, and unadopted Draft 2045 CAP goals, policies, and actions for energy efficiency and renewable energy, including electric vehicle charging, which would source transportation energy from renewable sources in accordance with the Renewables Portfolio Standard. Thus, future development facilitated by adoption of the ESGVAP would comply with CALGreen energy efficiency requirements, which would be consistent with the OurCounty Sustainability Plan, 2020 CCAP, and unadopted Draft 2045 CAP goals for increasing energy and water use efficiency in new residential and commercial developments.

With respect to operational transportation-related fuel usage, future development facilitated by adoption of the ESGVAP would support statewide efforts to improve transportation energy efficiency and reduce transportation energy consumption with respect to private automobiles. Vehicles associated with new development would be required to comply with fuel economy standards, which are designed to result in more efficient use of transportation fuels. Furthermore, adoption of the ESGVAP would not conflict with the 2020–2045 RTP/SCS goals and benefits intended to improve mobility and access to diverse destinations, provide better "placemaking," provide more transportation choices, and reduce vehicular demand and associated emissions. The 2020–2045 RTP/SCS includes land use and transportation strategies that are intended to reduce VMT and resulting fuel consumption. The applicable land use strategies include: planning for growth around livable corridors; providing more options for short trips/neighborhood mobility areas; supporting zero emission vehicles and expanding vehicle charging stations; and supporting local sustainability planning. The applicable transportation strategies include: managing through a Transportation Demand Management (TDM) Program and Transportation System Management (TSM) Plan including advanced ramp metering, and expansion and integration of the traffic synchronization network; and promoting active transportation. The majority of the transportation strategies are to be implemented by cities, counties, and other regional agencies such as SCAG and SCAQMD, although some can be furthered by individual development projects.

As discussed in Section 4.15, *Transportation*, of this Draft PEIR, policies in the Mobility Element would include policies in-line with the 2020–2045 RTP/SCS such as encouraging local government and employers to implement TDM policies that promote VMT reductions, promoting bike-sharing, car-sharing and other electrified modes as options to reduce traffic congestion, and focusing truck traffic onto appropriate arterial corridors in the County. Further, the location, design, and land use from growth anticipated by the ESGVAP would implement land use and transportation strategies related to reducing vehicle trips for residents and employees of the County by increasing future mixed-use, commercial, and residential developments around major transit areas. Several transit agencies provide local and regional transit service within the ESGVAP, including Metro, Access, Foothill Transit, Montebello Bus Lines, Norwalk Transit, Montebello Link Service, City of Claremont, Pomona Valley Transportation Authority, City of Duarte, City of Covina, City of Arcadia Transit, GoMonrovia, El Monte Transit, City of El Monte, West Covina Transit, and Los Angeles County. Refer to Table 4.15-3 in Section 4.15, *Transportation*, of this Draft PEIR, for a summary of transit service in the ESGVAP.

The ESGVAP focuses on ensuring smart growth, ensuring community services and infrastructure are sufficient to accommodate growth, provide the foundation for a strong and diverse economy, promote excellence in environmental resource management, and provide healthy, livable, and equitable communities. New land use designations that introduce greater flexibility by increasing density and through emphasis on residential (single family, two-family, multiple), commercial, and mixed uses instead of agricultural, business/commercial or single-family residence uses are proposed to facilitate development to achieve this vision and respond to the need to accommodate the ESGV's growing and diverse population. The proposed zoning modifications would allow higher densities of growth focused within one mile of major transit stops, within a half-mile of

high-quality transit corridors, and within a quarter mile of established or new commercial centers that would have access to frequent transit services. Higher densities, especially in mixed-use designations, increase capacity for residential development near community-serving commercial, retail, and office uses as well as schools, parks, and recreational facilities, and proposed improvements to the bicycle, pedestrian, and road networks will make it easier for residents to travel throughout the community. Therefore, the Project would not conflict with RTP/SCS land use and transportation strategies that are intended to reduce VMT and resulting fuel consumption.

Based on the information above, operation of future development facilitated by adoption of the ESGVAP would comply with approved plans for energy efficiency and renewable energy and the goals of the Draft 2045 CAP, which has not yet been adopted, for renewable energy and energy efficiency. Therefore, this impact would be less than significant, and no mitigation is required.

Cumulative Impacts

For the purposes of this analysis of cumulative energy impacts, the geographic area considered for the cumulative impacts analysis comprises the County and a 40-mile travel radius for fuels.

Impact 4.6-3: Would future development facilitated by adoption of the ESGVAP when combined with other past, present, or reasonably foreseeable projects result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation of future development?

Less Than Significant Impact. Future development and population growth associated with the ESGVAP would result in the increased use of electricity and natural gas resources and associated infrastructure. SCE, the electricity service provider for the ESGV, has determined that the use of such resources would be minor compared to existing supply and infrastructure within the SCE service area and would be consistent with growth expectations. Similarly, the use of natural gas resources would be on a relatively small scale and would be consistent with the growth expectations for the ESGV natural gas service provider, SoCal Gas. Future development facilitated by adoption of the ESGVAP would be required to incorporate energy conservation features in order to comply with applicable mandatory regulations including CALGreen Code and state energy standards under Title 24. Therefore, the impact with respect to electricity and natural gas consumption from future development facilitated by adoption of the ESGVAP would be less than cumulatively considerable.

While growth within the ESGV and region is anticipated to increase the demand for transportation and total VMT, future development facilitated by adoption of the ESGVAP would be required to demonstrate consistency with Federal and State fuel efficiency goals and incorporate mitigation measures as required under CEQA. Siting land use development projects near major transit is consistent with the State's overall goals to reduce VMT pursuant to SB 375, and VMT per capita would decrease compared to existing conditions. Therefore, the impact of future development facilitated by adoption of the ESGVAP would be less than cumulatively considerable with respect to transportation energy.

Impact 4.6-4: Would future development facilitated by adoption of the ESGVAP, when combined with other past, present, or reasonably foreseeable projects, conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. Future development facilitated by adoption of the ESGVAP would not cause an impact relating to a conflict with or obstruction of a state or local plan for renewable energy or energy efficiency, such as the RPS, California Integrated Energy Policy Plan, Title 24 Building Energy Efficiency Standards, RTP/SCS, OurCounty Los Angeles Countywide Sustainability Plan, and 2020 CCAP. It would also not conflict with the renewable energy or energy efficiency goals of the Draft 2045 CAP, which has not yet been adopted at this time. Other cumulative project would also have to comply with the goals and policies of these plans. Therefore, the impact of future development facilitated by adoption of the ESGVAP would be less than cumulatively considerable with respect to a conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No significant impacts have been identified requiring mitigation and no significant and unavoidable impacts would occur.

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4.7 Greenhouse Gas Emissions

This section assesses potential environmental impacts related to greenhouse gas (GHG) emissions from future development that could be facilitated by adoption of the East San Gabriel Valley Area Plan (ESGVAP or Project). This section describes the existing GHG emissions and sources of GHGs in the Planning Area, as well as federal, State, and local regulations and programs. Energy usage is evaluated in Section 4.6, *Energy*, of this Draft PEIR.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public. These comments identified various substantive issues and questions relating to the EIR. Comments relevant to GHG include the following:

- The Los Angeles County Metropolitan Transportation Authority (Metro) commented that the ESGVAP should address first-last mile connections to transit, encouraging development that is transit accessible with bicycle and pedestrian-oriented street design connecting transportation with housing and employment centers. Additionally, Metro encourages the County to promote bicycle use through adequate short-term bicycle parking and to facilitate safe and convenient connections for pedestrians, people riding bikes, and transit users to/from the destinations within the Plan area.
- The South Coast Air Quality Management District (SCAQMD) recommended that the Lead Agency use the SCAQMD's CEQA Air Quality Handbook, and website as guidance when preparing the air quality and GHG analyses. The SCAQMD also requested that all appendices and technical documents related to GHG emissions and electronic versions of emission calculation spreadsheets be provided to SCAQMD staff.
- The California Department of Transportation (Caltrans) commented that they encourage the Lead Agency to evaluate the potential of additional Transportation Demand Management strategies and Intelligent Transportation System applications to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. Caltrans also encourages the promotion of alternative transportation which will increase accessibility and decrease GHG emissions.
- **Table 1-1**, *Notice of Preparation and Comment Letters Summary*, in Chapter 1, *Introduction*, includes a summary of all comments received during the scoping comment period.

4.7.1 Environmental Setting

The relevant area of consideration for climate change and the analysis of GHG emissions is broad, given that worldwide emissions and their global impacts influence climate change. However, the study area for this analysis is guided by California Environmental Quality Act (CEQA) Guidelines Section 15064(d), which directs lead agencies to consider an "indirect physical change" only if that change is a reasonably foreseeable impact that may be caused by a project. Consistent with this direction and in a Statewide context the study area for this analysis of impacts, from adoption and implementation of the projects facilitated by the East San Gabriel Valley Area Plan (ESGVAP), consists of the East San Gabriel Valley Planning Area which includes the easternmost portions of Los Angeles County, and totals approximately 32,826 acres (or 51.29 square miles). The East San Gabriel Valley Planning Area is located south of the

Angeles National Forest, north of the Orange County border east of Interstate (I)-605, and west of the San Bernardino County line and includes the following 24 unincorporated communities: Avocado Heights, Charter Oak, Covina Islands, East Azusa, East Irwindale, East San Dimas, Glendora Islands, Hacienda Heights, North Claremont, North Pomona, Northeast La Verne, Northeast San Dimas, Rowland Heights, South Diamond Bar, South San Jose Hills, South Walnut, Valinda, Walnut Islands, West Claremont, West Puente Valley, West San Dimas, Pellissier Village, Unincorporated South El Monte, and Unincorporated North Whittier.

Regulatory Setting

This section provides the relevant federal, state, regional, and local regulations applicable to the Project.

Federal Laws, Regulations, and Policies

The federal government is extensively engaged in international climate change activities in areas such as science, mitigation, and environmental monitoring. The U.S. Environmental Protection Agency (EPA) actively participates in multilateral and bilateral activities by establishing partnerships and providing leadership and technical expertise. Multilaterally, the United States has historically been a strong supporter of activities under the United Nations Framework Convention on Climate Change (UNFCCC) and the Intergovernmental Panel on Climate Change. In 1988, the United Nations and the World Meteorological Organization established the IPCC to assess the scientific, technical, and socioeconomic information relevant to understanding the scientific basis of human-induced climate change, its potential impacts, and options for adaptation and mitigation. The IPCC's most recent reports have emphasized the scientific consensus around the evidence that measurable changes to the climate are occurring because of human activity.[1]

EPA is responsible for implementing federal policy to address GHGs. The federal government administers a wide array of public/private partnerships to reduce the GHG intensity generated in the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO_2 gases, agricultural practices, and implementation of technologies to achieve GHG emissions reductions. EPA implements numerous voluntary programs that contribute to the reduction of GHG emissions. These programs (e.g., the Energy Star labeling system for energy-efficient products) encourage voluntary reductions by large corporations, consumers, industrial and commercial buildings, and many major industrial sectors.

On September 15, 2009, the National Highway Traffic Safety Administration (NHTSA) and EPA announced a proposed joint rule that would explicitly tie fuel economy to GHG emissions reductions requirements. In April 2020, EPA and NHTSA amended the Corporate Average Fuel Economy (CAFE) and GHG emissions standards for passenger cars and light trucks and established new less stringent standards, covering model years 2021 through 2026 (Part Two of the Safer Affordable Fuel-Efficient [SAFE] Vehicles Rule). The CAFE and CO_2 emissions standards will increase in stringency at 1.5 percent per year from model year 2020 levels over

[1] Although many of these programs do not directly relate to California, they are nonetheless relevant as regulatory means of reducing the global impact of GHGs, which is by definition an issue of global, cumulative concern.

model years 2021 through 2026. EPA's standards are projected to require, on an average industry fleet-wide basis, 201 grams per mile of CO_2 in model year 2030, while NHTSA's standards are projected to require, on an average industry fleetwide basis, 40.5 miles per gallon in model year 2030 (Federal Register 2020). California, 22 other states, and the District of Columbia filed a petition for review of the final rule on May 27, 2020.

On January 20, 2021, President Biden issued Executive Order 13990 "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis" which directed the EPA to consider whether to propose suspending, revising, or rescinding the standards previously revised under the SAFE Vehicles Rule. On April 28, 2021, the EPA reconsidered the withdrawal of the waiver of preemption for California's zero emission vehicle (ZEV) programs and GHG emission standards within California's Advanced Clean Car program for purposes of rescinding that action under the Clean Air Act. The Advanced Clean Car program waiver, as it pertains to the GHG emission standards and ZEV mandates, will become effective should EPA rescind the prior action. Moreover, on August 5, 2021, the President signed an executive order that targets making half of all new vehicles sold in 2030 zero-emissions vehicles, including battery electric, plug-in hybrid electric, or fuel cell electric vehicles (White House Briefing Room 2021a). On March 14, 2022, EPA rescinded their 2019 waiver withdrawal, thus bringing back into force the 2013 Advanced Clean Car program waiver, including a waiver of preemption for California's ZEV sales mandate and GHG emissions standards (Federal Register 2022). EPA ruled to revise the greenhouse gas emissions standards under the Clean Air Act Section 202(a) for light-duty vehicles for 2023 and later model years to make the standards more stringent (Federal Register 2021). They are revising the GHG standards to be more stringent than the SAFE rule standards in each model year from 2023 through 2026 taking effect on February 28, 2022. EPA is also including temporary targeted flexibilities to address the lead time of the final standards and to incentivize the production of vehicles with zero and near-zero emissions technology. The final CAFE 2023 through 2026 model year standards would achieve GHG emissions reductions along with reductions in other pollutants by revising the current GHG standards beginning in model year 2023 and increasing the stringency year-over-year through model year 2026. The final standards would increase in stringency from model year 2022 to model year 2023 by 10 percent, followed by a 5 percent stringency increase in model year 2024, a 6.6 percent increase in model year 2025, and a 10 percent increase in model year 2026. In comparison, the standards in the SAFE Vehicles Rule only required a 1.5 percent increase in stringency each year from model year 2021 through 2026.

In September 2009, EPA finalized a GHG reporting and monitoring system that began on January 1, 2010. In general, this national reporting requirement provides EPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons (MT) or more of CO_2 per year. This new program covers approximately 85 percent of the nation's GHG emissions and applies to approximately 10,000 facilities.

At the Paris UNFCCC climate conference in December 2015 ("Paris Accord"), the United States set its intended nationally determined contribution to reduce its GHG emissions by 26–28 percent

below its 2005 level in 2025 and to make best efforts to reduce its emissions by 28 percent. These targets were set with the goal of limiting global temperature rise to below 2 degrees Celsius and getting to the 80 percent emissions reduction by 2050 (UNFCCC 2017). On June 1, 2017, President Donald Trump withdrew the United States from the Paris Accord. However, on January 20, 2021, President Joseph Biden Jr. accepted the Paris Agreement (December 12, 2015) on behalf of the United States (White House Briefing Room 2021b).

To further the aims of environmental protections that were reversed under President Trump, President Biden signed EO 13990 on January 20, 2021, stating the Administration's intent to improve public health, limit exposure to dangerous chemicals, reduce pollution, prioritize environmental justice, and reduce GHG emissions ((White House Briefing Room 2021c).

During the Leaders' Summit on Climate in April 2021, President Biden fulfilled his promise to rejoin the Paris Agreement and set a course for the United States to tackle the climate crisis at home and abroad, reaching net zero emissions economy-wide by no later than 2050. Additionally, as part of reentering the Paris Agreement, the United States established a new 2030 GHG emissions target, known as the "nationally determined contribution," which is a formal submission to the UNFCCC. The United States' nationally determined contribution target aims for a 50–52 percent reduction in GHG emissions from 2005 levels by 2030 ((White House Briefing Room 2021d). To achieve these goals, the United States has committed to all of the following actions:

- Achieve 100 percent carbon pollution-free electricity by 2035.
- Support efficiency upgrades and electrification in buildings.
- Reduce carbon pollution from the transportation sector.
- Reduce emissions from forests and agriculture and enhance carbon sinks.
- Address carbon pollution from industrial process.
- Reduce non-CO2 GHGs, including methane, hydrofluorocarbons, and other potent short-lived climate pollutants.
- Invest in innovation of affordable, reliable, and resilient clean technologies and infrastructure.

At the 26th Conference of Parties (COP26) held in Glasgow, the United States and 190 other countries reiterated their pledge to the Paris Agreement and formed a global pact to limit global warming to less than 1.5 degrees Celsius. As part of the pledge, the United States and China, the world's two largest GHG emitters, committed to a joint declaration to collaborate on limiting global warming to the 1.5 degrees Celsius threshold through reducing methane emissions, phasing down coal as an energy source, increasing renewable energy generation, and decarbonization. COP26 also saw the United States and 100 other countries sign a Global Methane Pledge in an effort to reduce methane emissions domestically and worldwide. President Biden also announced the launch of the President's Emergency Plan for Adaptation and Resilience (PREPARE), which serves as a guide for the United States' response to global climate crises (White House Briefing Room 2021e).

Federal Clean Air Act

Section 202

In *Massachusetts v. Environmental Protection Agency* (2007) 549 U.S. 497, the U.S. Supreme Court held that EPA has statutory authority under Section 202 of the federal Clean Air Act to regulate GHGs. The court did not hold that EPA was required to regulate GHG emissions; however, it indicated that the agency must decide whether GHGs cause or contribute to air pollution that is reasonably anticipated to endanger public health or welfare. On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the Clean Air Act. EPA adopted a Final Endangerment Finding for the six defined GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) on December 7, 2009. The Endangerment Finding is required before EPA can regulate GHG emissions under Clean Air Act Section 202(a)(1) consistently with the U.S. Supreme Court decision. EPA also adopted a Cause or Contribute Finding in which the EPA Administrator found that GHG emissions from new motor vehicle and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare. These findings do not, by themselves, impose any requirements on industry or other entities. However, these actions were a prerequisite for implementing GHG emissions standards for vehicles.

Energy Independence and Security Act

The Energy Independence and Security Act of 2007 facilitates the reduction of national GHG emissions by requiring the following actions (Clean Air Act Section 211[c][4][B]):

- Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard that requires fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Prescribe or revise standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.
- Require approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; and require approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020.
- While superseded by the EPA and NHTSA actions described above, (i) establish miles-per-gallon targets for cars and light trucks and (ii) direct NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of the Energy Independence and Security Act address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.[2]

[2] A green job, as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.

State Laws, Regulations, and Policies

California has promulgated a series of executive orders, laws, and regulations aimed at reducing both the level of GHGs in the atmosphere and emissions of GHGs from commercial and private activities within the State.

Executive Order S-1-07

Executive Order (EO) S-1-07 proclaims that the transportation sector is California's main source of GHG emissions, generating more than 40 percent of statewide emissions. It established a goal to reduce the carbon intensity of transportation fuels sold in California by at least 10 percent by 2020. This order also directed CARB to determine whether the LCFS could be adopted as a discrete early-action measure, as part of the effort to meet AB 32 mandates.

Executive Order S-3-05

EO S-3-05 set forth the following targets for progressively reducing statewide GHG emissions (Office of the Governor of California 2005):

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The executive order directed the Secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels and that biannual reports be submitted to the California Governor and Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, CalEPA created the California Climate Action Team (CAT), made up of members from various state agencies and commissions. The first CAT Report to the Governor and the Legislature in 2006 contained recommendations and strategies to help meet the targets in EO S-3-05. The most recent 2020 State Agency Greenhouse Gas Reduction Report Card documents the effectiveness of measures to reduce GHG emissions in California and GHG emissions from state agencies' operations (CalEPA 2020). This report card documents reductions of 76 $MMTCO_2e$ that occurred in 2019. In 2016, GHG emissions were 429 $MMTCO_2e$, showing that California reached its 2020 emissions target (431 $MMTCO_2e$) four years early, and emissions are continuing to decline (CARB 2020a).

Executive Order B-30-15

In 2015, EO B-30-15 promulgated the following targets and measures (Office of the Governor of California 2015a):

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.

- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

Executive Order B-55-18

EO B-55-18 was signed by Governor Edmund G. Brown Jr. on September 10, 2018 (Office of the Governor of California 2018). The order establishes an additional statewide policy to achieve carbon neutrality by 2045 and maintain net negative emissions thereafter. As per EO B-55-18, CARB is directed to work with relevant state agencies to develop a framework for implementation and accounting that tracks progress toward this goal and to ensure future Climate Change Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.

Assembly Bill 32

In 2006, the California Legislature adopted AB 32 (Health and Safety Code Division 25.5), also known as the California Global Warming Solutions Act of 2006, with a focus on reducing GHG emissions in California to 1990 levels by 2020. This act defines GHGs as CO_2, CH_4, N_2O, HFCs, PFCs, NF_3 and SF_6 and represents the first enforceable statewide program to limit emissions of these GHGs from all major industries with penalties for noncompliance. The law further requires that reduction measures be technologically feasible and cost effective. The California Global Warming Solutions Act assigned CARB the primary responsibility for reducing GHG emissions, by adopting rules and regulations directing state actions that would achieve GHG emissions reductions equivalent to 1990 statewide levels by 2020.

As required by the California Global Warming Solutions Act, CARB approved the 1990 GHG emissions inventory, thereby establishing the emissions limit for 2020, originally set at 427 $MMTCO_2e$, using the GWP values from the IPCC SAR. CARB established the GHG emissions reduction target based on GWP values from the IPCC AR4 and determined that the 1990 GHG emissions inventory and 2020 GHG emissions limit is 431 $MMTCO_2e$.

CARB approved the initial AB 32 Scoping Plan in 2008 (CARB 2008a). It approved the *First Update to the Climate Change Scoping Plan* (2014 Scoping Plan) in May 2014 and built upon the 2008 Scoping Plan with new strategies and recommendations (CARB 2014). In 2014, CARB revised the target using the GWP values from the IPCC AR4 and determined that the 1990 GHG emissions inventory and 2020 GHG emissions limit is 431 $MMTCO_2e$. CARB also updated the state's 2020 business-as-usual (BAU) emissions estimate to account for the impact of the 2007–2009 economic recession, new estimates for future fuel and energy demand, and the reductions required by regulation that were adopted for motor vehicles and renewable energy. CARB's projected statewide 2020 emissions estimate using the GWP values from the IPCC AR4 is 509.4 $MMTCO_2e$.

Therefore, under the 2014 Scoping Plan, the emission reductions necessary to achieve the 2020 emissions target of 431 $MMTCO_2e$ would be 78.4 $MMTCO_2e$, or a reduction of GHG emissions by approximately 15.4 percent.

Senate Bill 32 and Assembly Bill 197

In 2016, the California Legislature adopted Senate Bill (SB) 32 and its companion bill AB 197. SB 32 and AB 197 amended Health and Safety Code Division 25.5 and established a new climate pollution reduction target of 40 percent below 1990 levels by 2030, with provisions included to ensure that the benefits of state climate policies reach into disadvantaged communities. In response to the 2030 GHG reduction target, CARB adopted the 2017 Scoping Plan (CARB 2017a). The 2017 Scoping Plan outlines the strategies the state will implement to achieve the 2030 GHG emissions reduction target, which build on the Cap-and-Trade Program, the LCFS, improved vehicle, truck, and freight movement emissions standards, increasing renewable energy, and strategies to reduce methane emissions from agricultural and other wastes by using it to meet California's energy needs. CARB's projected statewide 2030 emissions take into account 2020 GHG reduction policies and programs. The 2017 Scoping Plan also comprehensively addresses GHG emissions from natural and working lands of California, including the agriculture and forestry sectors. The adopted 2017 Scoping Plan includes ongoing and statutorily required programs and continuing the Cap-and-Trade Program. This Scoping Plan Scenario was modified from the January 2017 Proposed Scoping Plan to reflect AB 398,[3] including removal of the 20 percent refinery measure.

The 2017 Scoping Plan outlines the strategies the State of California will implement to achieve the 2030 GHG emissions reduction target. The 2017 Scoping Plan includes the Scoping Plan Scenario, which CARB stated, "is the best choice to achieve the state's climate and clean air goals" (CARB 2017a). Under the Scoping Plan Scenario, continuation of the Cap-and-Trade regulation (or carbon tax) is expected to cover approximately 34–79 $MMTCO_2$ of the 2030 reduction obligation (CARB 2017a). The short-lived GHG strategy is expected to cover approximately 17–35 $MMTCO_2e$. The RPS with 50 percent renewable electricity by 2030 is expected to cover approximately 3 $MMTCO_2$. The mobile-source strategy and sustainable freight action plan includes maintaining the existing vehicle GHG emissions standards, increasing the number of zero-emission vehicles, and improving the freight system efficiency, and is expected to cover approximately 11–13 $MMTCO_2$. Under the Scoping Plan Scenario, CARB expects that the doubling of the energy efficiency savings by 2030 would cover approximately 7–9 $MMTCO_2$ of the 2030 reduction obligation. The other strategies would be expected to cover the remaining 2030 reduction obligations.

The 2017 Scoping Plan also discusses the role of local governments in meeting the state's GHG reductions goals because local governments have jurisdiction and land use authority related to: community-scale planning and permitting processes, local codes and actions, outreach and education programs, and municipal operations. Furthermore, local governments may have the ability to incentivize renewable energy, energy efficiency, and water efficiency measures (CARB 2017a). The 2017 Scoping Plan encourages local governments to adopt climate action plans to address local GHG emissions sources. A summary of the GHG emissions reductions required

[3] AB 398 was enacted in 2017 to extend and clarify the role of the State's Cap-and-Trade Program through December 31, 2030. As part of AB 398, refinements were made to the Cap-and-Trade program to establish updated protocols and allocation of proceeds to reduce GHG emissions.

under SB 32 is provided in **Table 4.7-1**, *Estimated Greenhouse Gas Emissions Reductions Required by SB 32*.

TABLE 4.7-1
ESTIMATED GREENHOUSE GAS EMISSIONS REDUCTIONS REQUIRED BY SB 32

Emissions Category	GHG Emissions ($MMTCO_2e$)
2017 Scoping Plan Update	
2030 No Action Taken (NAT) Forecast ("Reference Scenario," which includes 2020 GHG reduction policies and programs)	389
2030 Emissions Target Set by SB 32 (i.e., 40 percent below 1990 Level)	260
Reduction below NAT Necessary to Achieve 40 percent below 1990 Level by 2030	129 (33.2 percent)[a]

NOTES: GHG = greenhouse gas; $MMTCO_2e$ = million metric tons of carbon dioxide equivalent; SB = Senate Bill

[a] 389 – 260 = 129 / 389 = 33.2%

SOURCES: CARB 2017a

Assembly Bill 1279 (The California Climate Crisis Act)

The Legislature enacted AB 1279, The California Climate Crisis Act, on September 16, 2022. AB 1279 establishes the policy of the State to achieve net zero GHG emissions, carbon neutrality, as soon as possible, but no later than 2045 and achieve and maintain net negative GHG emissions thereafter. Additionally, AB 1279 ensures that by 2045 Statewide anthropogenic greenhouse gas emissions are reduced at least 85 percent below 1990 levels. SB 1279 also requires CARB to ensure that the Scoping Plan identifies and recommends measures to achieve carbon neutrality, and to identify and implement policies and strategies for carbon dioxide removal solutions and carbon capture, utilization, and storage technologies. It also requires CARB to submit an annual report on progress in achieving the Scoping Plan's goals.

2022 Scoping Plan for Achieving Carbon Neutrality

The *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan), adopted by CARB in December 2022, expands on prior scoping plans. This plan responds to more recent legislation, outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045 and achieving carbon neutrality[4] by 2045 or earlier (CARB 2022a). The 2022 Scoping Plan outlines the strategies the state will implement to achieve carbon neutrality by reducing GHG emissions to meet the anthropogenic target, and by expanding actions to capture and store carbon through the state's natural and working lands and using a variety of mechanical approaches.

[4] *Carbon neutrality* means "net zero" emissions of GHGs. In other words, it means that GHG emissions generated by sources such as transportation, power plants, and industrial processes must be less than or equal to the amount of CO_2 that is stored, both in natural sinks and through mechanical sequestration. AB 1279 uses the terminology "net zero" and the 2022 Scoping Plan uses the terminology "carbon neutrality" or "carbon neutral." For purposes of the Draft 2045 CAP and this EIR, these terms mean the same thing and are used interchangeably.

The major element of the 2022 Scoping Plan is the decarbonization of every sector of the economy. This effort requires the following key actions:

- Rapidly move to zero-emissions transportation for cars, buses, trains, and trucks.
- Phase out the use of fossil-fuel gas for heating.
- Clamp down on chemicals and refrigerants.
- Provide communities with sustainable options such as walking, biking, and public transit to reduce reliance on cars.
- Continue to build out solar arrays, wind turbine capacity, and other resources to provide clean, renewable energy to displace fossil-fuel–fired electrical generation.
- Scale up new options such as renewable hydrogen for hard-to-electrify end uses and biomethane where needed.

Despite these efforts, some amount of residual emissions will remain from hard-to-abate industries such as cement, internal combustion vehicles still on the road, and other GHG emissions sources, including high-GWP chemicals used as refrigerants (CARB 2022a). The 2022 Scoping Plan addresses the remaining emissions by re-envisioning natural and working lands (such as forests, shrublands/chaparral, croplands, and wetlands) to ensure that they incorporate and store as much carbon as possible. However, the modeling for the 2022 Scoping Plan indicates that natural and working lands, on their own, will not provide enough sequestration and storage to address all residual emissions. Therefore, it will be necessary to research, develop, and deploy additional methods of capturing CO_2 that include pulling it from smokestacks of facilities, or drawing it out of the atmosphere itself and then safely and permanently utilizing and storing it (CARB 2022a).

The 2022 Scoping Plan shows that the state must take unprecedented and substantial action to achieve its climate goals, far beyond anything CARB has considered in prior scoping plans. In CARB's own words, the 2022 Scoping Plan "is the most comprehensive and far-reaching Scoping Plan developed to date" and "[m]odeling for this Scoping Plan shows that this decade must be one of transformation on a scale never seen before to set us up for success in 2045" (CARB 2022a).

The 2022 Scoping Plan includes the Scoping Plan Scenario, which "builds on and integrates efforts already underway to reduce the state's GHG, criteria pollutant, and toxic air contaminant emissions by identifying the clean technologies and fuels that should be phased in as the state transitions away from combustion of fossil fuels" (CARB 2022a). The 2022 Scoping Plan approaches decarbonization from two perspectives: (1) managing a phasedown of existing energy sources and technology and (2) ramping up, developing, and deploying alternative clean energy sources and technology over time (CARB 2022a). Under the Scoping Plan Scenario, the demand for liquid petroleum will decrease by 94 percent and total fossil fuels by 86 percent in 2045 relative to 2022 (CARB 2022a).

Additionally, carbon removal will be necessary to achieve net negative emissions to address historical GHGs already in the atmosphere (CARB 2022a). The 2022 Scoping Plan does not specify how the residual emissions will be removed, as this will require the development of new CCS and DAC technologies, which will require governmental or other incentive support to overcome technology and market barriers (CARB 2022a).

The 2022 Scoping Plan also discusses the role of local governments in meeting the state's GHG emissions reduction goals because local governments have jurisdiction and land use authority related to community-scale planning and permitting processes, local codes and actions, outreach and education programs, and municipal operations. The efforts of local governments to reduce GHG emissions within their jurisdictions are critical to achieving the state's long-term climate goals. Furthermore, local governments make critical decisions on how and when to deploy transportation infrastructure and can choose to support transit, walking, bicycling, and neighborhoods that allow people to transition away from cars; they can adopt building ordinances that exceed statewide building code requirements; and they play a critical role in facilitating the rollout of ZEV infrastructure (CARB 2022a). The 2022 Scoping Plan encourages local governments to take ambitious, coordinated climate actions at the community scale—actions that are consistent with and supportive of the state's climate goals (CARB 2022a). These actions could include:

- Develop local CAPs and strategies consistent with the state's GHG emissions reduction goals.
- Incorporate state-level GHG emissions priorities into local governments' processes for approving land use and individual plans and individual projects.
- Implement CEQA mitigation, as needed, to reduce GHG emissions associated with new land use development projects.
- Leverage opportunities for regional collaboration.

Senate Bill 97 (Dutton)

SB 97, enacted in 2007, directed the Governor's Office of Planning and Research (OPR) to develop CEQA guidelines "for the mitigation of GHG emissions or the effects of GHG emissions." In December 2009, OPR adopted amendments to the CEQA Guidelines Appendix G Environmental Checklist. These amendments created a new resource section for GHG emissions and suggested criteria that may be used to establish significance of GHG emissions (14 CCR Section 15064.4). However, neither a quantitative threshold of significance nor any specific mitigation measures is included. As amended, the CEQA Guidelines require a lead agency to make a good-faith effort, based on scientific and factual data to the extent possible, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. The CEQA Guidelines give discretion to the lead agency to choose whether to: (1) quantify GHG emissions resulting from a project; and/or (2) rely on a qualitative analysis or performance-based standards.

Furthermore, the CEQA Guidelines identify three factors to be considered in the evaluation of the significance of GHG emissions:

(1) The extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting.

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The administrative record for the CEQA Guidelines amendments also clarifies "that the effects of greenhouse gas emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis" (OPR 2009).

Transportation Sector

In response to the transportation sector accounting for a large percentage of California's CO_2 emissions, AB 1493 (Health and Safety Code Sections 42823 and 43018.5) (also referred to as the *Pavley standards*), was enacted on July 22, 2002, and requires CARB to set GHG emissions standards for passenger vehicles, light-duty trucks, and other vehicles whose primary use is noncommercial personal transportation manufactured in and after 2009. In setting these standards, CARB must consider cost effectiveness, technological feasibility, economic impacts, and provide maximum flexibility to manufacturers.

The federal Clean Air Act ordinarily preempts state regulation of motor vehicle emissions standards; however, California is allowed to set its own standards with a federal Clean Air Act waiver from EPA. In August 2012, EPA and the U.S. Department of Transportation adopted GHG emissions standards for model year 2017–2025 vehicles, which corresponds to the state's Pavley standards; however, these standards were rescinded and replaced under the federal SAFE Vehicles Rule. As mentioned above, California, 22 other states, and the District of Columbia filed a petition for review of the final rule on May 27, 2020. Also, on January 20, 2021, President Biden signed EO 13990, directing the government to revise fuel economy standards with the goal of further reducing emissions. On April 22, 2021, NHTSA proposed to formally roll back portions of the SAFE Vehicles Rule, thereby restoring California's right to set more stringent fuel efficiency standards. On December 30, 2021, EPA rescinded their 2019 waiver withdrawal, thus bringing back into force the 2013 Advanced Clean Car program waiver, including a waiver of preemption for California's ZEV sales mandate and GHG emissions standards (Federal Register 2021). On March 14, 2022, EPA ruled to revise the greenhouse gas emissions standards under the Clean Air Act Section 202(a) for light-duty vehicles for 2023 and later model years to make the standards more stringent (Federal Register 2022). The final standards would increase in stringency from model year 2022 to model year 2023 by 10 percent, followed by a 5 percent stringency increase in model year 2024, a 6.6 percent increase in model year 2025, and a 10 percent increase in model year 2026. In comparison, the standards in the SAFE Vehicles Rule only required a 1.5 percent increase in stringency each year from model year 2021 through 2026.

In January 2007, Governor Brown signed EO S-01-07, which mandates the following actions: (1) establish a statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and (2) adopt a LCFS for transportation fuels in California (Office of the Governor 2015b). CARB identified the LCFS as one of the nine discrete early actions in the Climate Change Scoping Plan. In 2018, CARB amended the LCFS to strengthen and smooth the carbon intensity benchmarks through 2030 in line with California's 2030 GHG emissions reduction target enacted through SB 32.

Executive Order B-32-15, signed by Governor Brown in July 2015, directed the State to establish targets to improve freight efficiency, transition to zero-emissions technologies, and increase the competitiveness of California's freight transport system, including warehouses and distribution centers. The targets are not mandates, but rather aspirational measures of progress towards sustainability for the state to meet and try to exceed. The targets include:

- **System Efficiency Target:** Improve freight system efficiency by 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030.
- **Transition to Zero-Emissions Technology Target:** Deploy over 100,000 freight vehicles and equipment capable of zero-emissions operation and maximize near-zero-emissions freight vehicles and equipment powered by renewable energy by 2030.
- **Increased Competitiveness and Economic Growth Targets:** Establish a target or targets for increased state competitiveness and future economic growth within the freight and goods movement industry based on a suite of common-sense economic competitiveness and growth metrics and models developed by a working group comprised of economists, experts, and industry. These targets and tools will support flexibility, efficiency, investment, and best business practices through state policies and programs that create a positive environment for growing freight volumes and jobs, while working with industry to mitigate potential negative economic impacts. The targets and tools will also help evaluate the strategies proposed under the Action Plan to ensure consideration of the impacts of actions on economic growth and competitiveness throughout the development and implementation process.

CARB is responsible for the coordination and administration of both federal and state air pollution control programs in California. Some of the regulations and measures that CARB has adopted to reduce particulate matter, nitrogen oxides, and other emissions have the co-benefits of reducing GHG emissions. Regulations and measures include:

- In 2020, CARB approved the Advanced Clean Trucks Program which requires that manufacturers sell zero-emissions or near-zero-emissions trucks as an increasing percentage of their annual California sales beginning in 2024. The goal of this proposed strategy is to achieve nitrogen oxide (NOx) and GHG emission reductions through advanced clean technology, and to increase the penetration of the first wave of zero-emissions heavy-duty technology into applications that are well suited to its use. According to CARB, "Promoting the development and use of advanced clean trucks will help CARB achieve its emission reduction strategies as outlined in the State Implementation Plan (SIP), Sustainable Freight Action Plan, SB 350, and AB 32" (CARB 2021a). The percentage of zero-emissions truck sales is required to increase every year until 2035 when sales would need to be 55 percent of Classes 2b–3 (light/medium- and medium-duty trucks) truck sales, 75 percent of Classes 4–8

(medium- to heavy-duty trucks) straight truck sales, and 40 percent of truck tractor (heavy-duty trucks weighing 33,001 pounds or greater) sales. Additionally, large fleet operators (of 50 or more trucks) would be required to report information about shipments and services and their existing fleet operations.

- In 2012, CARB approved the Advanced Clean Cars Program, which includes low-emission-vehicle regulations that reduce criteria pollutant and GHG emissions from light- and medium-duty vehicles, and the zero-emissions vehicle regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles in the 2018–2025 model years (CARB 2021b). The program aims to reduce smog-forming pollution from passenger vehicles by 75 percent by 2025, with the ultimate goal of total fleet electrification and elimination of tailpipe emissions. CARB is in the process of establishing the next set of low-emission-vehicle and ZEV requirements to contribute to meeting federal ambient air quality ozone standards and California's carbon neutrality targets (CARB 2021b).
- In 2004, CARB adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling, to reduce public exposure to diesel particulate matter and other toxic air contaminants (13 CCR Section 2485) (CARB 2004). This measure generally prohibits diesel-fueled commercial vehicle idling for more than five minutes at any given location, with certain exemptions for equipment in which idling is a necessary function, such as concrete trucks.
- In 2008, CARB approved the Truck and Bus regulation to reduce particulate matter and nitrogen oxide emissions from existing diesel vehicles operating in California (CARB 2008b; 13 CCR Section 2025[h]).
- In 2007, CARB promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles (CARB 2007). The regulation aims to reduce emissions by installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models.

While these regulations primarily target reductions in criteria air pollutant emission, they have the co-benefits of minimizing GHG emissions due to improved engine and fuel efficiencies and reduction of idling times.

Land Use and Transportation Planning

In 2008, SB 375 established mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions (Senate Bill No. 375, Chapter 728, Statutes of 2008). Under SB 375, CARB is required, in consultation with the state's metropolitan planning organizations (MPOs), to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035 (CARB 2018). The proposed reduction targets explicitly exclude emission reductions expected from the AB 1493 and the LCFS regulations.

Under SB 375, the regional GHG reduction target must be incorporated within the applicable MPO's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS).

In 2011, CARB adopted GHG emissions reduction targets for the Southern California Association of Governments (SCAG), the MPO for the region in which the ESGV is located. In 2018, CARB updated the SB 375 targets to require an 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions (CARB 2017a, 2018).

Energy Sector

The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings in 1978 in response to a legislative mandate to reduce energy consumption in the state (24 CCR Part 6). Although these standards were not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically (typically every three years) to allow for the consideration and inclusion of new energy efficiency technologies and methods. The Energy Efficiency Standards for Residential and Nonresidential Buildings focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The most significant efficiency improvements to the residential standards include the introduction of photovoltaic into the prescriptive package, along with improvements for attics, walls, water heating, and lighting. The most significant efficiency improvements to the nonresidential Standards include alignment with the ASHRAE 90.1 2017 national standards. The 2019 standards also include changes made throughout all of its sections to improve the clarity, consistency, and readability of the regulatory language. Furthermore, the standards require that enforcement agencies determine compliance with state regulations (24 CCR Part 6) before issuing building permits for any construction (CEC 2019).

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." The CALGreen Code is not intended to substitute for or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission. The CALGreen Code establishes mandatory measures for new residential and nonresidential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality (California Building Standards Commission 2019).

The 2012 Appliance Efficiency Regulations took effect February 13, 2013 (20 CCR Sections 1601–1608). The regulations include standards for both federally regulated appliances and non-federally regulated appliances.

The State has adopted regulations to increase the proportion of electricity from renewable sources. In 2008, EO S-14-08 expanded the State's RPS goal to 33 percent renewable power by 2020. In 2009, EO S-21-09 directed CARB (under its AB 32 authority) to enact regulations to help the state meet the 2020 goal of 33 percent renewable energy. The 33 percent by 2020 RPS goal was codified with the passage of SB X1-2. This new RPS applied to all electricity retailers in the state, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. SB 350 further increased the RPS to 50 percent by 2030, including interim targets of 40 percent by 2024 and 45 percent by 2027 (Senate Bill No. 350, Chapter 547, Statues of 2015). In 2018, SB 100 further increased California's RPS and requires retail sellers and local publicly-owned electric utilities to procure eligible renewable electricity for 44 percent of retail sales by the end of 2024, 52 percent by the end of 2027, and 60 percent by the end of 2030; and requires that CARB should plan for 100 percent eligible renewable energy resources and zero-carbon resources by the end of 2045.

The California Public Utilities Commission (CPUC) and the CEC jointly implement the RPS program. The CPUC's responsibilities include: (1) determining annual procurement targets and enforcing compliance; (2) reviewing and approving each investor-owned utility's renewable energy procurement plan; (3) reviewing contracts for RPS-eligible energy; and (4) establishing the standard terms and conditions used in contracts for eligible renewable energy.

Cap-and-Trade Program

The Climate Change Scoping Plan identifies a cap-and-trade program as a key strategy CARB will employ to help California meet its GHG emissions reduction targets for 2020 and 2030, and ultimately achieve an 80 percent reduction from 1990 levels by 2050. Pursuant to its authority under AB 32, CARB has designed and adopted the California Cap-and-Trade Program to reduce GHG emissions from major sources (deemed "covered entities") by setting a firm cap on statewide GHG emissions and employing market mechanisms to achieve AB 32's emissions reduction mandate of returning to 1990 levels of emissions by 2020 (17 CCR Sections 95800–96023). The Cap-and-Trade Program establishes an overall limit for GHG emissions from capped sectors (e.g., electricity generation, petroleum refining, cement production, and large industrial facilities that emit more than 25,000 $MTCO_2e$ per year) and declines over time, and facilities subject to the cap may trade permits to emit GHGs. The statewide cap for GHG emissions from the capped sectors commenced in 2013 and declines over time, achieving GHG emissions reductions throughout the program's duration (17 CCR Sections 95811 and 9512). On July 17, 2017, the California Legislature enacted AB 398, extending the Cap-and-Trade Program through 2030.

The Cap-and-Trade Program provides a firm cap, ensuring that the 2020 statewide emissions limit will not be exceeded. An inherent feature of the Cap-and-Trade Program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on an accumulative basis. In other words, because climate change is a global occurrence and the impacts of GHG emissions are considered cumulative, a focus on aggregate GHG emissions reductions, rather than source-specific reductions, is warranted.

Regional Laws, Regulations, and Policies

Southern California Association of Governments

On September 3, 2020, the SCAG's Regional Council formally adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy also known as Connect SoCal, which is an update to the previous 2016–2040 RTP/SCS (SCAG 2020). Using growth forecasts and economic trends, both the 2016–2040 RTP/SCS and 2020–2045 RTP/SCS provide a vision for transportation throughout the region for the next several decades by considering the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future and identifying regional transportation strategies to address mobility needs. The 2020–2045 RTP/SCS describe how the region can attain the GHG emission-reduction targets set by CARB by achieving reductions in per-capita transportation GHG emissions of 8 percent by 2020 and 19 percent by 2035, compared to the 2005 level (SCAG 2020). Compliance with and implementation of the 2020–2045 RTP/SCS policies and strategies would have the co-benefit of reducing per capita criteria air pollutant emissions (e.g., nitrogen dioxide, carbon monoxide, etc.) associated with reduced per capita vehicle miles traveled.

The 2020–2045 RTP/SCS states that the SCAG region was home to approximately 18.8 million people in 2016 and included approximately 6.0 million homes and 8.4 million jobs (SCAG 2020). By 2045, the integrated growth forecast projects that these figures will increase by 3.7 million people, with approximately 1.6 million more homes and 1.7 million more jobs. *High Quality Transit Areas* (HQTAs), which are defined by 2020–2045 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours, will account for 2.4 percent of regional total land, but are projected to accommodate 51 percent and 60 percent of future household growth respectively between 2016 and 2045 (SCAG 2020). As in the 2016–2040 RTP/SCS, the 2020–2045 RTP/SCS's overall land use pattern reinforces the trend of focusing new housing and employment in the region's HQTAs. HQTAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.

SCAG's 2020–2045 RTP/SCS provides specific strategies for implementation. These strategies include supporting projects that encourage a diverse job opportunities for a variety of skills and education, recreation and cultures and a full-range of shopping, entertainment and services all within a relatively short distance; encouraging employment development around current and planned transit stations and neighborhood commercial centers; encouraging the implementation of a "Complete Streets" policy that meets the needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, electric vehicles, movers of commercial goods, pedestrians, users of public transportation, and seniors; and supporting alternative fueled vehicles (SCAG 2020).

In addition, the 2020–2045 RTP/SCS includes strategies to promote active transportation, support local planning and projects that serve short trips, promote transportation investments, investments in active transportation, more walkable and bikeable communities, that will result in improved air

quality and public health, and reduced greenhouse gas emissions, and that supports building physical infrastructure, regional greenways and first-last mile connections to transit, including to light rail and bus stations. The 2020–2045 RTP/SCS aligns active transportation investments with land use and transportation strategies, increase competitiveness of local agencies for federal and state funding, and to expand the potential for all people to use active transportation. CARB has accepted SCAG's GHG emissions quantification determinations as presented in the 2020–2045 RTP/SCS for future GHG emission reduction targets (SCAG 2020).

Although no GHG emission reduction targets for passenger vehicles have been set by CARB for 2045, the 2020–2045 RTP/SCS GHG emission reduction trajectory shows that more aggressive GHG emission reductions are projected for 2045. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an additional 4.1-percent reduction in GHG from transportation-related sources in the ten years between 2035 and 2045, the 2020–2045 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the state's GHG emission reduction goals (SCAG 2020). Refer to Section 4.10, *Land Use and Planning*, of this Draft PEIR, for further discussion of the RTP/SCS.

South Coast Air Quality Management District

Much of the county is located in the South Coast Air Basin, which consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside Counties, in addition to the San Gorgonio Pass area in Riverside County. The South Coast Air Quality Management District (SCAQMD) is responsible for air quality planning in the South Coast Air Basin and developing rules and regulations to bring the area into attainment of the ambient air quality standards. For a more detailed discussion, refer to Section 4.3, *Air Quality*, of this Draft PEIR.

A GHG Significance Threshold Working Group was formed by the SCAQMD to evaluate potential GHG significance thresholds (SCAQMD 2022). In 2008, the Working Group released draft guidance regarding interim CEQA GHG significance thresholds (SCAQMD 2008a, 2008b, 2008c). Within its October 2008 document, the Working Group proposed the use of a percent emission reduction target compared to business as usual to determine significance for commercial/residential projects that emit greater than 3,000 $MTCO_2e$ per year. Under this proposal, commercial/residential projects that emit fewer than 3,000 $MTCO_2e$ per year would be assumed to have a less-than-significant impact on climate change. In addition, on December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of 10,000 $MTCO_2e$ for stationary source/industrial projects where the SCAQMD is the Lead Agency. However, the SCAQMD has not adopted a GHG significance threshold for land use development projects. The aforementioned Working Group has been inactive since 2011 and the SCAQMD has not formally adopted any GHG significance threshold for land use development projects.

Local Laws, Regulations, and Policies

Community Plans

Only Hacienda Heights and Rowland Hills have Community Plans. The applicable GHG emission reduction/climate change specific goals or policies of these two plans are discussed below.

Hacienda Heights

The Hacienda Heights Community Plan was adopted on May 24, 2011. The following Goals and Policies applicable to the ESGVAP are as follows (DRP 2010):

Goal LU-1: Well-designed, walkable residential neighborhoods that provide various housing types and densities.

Policy LU 1.3: Encourage mixed-use in commercial areas.

Goal LU-2: Appropriate distribution of commercial and industrial uses throughout the community.

Policy LU 2.1: Allow vertical expansion of commercial and mixed-use development on existing commercial sites.

Goal LU-5: New development with minimal risk from natural hazards.

Policy LU 5.1: Locate new uses with hazardous emissions away from existing sensitive receptors, including but not limited to housing and schools.

Goal A-2: Clean and well-maintained public spaces.

Policy A.2.3: Provide garbage and recycling receptacles in public spaces throughout the community.

Goal A-5: Attractive and well-maintained commercial areas.

Policy A 5.4: Require the planting of shade trees or the installation of other natural elements as part of the design of commercial parking lots with over 20 spaces.

Goal M-1: A variety of options for mobility into and out of the community.

Policy M 1.1: Promote "complete streets" that safely accommodate pedestrians, cyclists, and motorists.

Policy M 1.2: Promote the integration of multi-use regional trails, walkways, bicycle paths, transit stops, parks and local destinations.

Policy M 1.3: Ensure that bus stops are easily and safely accessible by foot, bicycle, or automobile.

Policy M 1.4: Create a community shuttle service and designate shuttle routes to link residential neighborhoods to commercial areas and community facilities.

Goal M-2: Safe and well-maintained bike routes and facilities.

Policy M 2.1: Upgrade existing Class III bike lane designations to Class II and make all new bike lanes Class II or better, where infrastructure permits.

Policy M 2.2: Install safe bike accommodations in appropriate places along Hacienda Boulevard, Colima Road and other well-traveled roads.

Policy M 2.3: Add and maintain new bike racks and lockers at major bus stops in commercial areas, and at all community facilities.

Goal M-4: Community circulation that supports regional and state transportation goals.

Policy M 4.2: Include vehicle demand reducing strategies, such as incentives for commuters to use transit, park and ride lots, etc. as mitigation alternatives for potentially environmentally significant projects.

Goal C-4: A community that conserves its natural resources.

Policy C 4.1: Encourage energy efficiency through the use of alternative energy sources, drought-tolerant landscaping, low-impact development and sustainable construction materials.

Policy C 4.2: Encourage sustainable, environmentally friendly construction and business operating practices.

Policy C 4.3: Encourage community members to reduce waste and conserve energy and water at home.

Policy C 4.4: Encourage efforts to reduce greenhouse gas emissions and promote air resource management best practices.

Policy C 4.5: Require the use of sustainable, environmentally friendly paving materials on new exercise walking paths.

Goal C 5: A community that is energy-efficient, reduces energy and natural resource consumption, and reduces emissions of greenhouse gases.

Policy C 5.1: Support the county's efforts to create an adopted Climate Action Plan by 2015 that meets state requirements and includes emission inventories, enforceable reduction measures, regular progress reviews, procedures for reporting on and revising the plan, and provides for resources to implement the Plan.

Policy C 5.2: Implement the County's Green Building Ordinances.

Policy C 5.3: Provide information and education to the public about energy conservation and local strategies to address climate change.

Policy C 5.4: Support the installation of alternative fuel and renewal energy facilities, where appropriate.

Goal PS-6: Growth in line with infrastructure capacity.

Policy PS 6.3: Ensure adequate energy from both traditional and alternative sources whenever available while promoting more sustainable alternatives.

Policy PS 6.4: Promote water conservation, including the use of reclaimed water materials and equipment, in future development.

Rowland Heights

The Rowland Heights Community Plan was adopted on September 1, 1981. The following Goals and Policies applicable to the ESGVAP are as follows (DRP 1981):

Goal 4: Balance projected growth and development with environmental considerations.

Conservation and Open Space Policy 8: Encourage the use of solar energy for water and space heating.

Los Angeles County Green Building Standards

In April 2016, the County amended the County Code to include Title 31, Green Building Standards Code. The Green Building Standards Code incorporates by reference standards from the CALGreen Code described above, and supersede the green building ordinance and the drought tolerant landscaping ordinance in Title 22 of the County Code. The Green Building Standards Code includes mandatory residential and nonresidential measures related to low impact development, electric vehicle charging infrastructure, cool roof installations, and construction waste management practices (County Code Title 31, Chapter 4 and Chapter 5).

Los Angeles County General Plan 2035

Adopted on October 6, 2015, the General Plan outlines goals and policies that would reduce GHG emissions and address the impacts of climate change. Goals and policies applicable to the ESGVAP are as follows (DRP 2015a):

Air Quality Element

Goal AQ 3: Implementation of plans and programs to address the impacts of climate change.

Policy AQ 3.1: Facilitate the implementation and maintenance of the Community Climate Action Plan to ensure that the County reaches its climate change and greenhouse gas emission reduction goals.

Policy AQ 3.2: Reduce energy consumption in County operations by 20 percent by 2015.

Policy AQ 3.3: Reduce water consumption in County operations.

Policy AQ 3.4: Participate in local, regional, and state programs to reduce greenhouse gas emissions.

Policy AQ 3.5: Encourage energy conservation in new development and municipal operations.

Policy AQ 3.6: Support rooftop solar facilities on new and existing buildings.

Policy AQ 3.7: Support and expand urban forest programs within the unincorporated areas.

Policy AQ 3.8: Develop, implement, and maintain countywide climate change adaption strategies to ensure that the community and public services are resilient to climate change impacts.

In addition, the General Plan contains policies that encourage water conservation and protection, traffic reduction, sustainable development, and waste minimization that would further reduce GHG emissions (DRP 2015a). Measures in these areas applicable to the ESGVAP include:

Land Use Element

Goal LU1: A General Plan that serves as a constitution for development, and a Land Use Policy Map that implements the General Plan's Goals, Policies and Guiding Principles.

Policy LU 1.5: In the review of a project-specific amendment(s) to convers OS-C designated lands to other lands use designations, ensure that the project-specific amendment(s) does not contribute to the overall loss of open space that protects water quality, provides natural habitats, and contributes to improved air quality.

Policy LU 1.6: In the review of a project-specific amendment(s) to convert lands within the EPD Overlay to non-industrial land use designations, ensure that the project-specific amendment(s):

Is located on a parcel that adjoins a parcel with a comparable use, at a comparable scale and intensity.

Will not negatively impact the productivity of neighboring industrial activities.

Is necessary to promote the economic value and the long-term viability of the site.

Will not subject future residents to potential noxious impacts, such as noise, odors or dust or pose significant health and safety risks.

Goal LU4: Infill development and redevelopment that strengthens and enhances communities.

Policy LU 4.1: Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites.

Policy LU 4.2: Encourage the adaptive reuse of underutilized structures and the revitalization of older, economically distressed neighborhoods.

Policy LU 4.3: Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas.

Policy LU 4.4: Encourage mixed use development along major commercial corridors in urban and suburban areas.

Goal LU 5: Vibrant, livable and healthy communities with a mix of land uses, services and amenities.

Policy LU 5.1: Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types and styles.

Policy LU 5.2: Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs.

Policy LU 5.3: Support a mix of land uses that promote bicycling and walking and reduce VMTs.

Policy LU 5.4: Encourage community-serving uses, such as early care and education facilities, grocery stores, farmers markets, restaurants, and banks to locate near employment centers.

Policy LU 5.10: Encourage employment opportunities and housing to be developed in proximity to one another.

Goal LU 7: Compatible land uses that complement neighborhood character and the natural environment.

Policy LU 7.1: Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques.

Policy LU 7.2: Protect industrial parks and districts from incompatible uses.

Policy LU 7.3: Protect public and semi-public facilities, including but not limited to major landfills, natural gas storage facilities, and solid waste disposal sites from incompatible uses.

Goal LU 9: Land use patterns and community infrastructure that promote health and wellness.

Policy LU 9.1: Promote community health for all neighborhoods.

Goal LU 10: Well-designed and healthy places that support a diversity of built environments.

Policy LU 10.4: Promote environmentally-sensitive and sustainable design.

Policy LU 10.7: Promote public spaces, such as plazas that enhance the pedestrian environment, and, where appropriate, continuity along commercial corridors with active transportation activities.

Policy LU 10.6: Encourage pedestrian activity through the following: Designing the main entrance of buildings to front the street; Incorporating landscaping features; Limiting masonry walls and parking lots along commercial corridors and other public spaces; Incorporating street furniture, signage, and public events and activities; and Using wayfinding strategies to highlight community points of interest.

Policy LU 10.7: Promote public spaces, such as plazas that enhance the pedestrian environment, and, where appropriate, continuity along commercial corridors with active transportation activities.

Goal LU 11: Development that utilize sustainable design techniques.

Policy LU 11.1: Encourage new development to employ sustainable energy practices, such as utilizing passive solar techniques and/or active solar technologies.

Policy LU 11.2: Support the design of developments that provide substantial tree canopy cover and utilize light-colored paving materials and energy-efficient roofing materials to reduce the urban heat island effect.

Policy LU 11.3: Encourage development to optimize the solar orientation of buildings to maximize passive and active solar design techniques.

Policy LU 11.4: Encourage subdivisions to utilize sustainable design practices, such as maximizing energy efficiency through lot configuration; preventing habitat fragmentation; promoting stormwater retention; promoting the localized production of energy; promoting water conservation and reuse; maximizing interconnectivity; and utilizing public transit.

Policy LU 11.8: Encourage sustainable subdivisions that meet green neighborhood standards, such as Leadership in Energy and Environmental Design–Neighborhood Development.

Mobility Element

Goal M 1: Street designs that incorporate the needs of all users.

Policy M 1.1: Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks whenever appropriate and feasible.

Goal M 2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.

Policy M 2.6: Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible.

Goal M 4: An efficient multimodal transportation system that serves the needs of all residents.

Policy M 4.1: Expand transportation options that reduce automobile dependence.

Policy M 4.3: Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input.

Policy M 4.15: Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution-based transit passes, regional carpooling programs, and telecommuting.

Policy M 4.16: Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMTs.

Goal M 5: Land use planning and transportation management that facilitates the use of transit.

Policy M 5.1: Facilitate transit-oriented land uses and pedestrian-oriented design, particularly in the first-last mile connections to transit, to encourage transit ridership.

Policy M 5.2: Implement parking strategies that facilitate transit use and reduce automobile dependence.

Goal M 7: Transportation networks that minimizes negative impacts to the environment and communities.

Policy M 7.3: Encourage the use of sustainable transportation facilities and infrastructure technologies, such as liquid and compressed natural gas, and hydrogen gas stations, ITS, and electric car plug-in ports.

Conservation and Natural Resources Element

Goal C/NR 12: Sustainable management of renewable and non-renewable energy resources.

Policy C/NR 12.1: Encourage the production and use of renewable energy resources.

Policy C/NR 12.2: Encourage the effective management of energy resources, such as ensuring adequate reserves to meet peak demands.

Policy C/NR12.3: Encourage distributed systems that use existing infrastructure and reduce environmental impacts.

Parks and Recreation Element

Goal P/R 6: A sustainable parks and recreation system.

Policy P/R 6.1: Support the use of recycled water for landscape irrigation in County parks.

Policy P/R 6.2: Support the use of alternative sources of energy, such as wind and solar sources to reduce the use of energy at existing parks.

Policy P/R 6.4: Ensure that new buildings on County park properties are environmentally sustainable by reducing carbon footprints, and conserving water and energy.

Policy P/R 6.5: Ensure the routine maintenance and operations of County parks and recreational facilities to optimize water and energy conservation.

Public Services and Facilities Element

Goal PS/F 2: Increased water conservation efforts.

Policy PS/F 2.1: Support water conservation measures.

Policy PS/F 2.2: Support educational outreach efforts that discourage wasteful water consumption.

Goal PS/F 3: Increased local water supplies through the use of new technologies.

Policy PS/F 3.1: Increase the supply of water though the development of new sources, such as recycled water, gray water, and rainwater harvesting.

Policy PS/F 3.2: Support the increased production, distribution and use of recycled water, gray water, and rainwater harvesting to provide for groundwater recharge, seawater intrusion barrier injection, irrigation, industrial processes, and other beneficial uses.

Goal PS/F 5: Adequate disposal capacity and minimal waste and pollution.

Policy PS/F 5.3: Discourage incompatible land uses near or adjacent to solid waste disposal facilities identified in the Countywide Integrated Waste Management Plan.

Policy PS/F 5.4: Encourage solid waste management facilities that utilize conversion and other alternative technologies and waste to energy facilities.

Policy PS/F 5.5: Reduce the County's waste stream by minimizing waste generation and enhancing diversion.

Policy PS/F 5.6: Encourage the use and procurement of recyclable and biodegradable materials.

Policy PS/F 5.7: Encourage the recycling of construction and demolition debris generated by public and private projects.

Policy PS/F 5.8: Ensure adequate and regular waste and recycling collection services.

Policy PS/F 5.9: Encourage the availability of trash and recyclables containers in new developments, public streets, and large venues.

Utilities Element

Goal PS/F 6: A County with adequate public utilities.

Policy PS/F 6.1: Ensure efficient and cost-effective utilities that serve existing and future needs.

Policy PS/F 6.5: Encourage the use of renewable energy sources in utility and telecommunications networks.

Policy PS/F 6.8: Encourage projects that incorporate onsite renewable energy systems.

Economic Development Element

Goal ED 1: An economic base and fiscal structures that attract and retain valuable industries and businesses.

Policy ED 1.2: Encourage and foster the development of the renewable energy economic sectors.

Goal ED 2: Land use practices and regulations that foster economic development and growth.

Policy ED 2.4: Ensure high standards of development and encourage environmentally sustainable practices in economic development activities.

Policy ED 2.5: Encourage employment opportunities to be located in proximity to housing.

Goal ED 4: Enhanced revitalization activities.

Policy ED 4.7: Support expedited permitting for green building retrofits.

Unincorporated Los Angeles County Community Climate Action Plan (CCAP) 2020

The 2020 CCAP, adopted in 2015, was a component of the County's General Plan Air Quality Element until it expired in 2020. To reduce impacts of climate change, the 2020 CCAP set a target to reduce GHG emissions from community activities in the unincorporated areas of Los Angeles County by at least 11 percent below 2010 levels by 2020 (DRP 2015b). The 2020 CCAP contained 26 local actions related to green buildings and energy; land use and transportation; water conservation and wastewater; waste reduction, reuse, and recycling; and land conservation and tree planting. It also included 17 reduction strategies from the following areas: transportation; stationary energy; waste; industrial process and product use; agriculture, forestry, and other land use.

The County of Los Angeles released a Draft 2045 Climate Action Plan (CAP) in April 2022, which is an update to the 2020 CCAP and sets new GHG emissions reduction targets for 2030 and 2035, consistent with state goals, and sets a long-term aspirational goal for carbon neutrality by 2045 (DRP 2022). The 2045 CAP includes five categories for GHG emissions reductions: (1) energy supply, (2) transportation, (3) building energy and water, (4) waste, and (5) agriculture, forestry, and other land uses. Under these categories, there are a number of strategies, measures, and actions which will achieve the GHG emissions reductions outlined in the Draft 2045 CAP such as decarbonizing the energy supply, increase densities and diversity of land uses near transit, reducing single occupancy vehicle trips, improve efficiency of existing building energy use, conserving water, and others. Adoption of the 2045 CAP has not yet occurred as of September 2022.

OurCounty Los Angeles County Sustainability Plan

In August 2019, the County adopted the OurCounty Sustainability Plan which contains 12 cross-cutting goals, 37 strategies, and 159 actions and identifies entities and partners which will work together to achieve these goals (LACSO 2019). The OurCounty Sustainability Plan focuses on enhancing the well-being of every community in the County while reducing damage to the natural environment and adapting to the changing climate. The OurCounty goals are as follows:

Goal 1: Resilient and healthy community environments where residents thrive in place. The County will protect vulnerable communities from pollution, reduce health and economic inequalities, ensure access to safe, clean, and affordable water, and support more resilient and inclusive communities.

Goal 2: Buildings and infrastructure that support human health and resilience. Old and new buildings and infrastructure will utilize more efficient technologies and practices that reduce resource use, improve health, and increase resilience.

Goal 3: Equitable and sustainable land use and development without displacement. Utilize policy tools, such as anti-displacement measures, so existing community members can remain in and strengthen their neighborhoods and networks while accepting new residents through more compact, mixed-use development. Pursue outcomes that are inclusive, safe, healthy, accessible, and transit oriented.

Goal 4: A prosperous LA County that provides opportunities for all residents and businesses and supports the transition to a green economy. Support the growth of green economy sectors through procurement practices, land use authority, and various economic and workforce development incentives.

Goal 5: Thriving ecosystems, habitats, and biodiversity. Ensure that our ecosystems, including urban habitats, thrive even as our region becomes increasingly urbanized through careful planning.

Goal 6: Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities. Make parks and public lands more accessible and inclusive and manage them so that all residents may enjoy their benefits.

Goal 7: A fossil fuel-free LA County. Move towards a zero-carbon energy system that reduces GHG emissions by eliminating fossil fuel production in the County. By addressing sources of pollution, air will be cleaner for the residents and the imminent dangers from the magnitude of climate change will be limited.

Goal 8: A convenient, safe, clean, transportation system that enhances mobility and quality of life while reducing car dependency. Provide a modern transportation system for all ages and abilities to access reliable, safe, affordable, and varied mobility choices that reduce pollution. Develop programs that focus on reducing the number of vehicle miles travelled, including transit systems, walking, biking, e-scooters, and zero-emission car-share services.

Goal 9: Sustainable production and consumption of resources. Improve our ability to promote integrative and collaborative solutions at the local and regional levels to effectively manage the County's waste, water, energy, and material resources into the future.

Goal 10: A sustainable and jut food system that enhances access to affordable, local, and healthy food. Improve access to healthy food within County boundaries while optimizing purchasing power and business services to make food production more sustainable through leveraging of capital assets, public services, and regulatory authority.

Goal 11: Inclusive, transparent, and accountable governance that encourages participation in sustainability efforts, especially by disempowered communities. Build stronger communities and better-informed policy and programs by creating a more inclusive and accountable governance structure. This will ensure equity in sustainability policies and programs by having diverse representation in development, implementation, and management.

Goal 12: A commitment to realize OurCounty sustainability goals through creative, equitable, and coordinated funding and partnerships. Work with partners across the public, private, and nonprofit sectors for a more sustainable future through funding opportunities and leveraging of purchasing power.

The plan is intended to help guide decision-making in unincorporated County areas and to provide a model for decision-making in the 88 incorporated cities in the County. As a strategic plan, the OurCounty Sustainability Plan does not supersede land use plans that have been adopted by the Regional Planning Commission and Board of Supervisors, including the Los Angeles County General Plan.

County of Los Angeles Municipal Code

Energy

The County has adopted by reference, Sections 102 through 119 of Chapter 1 of Title 26 of the Los Angeles County Code as Title 31 Green Building Standards Code of the Los Angeles County Code. The Green Building Code increases energy and water efficiency and reduces waste generation. The Green Building Code has co-benefits of reducing criteria pollutant emissions through the increase in energy efficiencies, which reduces building energy demand and the combustion of natural gas within buildings.

Water

As part of state and regional efforts towards water conservation, Titles 11 and 12 of the Los Angeles County Code includes requirements for water conservation and sustainability. The code requires recirculating water required for water fountains and decorative water features and commercial conveyor carwashes and the use of recycled or approved non-potable water for construction purposes. It is recommended that large, landscaped areas such as parks, cemeteries, golf courses, school grounds, and playing fields use irrigation systems with rain sensors that automatically shut off such systems during periods of rain or irrigation timers which automatically use information such as evapotranspiration sensors to set an efficient water schedule.

Solid Waste

Title 20 of the Los Angeles County Code contains provisions that implement the source reduction and recycling programs and other measures to achieve per capita waste generation for disposal in accordance with state programs. The County requires all collectors operating under a collection franchise within the County to comply with applicable resource recovery and diversion programs to minimize solid waste disposal at landfills.

Existing Environmental Conditions

Regional Context

Gases that trap heat in the atmosphere are called GHGs. The State of California defines GHGs as carbon dioxide (CO_2), hydrofluorocarbons (HFCs), methane (CH_4), nitrogen trifluoride (NF_3), nitrous oxide (N_2O), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6) (Health and Safety Code 38505). The major concern with GHGs is that increases in their concentrations are causing global climate change. *Global climate change* refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and storms. Historical records indicate that global climate changes have occurred due to natural phenomena; however, current data increasingly indicate that the current global conditions differ from past

climate changes in rate and magnitude. Global climate change attributable to anthropogenic (human) sources of GHG emissions is one of the most important and widely debated scientific, economic, and political issues in the United States and the world. The extent to which increased concentrations of GHGs have caused or will cause climate change and the appropriate actions to limit and/or respond to climate change are the subject of significant and rapidly evolving regulatory efforts at the federal and state levels of government.

GHGs are compounds in the Earth's atmosphere that play a critical role in determining temperature near the Earth's surface. More specifically, these gases allow high-frequency shortwave solar radiation to enter the Earth's atmosphere, but retain some of the low frequency infrared energy, which is radiated back from the Earth towards space, resulting in a warming of the atmosphere.

Not all GHGs possess the same ability to induce climate change; as a result, GHG contributions commonly are quantified in the units of equivalent mass of carbon dioxide (CO_2e). Mass emissions are calculated by converting pollutant specific emissions to CO_2e emissions by applying the proper global warming potential (GWP) value. These GWP ratios are available from the Intergovernmental Panel on Climate Change (IPCC). Historically, GHG emission inventories have been calculated using the GWPs from the IPCC's Second Assessment Report (SAR). The IPCC updated the GWP values based on the science in its Fourth Assessment Report (AR4) (IPCC 1995, 2007). The California Air Resources Board (CARB) reports GHG emission inventories for California using the GWP values from the IPCC AR4. Although the IPCC has released its Fifth Assessment Report (AR5) with updated GWPs, CARB reports the statewide GHG inventory using the AR4 GWPs, which is consistent with international reporting standards. Therefore, the analysis in this EIR reflects the GWP values from IPCC AR4. Compounds that are regulated as GHGs are discussed below (IPCC 2007).

Carbon Dioxide: CO_2 is the most abundant GHG in the atmosphere and is primarily generated from fossil fuel combustion from stationary and mobile sources. CO_2 is the reference gas (GWP of 1) for determining the GWPs of other GHGs (IPCC 2007).

Hydrofluorocarbons: HFCs are fluorinated compounds consisting of hydrogen, carbon, and fluorine. They are typically used as refrigerants in both stationary refrigeration and mobile air conditioning systems. The GWP of HFCs ranges from 140 for HFC-152a to 11,700 for HFC-23 in the IPCC SAR and 124 for HFC-152a to 14,800 for HFC-23 in the IPCC AR4 (IPCC 2007).

Methane: CH_4 is emitted from biogenic sources (i.e., resulting from the activity of living organisms), incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The GWP of CH_4 is 21 in the IPCC SAR and 25 in the IPCC AR4 (IPCC 2007).

Nitrogen Trifluoride: NF_3 is an inorganic, non-flammable, non-toxic odorless gas. NF_3 is used as an oxidizer of high energy fuels, for the preparation of tetrafluorohydrazine, as a fluorine source in high power chemical lasers, in semi-conductor manufacturing, and as an etchant gas in the electronic industry. The GWP of NF_3 is 17,200 in the IPCC AR4 (IPCC 2007).

Nitrous Oxide: N_2O produced by human-related sources including agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of N_2O is 310 in the IPCC SAR and 298 in the IPCC AR4 (IPCC 2007).

Perfluorocarbons: PFCs are fluorinated compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semiconductor manufacturing. The GWPs of PFCs range from 6,500 to 9,200 in the IPCC SAR and 7,390 to 17,700 in the IPCC AR4 (IPCC 2007).

Sulfur Hexafluoride: SF_6 is a fluorinated compound consisting of sulfur and fluoride. It is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. SF_6 has a GWP of 23,900 in the IPCC SAR and 22,800 in the IPCC AR4 (IPCC 2007).

Existing Statewide Greenhouse Gas Emissions

CARB compiles GHG inventories for California. Based on the year 2019 GHG inventory data (the latest year for which data are available), California emitted 418.2 million metric tons of CO_2e ($MMTCO_2e$) which includes emissions resulting from imported electrical power (CARB 2021c). Between 1990 and 2019, the population of California grew by approximately 33 percent (from 29.8 to 39.6 million) (United States Census Bureau 2021; California Department of Finance 2021a). In addition, the California economy, measured as gross state product, grew from approximately $733 billion in 1990 to $3.1 trillion in 2019, representing an increase of approximately four times the 1990 gross state product (California Department of Finance 2021b). Despite the population and economic growth, California's net GHG emissions were reduced to below 1990 levels in 2016 and has continued to decline. According to CARB, the declining trend coupled with the State's GHG reduction programs (such as the Renewables Portfolio Standard [RPS], Low Carbon Fuel Standard [LCFS], vehicle efficiency standards, and declining caps under the Cap-and-Trade Program) demonstrate that California is on track to meet the 2030 GHG reduction target of 40 percent below 1990 levels codified in Executive Order B-30-15.
Table 4.7-, *State of California Greenhouse Gas Emissions*, identifies and quantifies statewide anthropogenic GHG emissions and sinks (e.g., carbon sequestration due to forest growth) in 1990 and 2019 (i.e., the most recent year in which data are available from CARB). As shown in Table 4.7-, the transportation sector is the largest contributor to statewide GHG emissions at approximately 40 percent in 2019.

TABLE 4.7-2
STATE OF CALIFORNIA GREENHOUSE GAS EMISSIONS

Category	Total 1990 Emissions using IPCC SAR ($MMTCO_2e$)	Percent of Total 1990 Emissions	Total 2019 Emissions using IPCC AR4 ($MMTCO_2e$)	Percent of Total 2019 Emissions
Transportation	150.7	35%	166.1	40%
Electric Power	110.6	26%	58.8	15%
Commercial	14.4	3%	28.0	4%
Residential	29.7	7%	15.9	7%
Industrial	103.0	24%	88.2	21%
Recycling and Waste[a]	—	—	8.9	2%
High GWP/Non-Specified[b]	1.3	<1%	20.6	5%
Agriculture/Forestry	23.6	6%	31.8	8%
Forestry Sinks	-6.7	—	—[c]	—
Net Total (IPCC SAR)	***426.6***	***100%***	***—***	***—***
Net Total (IPCC AR4)[d]	***431***	***100%***	***418.2***	***100%***

NOTES:
Totals may not add up exactly due to rounding.
[a] Included in other categories for the 1990 emissions inventory.
[b] High GWP gases are not specifically called out in the 1990 emissions inventory.
[c] Revised methodology under development (not reported for 2019).
[d] CARB revised the state's 1990 level GHG emissions using GWPs from the IPCC AR4.

SOURCES: CARB 2021d.

Urban Heat Island

According to the California Environmental Protection Agency (CalEPA), the urban heat island effect refers to large, urbanized areas that experience higher temperatures, greater pollution and more negative health impacts during hot summer months when compared to more rural communities (CalEPA 2022). Heat islands are created by a combination of heat-absorptive surfaces (such as dark pavement and roofing), heat-generating activities (such as engines and generators) and the absence of vegetation (which provides evaporative cooling). Daytime temperatures in urban areas are on average 1 to 6 degrees Fahrenheit (F) higher than in rural areas, while nighttime temperatures can be as much as 22 degrees F higher as the heat is gradually released from buildings and pavement (CalEPA 2022). Assembly Bill (AB) 296 (Assembly Bill No. 296, Chapter 667, Statutes of 2012) required that CalEPA develop an Urban Heat Island Index (UHII) to quantify the extent and severity of an urban heat island for individual cities to map where and how intensely they manifest at a local scale (CalEPA 2022). In 2015, CalEPA released maps that show the scientifically assigned UHII scores based on atmospheric modeling for each census tract in and around most urban areas throughout the state. The urban areas in which the unincorporated communities in the ESGVAP are located have an approximate UHII range of 12,090 to 30,535 degree-hours per 182 days or 66 to 168 degree-hours per day (Celsius scale) (CalEPA 2022). The UHII range is equivalent to an average temperature

difference between rural and urban areas of approximately 4.95 to 12.6 degrees F.[5] It is important to note that the UHII does not measure the temperatures of an area, but rather it measures the average temperature difference between rural and urban areas within a region.

Effects of Global Climate Change

California is one of the most "climate-challenged" regions of North (Garfin et al. 2013). Climate is usually defined as "average weather" and generally is described in terms of the mean and variability of temperature, precipitation, and wind over, and in California each of the last three decades has been successively warmer than any preceding decade (OEHHA 2018). The scientific community's understanding of the fundamental processes responsible for global climate change has improved over the past decade, and its predictive capabilities are advancing. However, there remain significant scientific uncertainties in, for example, predictions of local impacts of climate change, occurrence, frequency, and magnitude of extreme weather events, impacts of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation, and changes in oceanic circulation. Nonetheless, the IPCC, in its Fifth Assessment Report, Summary for Policy Makers, stated that "it is extremely likely that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in greenhouse gas concentrations and other anthropogenic forcings [*sic*] together" (IPCC 2013). A report from the National Academy of Sciences concluded that 97–98 percent of the climate researchers most actively publishing in the field support the tenets of the IPCC in that climate change is very likely caused by human (i.e., anthropogenic) activity (Anderegg et al. 2010).

According to the California EPA, the potential impacts in California due to global climate change may include: loss in snow pack; sea level rise; more extreme heat days per year; more high ozone days; more frequent and a greater spatial extent of forest fires; more drought years; increased erosion of California's coastlines and sea water intrusion into the Sacramento and San Joaquin Deltas and associated levee systems; and increased pest infestation (CalEPA 2006). Below is a summary of some of the impacts that could be experienced in California as a result of global warming and climate change.

Temperature and Air Quality

Higher temperatures, conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the impact and, therefore, its indirect impacts, are uncertain. If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which in turn would worsen air quality. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state (CalEPA 2013). However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would temporarily clear the air of particulate pollution and reduce the incidence

[5] According to CalEPA, to perform an approximate conversion to a total number of degrees Fahrenheit per day, divide the Index by 24 hours and multiply the result by 1.8 degrees. For example, if the Index is 66 degree-hours per day, then the approximate average temperature difference between rural and urban in that area is 3.3 degrees F (i.e., 66 / 24 * 1.8 = 4.95).

of large wildfires, thus ameliorating the pollution associated with wildfires. The South Coast region, a narrow band along the coast from Point Conception to the Mexican border, including the Los Angeles Basin and San Diego, has experienced the greatest warming among all the regions in California since 1895 (OEHHA 2018).

Heat events are projected to become more frequent and last longer. Since the 1980s, heat waves have become more humid, in part due to ocean warming, which prevents surfaces from cooling down at night, leading to higher nighttime temperatures. Southern California also has experienced the greatest nighttime extreme heat trends, at least two times greater than daytime tends, and it experiences the greatest increases in both daytime and nighttime heat extremes during late spring (April–June) (OEHHA 2018). Data suggest that the predicted future increase in temperatures resulting from climate change could potentially interfere with efforts to control and reduce ground-level ozone in the region.

According to the Cal-Adapt website's "Local Climate Change Snapshot" database, Los Angeles County could see an average annual increase in maximum temperature to 76.7 to 77.6 °F in the mid-century (2035–2064) and 77.7 to 80.9 °F at the end of the century (2070–2099) compared to 72.5 °F for the baseline period (1961–1990) (Cal-Adapt 2021). The average annual number of extreme heat days also could increase to 19 to 23 days in the mid-century (2035–2064) and 24 to 44 days at the end of the century (2070–2099) compared to 4 days for the baseline period (1961–1990).

Water Supply

California's highly variable climate includes inconsistent precipitation with multi-year wet or dry periods, such as the unusually wet years of 2005, 2011, and 2017, as well as the droughts of 2001–2004, 2007–2010, and 2012–2016 (CNRA 2018). More than other regions of the western United States, the presence or absence of these large storms within a given winter season determines California's water resources because of their contribution to snowpack. Warmer, wetter winters would increase the amount of runoff available for groundwater recharge; however, this additional runoff would occur at a time when some basins are either being recharged at their maximum capacity or are already full. Conversely, a reduced snowpack coupled with increased rainfall during winters could lead to reductions in spring runoff and higher evapotranspiration because of higher temperatures could reduce the amount of water available for recharge (PISDES 2003).

In California, the spring snowpack runoff accounts for approximately 70 percent of the total water supply in the Colorado River Basin, which supplies approximately 55 percent of Southern California's water. Since the 1950s, the snow water storage measurements on April 1 have declined by about 10 percent. Models predict that the mean snow water equivalent declines to less than two-thirds of its historical average by 2050, and by less than half by 2100. Unfortunately, the decline in the spring snowpack occurs even if precipitation amounts remain relatively stable; the snow loss results from a warmer climate (CNRA 2018). The loss of snowpack would reduce the amount of water available. According to the Cal-Adapt website's "Local Climate Change Snapshot" database, Los Angeles County could see an average annual length of dry spells of 139 to 141 days in the mid-century (2035–2064) and 140 to 149 days at the end of the century (2070–2099) compared to 132

days for the baseline period (1961–1990) (Cal-Adapt 2021) . The average annual precipitation could decrease to 15.5 to 15.6 inches in the mid-century (2035–2064) and 15.6 to 15.9 inches at the end of the century (2070–2099) compared to 16.0 inches for the baseline period (1961–1990).

The California Natural Resources Agency (CNRA) and California Energy Commission (CEC) report dated 2018 on climate change and effects on the State Water Project (SWP), the Central Valley Project (CVP), and the Sacramento-San Joaquin Delta, concluded that "climate change poses an ever-growing threat to the well-being, public health, natural resources, economy, and environment of California (CNRA and CEC 2018). Even under the best scenario for global emission reductions, additional climate change impacts are inevitable. …[C]limate change would bring significant negative impacts on current SWP and CVP operations due to the [global] warming." By the middle of the century, climate change would cause negative effects on the water supply, including south of Delta exports being reduced by a half million-acre feet, north Delta carryover storage being diminished by 1.5-million-acre feet, with worsening water quality (CNRA and CEC 2018).

To enhance the long-term reliability of water supply in Los Angeles County, the Los Angeles Department of Water and Power (LADWP) has set the following goals in its 2020 Urban Water Management Plan (LADWP 2021):

- Recycle 100 percent of wastewater by 2035,
- Source 70 percent of water locally by 2035,
- Reduce per capita water use to 100 gallons per capita per day by 2035 and maintain this usage through 2050,
- Reduce per capita potable water use by 25 percent by 2035, and
- Reduce LADWP's purchase of imported water by 50 percent by 2025.

Hydrology and Sea Level Rise

The central and southern coast has experienced a sea level rise of more than 5.9 inches over the 20th century and sea levels will continue to rise substantially over the 21st century. Sea level rise can be a product of global warming through two main processes: expansion of seawater as the oceans warm and melting of ice over land. Flooding from sea level rise and coastal wave events leads to bluff, cliff, and beach erosion, which could affect large geographic areas. Future modeling simulations estimate that 31–67 percent of Southern California beaches may become completely eroded to the landward limit of coastal infrastructure or cliffs by the end of the century, assuming sea level rise scenarios from 3 to 6.6 feet and limited human intervention (CNRA and CEC 2018). The rise in sea levels could jeopardize California's water supply. Increased storm intensity and frequency could also affect the ability of flood-control facilities, including levees, to handle storm events.

California historically has experienced multi-year droughts and has been able to support agricultural water demands through groundwater reserves, winter snowpack, reservoir storage, and conveyance of water throughout the state in canals. However, the higher temperatures that come with climate

change will likely decrease snow storage and cause more frequent and severe droughts and will require additional preparedness for more frequent surface water shortages and reliance on sustainable groundwater management (CNRA and CEC 2018).

Agriculture

California has an approximately $50-billion agricultural industry that produces half the country's fruits, vegetables, nuts, flowers, and nursery crops (California Department of Food and Agriculture 2020). Many of California's important crops, including fruit and nut trees, are particularly vulnerable to climate change impacts like changing temperature regimes and water-induced stress. Under changing climate conditions, agriculture is projected to experience lower crop yields due to extreme heat waves, heat stress and increased water needs of crops and livestock (particularly during dry and warm years), and new and changing pest and disease threats (CNRA 2018). Higher CO_2 levels can stimulate plant production and increase plant water use efficiency. However, if temperatures rise and drier conditions prevail, water demand could increase; crop-yield could be threatened by a less reliable water supply; and greater ozone pollution could render plants more susceptible to pest and disease outbreaks and interfere with plant growth. In addition, temperature increases could change the time of year crops are harvested, and thus affect their quality (California Climate Change Center 2006).

Ecosystems

Changes in temperature, precipitation, food sources, competition for prey, and other physical or biological features of the habitat may force changes in the timing of key life-cycle events for plants and animals and shift the ranges where these plants and animals live (CNRA 2018). Range shifts have been observed in approximately 75 percent of small animal species and over 80 percent of bird species in the Sierra Nevada. High-elevation mammals moved upslope, while birds and low-elevation mammals moved downslope as frequently as upslope. The varied responses reflect the species intrinsic sensitivity to temperature, precipitation, or other physical factors, such as changes in food sources, vegetation, and interactions with competitors. Additionally, range shifts have been noted in wintering bird species and time shifts of arriving species have been noted in butterflies and migratory birds. Furthermore, ocean acidification has affected many marine organisms and their food chain. Chinook salmon have been affected by climate change by both the number of adults returning to spawn and the increased mortality rate among juvenile salmon. Finally, during years of warmer sea temperature, California sea lions have had fewer birth rates, higher pup mortality, and increased numbers of pups having poor conditions(OEHHA 2018).

Wildfire

Wildfires in California over the past two decades are shown to be increasing in size, severity, and adverse impacts (CARB 2020b). Warming temperatures as a result of climate change influences the length of both the fire and growing seasons and consequently affects the amount of time and intensity fires burn at and the amount of available fuels. Higher temperatures lead to drought, which decreases the fuel moisture and increases the likelihood of ignitions (CARB 2020b).

According to the Cal-Adapt website's "Local Climate Change Snapshot" database, Los Angeles County could see an average annual area burned of approximately 13,993 to 14,133 acres in the mid-century (2035–2064) and 13,036 to 13,788 acres at the end of the century (2070–2099) compared to 12,159 to 12,235 acres for the baseline period (1961–1990) (Cal-Adapt 2021). Increased wildfire activity leads to more GHG emissions from sources that would otherwise be carbon sinks. Between 2000 and 2019, emissions from wildfires ranged from a low of 1.2 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) in 2010 to a high of 39 $MMTCO_2e$ in 2018, with an annual average of 14 $MMTCO_2e$. Further, CARB estimates that wildfire emissions increased dramatically in 2020, totaling 112 $MMTCO_2e$ (CARB 2020b).

Humans

Humans are better able to adapt to a changing climate than plants and animals in natural ecosystems. Nevertheless, climate change poses direct and indirect risks to public health, as people will experience earlier death and worsening illnesses. Temperature increases cause heat-related deaths and illnesses. In 2006, reported heat-related deaths and illness were much higher than in any other year because of a prolonged heat wave (OEHHA 2018). Nineteen heat-related events that had significant impacts on human health occurred from 1999 to 2009, resulting in about 11,000 excess hospitalizations (CNRA 2018). Additionally, indicators of the impacts of climate change on human health show that warming temperatures and changes in precipitation also can affect vector-borne pathogen transmission and disease patterns in California.

Existing Unincorporated Los Angeles County Greenhouse Gas Emissions

Los Angeles County recently released the Draft 2045 Climate Action Plan, which prepared an updated baseline inventory for the unincorporated areas in Los Angeles County for 2015,[6] utilizing the inventory found in the *OurCounty* Sustainability Plan but using the EMFAC 2021 emission factors, and an inventory for the year 2018, given the availability in that year of the most recent complete data set of emissions-generating activity (DRP 2022). As shown in **Table 4.7-3**, *2015 and 2018 Unincorporated Los Angeles County Greenhouse Gas Emissions Inventory,* the Draft 2045 CAP estimates the unincorporated county's baseline GHG emissions in the year 2018 to be approximately 5.2 $MMTCO_2e$. Of this, the largest contributing sector was transportation (52 percent); followed by stationary energy (33 percent); solid waste (9 percent); industrial processes and product use (5 percent); and agriculture, forestry, and other land uses (1 percent).

6 The 2015 GHG emissions inventory for the County is adapted from the Countywide 2015 Community GHG Inventory prepared for the OurCounty Sustainability Plan. Per the OurCounty Sustainability Plan, 2015 emissions from unincorporated Los Angeles County amounted to 6.5 million MTCO2e. The CAP accounts for emissions from all the sectors and subsectors reported in the OurCounty Sustainability Plan and includes additional community activities for unincorporated Los Angeles County (including off-road equipment, buses, and product use emissions, as detailed in Appendix A.1). However, due to updated activity data, emission factors, and modeling protocols, the 2045 CAP reports significantly lower emissions for 2015 (5.5 million MTCO2e). This decrease is attributable to declining emissions factors from the CARB EMissions FACtors 2021 (EMFAC2021) model, which outpace the increase in total vehicle miles traveled (VMT) as modeled with the Southern California Association of Governments' (SCAG's) 2016 Regional Travel Demand Model. OurCounty was modeled using EMFAC2017 emission factors.

TABLE 4.7-3
2015 AND 2018 UNINCORPORATED LOS ANGELES COUNTY GREENHOUSE GAS INVENTORY

Emissions Sector	2015 Emissions ($MTCO_2e$)	2018 Emissions ($MTCO_2e$)
Stationary Energy	1,908,637	1,698,809
Transportation	2,838,133	2,704,685
Waste	469,997	469,382
IPPU	253,529	239,505
AFOLU	60,860	60,860
Total	**5,531,155**	**5,173,240**

NOTES: AFOLU = agriculture, forestry, and other land use, IPPU = industrial processes and product use; $MTCO_2e$ = metric tons of carbon dioxide equivalent
SOURCE: DRP 2022.

Existing East San Gabriel Valley Planning Area Greenhouse Gas Emissions

The ESGVAP communities are a mix of residential, rural, public and semi-public, parks and recreation, water, light industrial, conservation, and general commercial land uses. Everyday operational activities at these residences and businesses result in the emission of air pollutants associated with vehicle trips, landscaping equipment, on-site combustion of natural gas for heating and cooking, and fugitive emissions of VOCs from the use of aerosol products and coatings and landscaping. However, the ESGVAP is a planning-level document, and, since precise descriptions and locations of site-specific projects facilitated by the ESGVAP are not known at this time, predictions of GHG emissions from future development building energy demand-related GHG emissions is not possible at this time.

However, No Project emissions for mobile sources for the year 2035, the buildout year of the ESGVAP, were calculated as they contribute the most to GHG emissions and are based on vehicle miles traveled (VMT) (provided by Fehr & Peers; **Appendix H**) and on-road mobile source emission factors from the CARB on-road vehicle emissions factors (EMFAC2021) model. **Table 4.7-4**, *Estimated No Project East San Gabriel Valley Planning Area Regional Operational Mobile Emissions*, presents the regional No Project mobile emissions in the ESGV Planning Area.

TABLE 4.7-4
ESTIMATED NO PROJECT EAST SAN GABRIEL VALLEY PLANNING AREA REGIONAL OPERATIONAL MOBILE EMISSIONS (2035)[1,2]

Mobile Emissions	$MTCO_2e$
No Project (2035)	**4,080,136**

$MTCO_2e$ = metric tons of CO_2e

1 Detailed calculations are provided in Appendix D of this Draft PEIR.

2 Totals may not add up due to rounding of decimals.

SOURCE: ESA, 2022.

4.7.2 Environmental Impacts

Methodology

With respect to GHG emissions, the State CEQA Guidelines state in Section 15064.4(a) that lead agencies should "make a good faith effort, to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions. The State CEQA Guidelines note that a lead agency shall have the discretion to "quantify the GHG emissions from a project, and/or rely on a qualitative analysis or other performance-based standards" (14 CCR Section 15064.4[a]).

In its CEQA review of projects, the County of Los Angeles has chosen to provide both a quantitative and qualitative GHG analysis for full disclosure. The methodology of analyzing the GHG emissions that may result from future development facilitated by adoption of the ESGVAP is conducted as described below.

Greenhouse Gas Emissions

The ESGVAP is a planning-level policy document and does not include quantification of any specific projects that may be facilitated by the ESGVAP. The Climate Action Registry General Reporting Protocol provides procedures and guidelines for calculating and reporting GHG emissions from general and industry-specific activities. Although no numerical thresholds of significance have been adopted, and no specific protocols are available for land use projects, the General Reporting Protocol provides a framework for calculating and reporting GHG emissions. The GHG emissions provided in this report are consistent with the General Reporting Protocol framework. For the purposes of this PEIR, estimated GHG emissions from the operation of future development facilitated by adoption of the ESGVAP are not quantified with the exception of mobile emissions, which would contribute the largest GHG emissions. GHG emissions are typically separated into three categories that reflect different aspects of ownership or control over emissions:

- Scope 1: Direct, on-site combustion of fossil fuels (e.g., natural gas, propane, gasoline, and diesel).
- Scope 2: Indirect, off-site emissions associated with purchased electricity or purchased steam.
- Scope 3: Indirect emissions associated with other emissions sources, such as third-party vehicles and embodied energy.[7]

Direct GHG emissions from new development would result from natural gas combustion and landscaping equipment, and indirectly from electricity demand, water conveyance, wastewater generation, solid waste decomposition, and motor vehicles. Since potential impacts resulting from GHG emissions are long-term rather than acute, GHG emissions are calculated on an annual basis. However, as previously mentioned, the ESGVAP is a planning-level policy document and precise descriptions and locations of site-specific projects facilitated by the ESGVAP are not

[7] Embodied energy includes energy required for water pumping and treatment for end-uses.

known at this time. Therefore, quantification of GHG emissions from any specific projects that may be facilitated by the ESGVAP is not possible at this time.

The quantification of GHGs from any project involves many uncertainties. For example, it is reasonable to assume that some portion of the residents, employees, and visitors that would occupy future development facilitated by adoption of the ESGVAP would engage in similar activities (working, recreating, and driving) that generate GHG emissions without adoption of the ESGVAP. However, adoption of the ESGVAP could result in changing travel behavior that reduces vehicle miles traveled. Additionally, newer construction materials and practices, future energy efficiency requirements, future mobile source emission standards, and advances in technology would likely reduce future levels of emissions. However, the net effect is difficult to quantify due to the difficulty in predicting future behaviors of residents, employees, and visitors and future standards and requirements. As such, the estimated net change in emissions that could result from future development facilitated by adoption of the ESGVAP is likely to be an over-estimation. These same uncertainties and assumptions exist throughout the accepted analytical methodologies for quantifying GHG emissions. Additional details regarding emissions quantification are provided below.

Construction Emissions

Construction of future development facilitated by adoption of the ESGVAP would have the potential to increase GHG emissions through the use of heavy-duty construction equipment, such as excavators, cranes, and forklifts, and through vehicle trips generated from workers and haul trucks traveling to and from project sites.

The ESGVAP is a planning-level document, and, as such, there are no specific projects, project construction dates, or specific construction plans identified. Therefore, quantification of GHG emissions associated with future development under the ESGVAP cannot be specifically determined at this time. Therefore, the analysis will be based on the potential for construction to conflict with applicable plans, policies, and regulations to reduce GHG emissions in the context of overall development GHG emissions.

Operational Emissions

Operation of future development facilitated by adoption of the ESGVAP would generate GHG emissions from on-site operations such as natural gas combustion for heating/cooking and landscaping equipment. GHG emissions would also be generated by vehicle trips, electricity demand, water demand, wastewater generation, and solid waste decomposition. As previously mentioned, the ESGVAP is a planning-level document, and, as such, there are no specific projects or specific plans identified. Quantification of GHG emissions associated with operational emissions (i.e., natural gas combustion, landscape equipment, electricity and water demand, wastewater generation, and solid waste decomposition) were not calculated. Therefore, the analysis will be based on the potential for operational emissions to conflict with applicable plans, policies, and regulations to reduce GHG emissions in the context of overall development GHG emissions. However, emissions from motor vehicles were quantified.

VMT data, which takes into account mode and trip lengths, was developed for the transportation analysis. Emissions from motor vehicles are dependent on vehicle type. Thus, the emissions were calculated using a representative motor vehicle fleet mix for the region based on the CARB EMFAC2021 model and default fuel type. EMFAC2021 was used to generate emissions factors for operational mobile sources based on fuel type and vehicle class. However, traffic reduction policies within the ESGVAP Mobility Element, to which the regional travel demand model may not be fully sensitive (such as connectivity in neighborhoods, presence of bicycle and pedestrian facilities, and transportation demand management measures), may not be fully reflected in the VMT and emissions estimates. Therefore, estimated mobile source emissions are conservatively higher.

Project Consistency with GHG Reduction Plans

The State CEQA Guidelines encourage lead agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. Section 15183.5 of the CEQA Guidelines states that a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted mitigation program, or plan for the reduction of GHG emissions that includes the following elements:

- Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;
- Establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable;
- Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area;
- Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;
- Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels; and
- Be adopted in a public process following environmental review.

GHG impacts are evaluated by assessing whether the ESGVAP conflicts with applicable GHG reduction strategies and local actions approved or adopted by CARB, SCAG, and the County. The 2022 Scoping Plan, SCAG's 2020–2045 RTP/SCS, and County General Plan policies and goals all apply to the ESGVAP and all are intended to reduce GHG emissions to meet the Statewide targets set forth in AB 32, as amended by SB 32. Thus, the significance of future development facilitated by adoption of the ESGVAP GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the ESGVAP would conflict with applicable plans, policies, regulations adopted for the purpose of reducing GHG emissions, including CARB's 2022 Scoping Plan, SB 37 and E-3-05, SCAG's 2020–2045 RTP/SCS, OurCounty Sustainability Plan, CALGreen Code, and County Green Building Codes.

Thresholds of Significance

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, a project would have a significant impact to GHG emissions if it would:

a) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

State CEQA Guidelines Section 15064.4 assists lead agencies in determining the significance of the impacts of GHG emissions and gives them discretion to determine whether to assess emissions quantitatively or qualitatively. If a qualitative and quantification-based approach are used, then Section 15064.4 recommends qualitative factors that may be used in the determination of significance. These factors include the extent to which the project may increase or reduce GHG emissions compared to the existing environment, whether the project exceeds an applicable significance threshold, and the extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs. State CEQA Guidelines Section 15064.4 does not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including by looking to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (CEQA Guidelines Section15064.7[c]). The California Natural Resources Agency has also clarified that the CEQA Guidelines focus on the impacts of GHG emissions as cumulative impacts, and that they should be analyzed in the context of CEQA's requirements for cumulative impact analysis (CNRA 2009; CEQA Guidelines Section 15064[h]).

Although GHG emissions can be quantified, CARB, SCAQMD, and the County have not adopted quantitative project-level significance thresholds for GHG emissions that apply to the Project. OPR released a technical advisory on CEQA and climate change that provided some guidance on assessing the significance of GHG emissions, and states that "lead agencies may undertake a project- by-project analysis, consistent with available guidance and current CEQA practice," and that while "climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment" (OPR 2008). Furthermore, the technical advisory states that "CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of a project" (OPR 2008).

According to CAPCOA (2008), "GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective." Due to the complex physical, chemical and atmospheric mechanisms involved in global climate change, there is no basis for concluding that a single project's increase in annual GHG emissions would cause a

measurable change in global GHG emissions necessary to influence global climate change. Section 15064.4(b) of the CEQA Guidelines states that "in determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonable, foreseeable incremental contribution of a project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national, or global emissions."

The ESGVAP is a planning document, the approval of which would not directly result in the development of land uses and would not directly result in GHG emissions. Future GHG emissions may result from future development facilitated by adoption of the ESGVAP. This assessment quantifies GHG emissions from such new development under buildout conditions of the proposed ESGVAP. Although GHG emissions have been quantified as discussed under *Methodology*, above, neither CARB, SCAQMD, nor the County has adopted quantitative significance thresholds. In the absence of any adopted quantitative threshold, the determination of whether or not future development facilitated by adoption of the ESGVAP would result in a cumulatively considerable contribution to the cumulative impacts of global climate change is based on the following:

- If the Project would conflict with (and thereby be inconsistent with) the applicable GHG emissions reduction plans, policies, and regulations, which include the emissions reduction measures included within CARB's Climate Change Scoping Plan; SCAG's 2020–2045 RTP/SCS; and the County's CCAP. The County's CCAP was adopted by the County in August 2015, although it expired in 2020. Compliance with these plans will avoid or substantially lessen GHG emissions. Although not yet adopted, the ESGVAP is also compared to the GHG reduction goals and policies in the Draft 2045 CAP.

Proposed Project Characteristics and Relevant ESGVAP Goals and Policies

The ESGVAP is intended to the guide long-term growth of the ESGV Planning Area, enhance community spaces, promote a stable and livable environment that balances growth and preservation, and improve the quality of life in the ESGV through the creation of vibrant, thriving, safe, healthy, and pleasant communities.

Because the ESGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time.

ESGVAP Goals and Policies

Chapter 2. Land Use Element

The Land Use Element of the ESGVAP changes the General Plan land use and zoning designations of select parcels in the Plan Area to provide for focused growth and preservation areas (as presented in the Land Use Policy Map) and includes land use goals and policies that articulate how the focused growth and preservation of these areas will address land use issues, implement the Vision Statements (found in Chapter 1 of the ESGVAP), enhance the existing land

uses and, as a result, quality of life in the ESGV. The following ESGVAP goals and policies are relevant to GHG emissions:

Goal LU-1: Growth is planned to facilitate sustainable patterns and is targeted to areas with existing and future transit opportunities and commercial services, to facilitate transit use and accessibility to everyday goods and services within walking distance.

Policy LU-1.1: Sustainable Growth. Plan for the orderly and sustainable growth of the ESGV. Focus growth within a mile from major transit stops, a half mile from high-quality transit corridors, and a quarter mile from established or new commercial centers where there is access to existing or proposed frequent transit and everyday services within walking and biking distance.

Policy LU-1.2: Complete Communities. Foster a land use pattern that brings everyday needs and amenities within walking distance of residential neighborhoods, including public transit, parks, schools, commercial services, and other daily needs.

Policy LU-1.3: Targeted Growth Communities. Target growth toward neighborhoods in unincorporated communities that have access to transit, are proximate to major roads and commercial resources and away from communities that lack these resources. The following nine unincorporated communities include neighborhoods with targeted growth areas, each with community-specific goals and policies provided in Chapter 8 of this plan:

- Avocado Heights
- Hacienda Heights
- Covina Islands
- Rowland Heights
- Charter Oak
- South San Jose Hills
- East Irwindale
- Valinda
- East San Dimas

Goal LU-2: Growth is closely coordinated with infrastructure and public facility needs to ensure adequate capacity and a high level of service for existing and future development.

Policy LU-2.2: Coordinated Land Use and Mobility. Coordinate mobility investments, including bike lanes, sidewalk improvements, streetscape, and transit investments, with land use intensification in targeted opportunity areas. Prioritize mobility investments in disproportionately affected communities to increase pedestrian, transit, and bicycle access and mobility.

Goal LU-3: Growth areas in the ESGV that offer diversity and accessibility of land uses, preserving and providing a variety of housing options, jobs, services, and amenities within walking distance for residents and employees in the ESGV.

Policy LU-3.1: Land Use Diversity. Enable a more diverse land use pattern to meet the needs of residents and employees, including increased housing options, viable commercial uses, a variety of employment opportunities, ample parks and open spaces, and a range of superior community services and amenities to support the mental, physical, emotional, economic, and social well-being of the community.

Policy LU-3.8: Commercial Land Preservation and Expansion. Designate sufficient land for commercial purposes and distribute commercial centers more equitably throughout the ESGV to serve local needs and reduce the need for residents to travel by car or to adjoining cities to access their daily needs.

Policy LU-3.9: Commercial Corridors and Centers. Strengthen commercial corridors in the ESGV by clustering uses at major intersections, allowing a mix of uses between intersections, and creating Living Streets (see *Policy LU-4.2, Living Streets*) to make corridors safe and attractive for pedestrians and cyclists. Prioritize street beautification where it will have the most impact on existing businesses and commercial centers.

Policy LU-3.10: Commercial Center Revitalization. Create incentives to attract private reinvestment to aging or underutilized commercial centers and actively promote these incentives to commercial property owners.

Policy LU-3.14: Mixed-Use Development. Allow for a mix of housing with office space, community-oriented commercial uses, and pedestrian-oriented amenities in areas designated as "Mixed-Use," and allow higher land use intensities to enable ESGV residents to live close to businesses and employment, reduce vehicular travel, and interact socially.

Policy LU-3.15: Village Centers. Identify locations for village centers in each unincorporated community that are or can become centers of community activity. Designate village centers at key commercial intersections, schools, parks, or community centers that are well served by transit and active transportation. Incorporate a mix of local commercial, residential, institutional, educational, and open space activities within walking distance of neighborhoods. Design these centers for residents of all ages, and to be a focal point of community identity, gathering, culture, leisure, recreation, business activity, and employment.

Policy LU-3.21: Residential/Industrial Interface. Ensure that industrial developments incorporate adequate landscape and noise buffers to minimize any negative impacts to surrounding neighborhoods and development, and adequately address on-site lighting, noise, odors, vibration, toxic materials, truck access, and other elements that may impact adjoining uses.

Goal LU-4: The supply of parking and the design of parking lots promote successful businesses and safe and efficient vehicular circulation, while encouraging walking, biking, and transit use.

Policy LU-4.1: Parking Reform Strategies. Support the development of centralized commercial districts along major commercial corridors and develop community-wide parking reform strategies to enhance walkability and concentrate equitably-priced affordable parking in consolidated public parking areas at regular intervals along major

retail and business corridors to enhance walkability, support popular community destinations, and limit vast expanses of surface parking.

Chapter 4. Community Character and Design Element

This Community Character and Design Element of the ESGVAP supports the conservation of the character of the 24 unincorporated communities of the ESGV, which can be characterized as having quiet residential street and lower scales. The following ESGVAP goals and policies are relevant to GHG emissions:

Goal CC-2: Ensure that residential, commercial, mixed-use, open space, and public realm improvements enhance the community identity and character of the ESGV.

Policy CC-2.2: Sustainable Site Design. Prioritize sustainable site development and design practices, such as east–west building orientations to reduce heating costs and drought-tolerant plants that are native to the ESGV.

Policy CC-2.4: Shade Trees. Incorporate locally native, drought-tolerant, and climate-appropriate shade trees with large canopies into the landscaping of private development sites and public parkways, public streets, sidewalks, and rights-of-way to mitigate heat island effect and minimize cooling costs.

Goal CC-3: Accommodate households with a full range of multifamily and missing middle residential building types.

Policy CC-3.6: Sustainable Building Design. Encourage green building techniques, such as recycled building materials, energy-efficient lighting and appliances, renewable energy, green roofs, and water conservation, in the design, construction, and maintenance of new residential developments.

Goal CC-4: Improve the commercial character of ESGV major streets and centers.

Policy CC-4.6: Sustainability. Ensure resilient and sustainable commercial and mixed-use projects that are energy- and water-efficient, more compact or encouraging of compact lifestyles, and connect to everyday activities of surrounding communities.

Goal CC-5: Foster the design of climate-resilient streetscapes and outdoor public facilities that provide active and passive programmable environments for residents in ESGV communities.

Policy CC-5.3: Light Pavements. Encourage the use of light pavements for streets, driveways, and hardscaped open spaces to reflect the solar radiation that warms the surrounding environment and cool urban heat islands.

Policy CC-5.5: Native Landscaping. Improve existing and future public and private open spaces, greenway, streets, and sidewalks with additional native trees and drought-tolerant native plants to mitigate heat island effects, create comfort for users, and manage water usage.

Chapter 7. Mobility Element

The purpose of the Mobility Element is to identify strategies and improvements to make it easier and safer to walk, roll, ride, and use transit in and between the 24 unincorporated communities

located in the Planning Area. The following ESGVAP goals and policies are relevant to GHG emissions:

Goal M-1: ESGV communities are easily navigated by foot and by bike, with safe and continuous sidewalks, bike paths, and multi-use paths that support local circulation and tie ESGV communities together.

Policy M-1.1: Mobility Network. Tie ESGV communities together through a network of bikeways, multi-use paths, and safe and connected sidewalks.

Policy M-1.4: First/Last Mile. Promote pedestrian first/last mile access to and from transit station/hub origin and destination points.

Goal M-2: The mobility system is connective, multi-modal, and provides improved access to daily needs, including local and regional destinations, that allows people to thrive.

Policy M-2.2: Accessible Destinations. Prioritize mobility improvements that link transit, schools, parks, and other key destinations in the community.

Goal M-3: All modes of travel are efficient, comfortable, and feel safe on roads that are designed for all users, with infrastructure that is maintained and expanded to protect vulnerable groups, including pedestrians and people on bikes.

Policy M-3.1: Connective Active Transportation. Support connected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails, and address real and perceived safety concerns to promote active transportation use.

Policy M-3.3: Connecting Active Transportation and Transit. Reduce car dependency by supporting the implementation of safe and convenient active transportation infrastructure that connects with and complements the transit network.

Goal M-4: The mobility system is supported with sustainable infrastructure and planning, and is prioritized equitably to meet the needs of sensitive groups, including youth and older adults.

Policy M-4.2: Zero-emission Mobility. Support mode shifts to lower- or zero-emission travel modes that can reduce overall emissions from the mobility sector given the high rates of single-occupancy vehicles and long commutes in ESGV.

Impact Analysis

Impact 4.7-1: Would future development facilitated by adoption of the ESGVAP have a significant impact if it would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. As stated above, the ESGVAP is a planning document, the approval of which would not directly result in the development of land uses and would not directly result in GHG emissions. Future GHG emissions may result from future development facilitated by adoption of the ESGVAP.

Construction

Construction of future development facilitated by adoption of the ESGVAP has the potential to generate GHG emissions through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers and haul trips traveling to and from each specific project site. Construction emissions can vary substantially from day to day, depending on the level of activity and the specific type and amount of equipment. However, as there are no specific projects currently approved or proposed under the ESGVAP and there is no knowledge as to timing of construction, location or the exact nature of future projects, analysis of construction emissions would be speculative at best. Information regarding specific development projects, including specific buildings and facilities proposed to be constructed, construction schedules, quantities of grading, and other information would be required in order to provide a meaningful estimate of emissions. Since this information is unknown, emissions modeling is not feasible.

Each future project developed under the ESGVAP would be required to comply with applicable EPA, CARB and SCAQMD emissions standards, rules, and regulations as well as conduct their own applicable CEQA analysis that would determine significance based on the individual project specifics. Furthermore, future development facilitated by adoption of the ESGVAP would be required to comply with the CARB Air Toxics Control Measure, which limits diesel powered equipment and vehicle idling to no more than five minutes at a location (13 CCR Section 2485), CARB In-Use Off-Road Diesel Vehicle regulation, CARB Truck and Bus regulation, the new café standards, and CARB Advanced Clean Car and Advanced Clean Trucks regulations, all of which support the goals of the CARB Climate Change Scoping Plan by requiring construction equipment and vehicle fleet operators to repower or replace higher-emitting equipment with less polluting models, including zero- and near-zero-emissions on-road vehicle and truck technologies as they become developed and commercially available. Mandatory compliance with these rules and regulations would reduce GHG emissions, including fuel combustion emissions of CO_2, CH_4, and N_2O, during future construction activities ESGVAP. Impacts are considered less than significant during construction, and no mitigation is required.

Operation

Operation of future development facilitated by adoption of the ESGVAP would generate emissions of GHG emissions from vehicle trips traveling within the County, energy sources such as electricity demand and natural gas combustion, area sources such as fireplaces and landscaping equipment, water conveyance and distribution, wastewater treatment, and solid waste decomposition. Each future project developed under the ESGVAP would be required to comply with applicable EPA, CARB and SCAQMD emissions standards, rules, and regulations as well as conduct their own applicable CEQA analysis that would determine significance based on the individual project specifics. However, as there are no specific projects currently approved or proposed under the ESGVAP and there is no knowledge as to timing, location, or the exact nature of future projects, analysis of operational emissions would be speculative at best, especially for area and energy emissions.

Projected mobile source emissions resulting from operational activities of both the No Project (2035) and future development facilitated by the ESGVAP (2035) were estimated and are presented in **Table 4.7-5**, *Unmitigated ESGVAP Annual Mobile Source Greenhouse Gas Emissions*.

TABLE 4.7-5
UNMITIGATED ESGVAP ANNUAL MOBILE SOURCE GREENHOUSE GAS EMISSIONS

Emissions Sources	CO_2e (Metric Tons per Year) [a,b c]
ESGVAP Future Development (2035)	4,058,282
No Project (2035)	4,080,136
Net Change	**(21,854)**

[a] Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.
[b] CO_2e emissions are calculated using the global warming potential values from the Intergovernmental Panel on Climate Change Fourth Assessment Report.
[c] Negative numbers are represented by parenthesis.

SOURCE: ESA, 2022.

As shown in Table 4.7-5, the net change in operational mobile source GHG emissions from the No Project conditions (2035) compared to future development facilitated by adoption of the ESGVAP (2035) would be negative compared to the No Project conditions (2035) primarily due to the focus of the ESGVAP to achieve an integrated land use mix that accommodates growth along major transit corridors while reducing VMT and associated emissions, and improvements in vehicle emissions standards. Future development facilitated by adoption of the ESGVAP would be based on market demand and would be constructed over the buildout duration through 2035.

The ESGVAP policies, listed above, would reduce potential GHG emissions from future new development. In addition, future development facilitated by adoption of the ESGVAP would be required to conduct their own CEQA analysis which would determine significance based on the individual project specifics. Through each project's individual environmental review process, potential impacts would be identified and compared against relevant thresholds. Individual projects that exceed the thresholds would result in a potentially significant impact and require mitigation. However, impacts of the ESGVAP are considered less than significant during operation, and no mitigation is required.

Impact 4.7-2: Would future development facilitated by adoption of the ESGVAP have a significant impact if it would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. Implementation of future development facilitated by adoption of the ESGVAP would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

CARB 2022 Scoping Plan and SB 32

The 2022 Scoping Plan outlines a framework that relies on a broad array of GHG reduction actions, which include direct regulations, alternative compliance mechanisms, incentives, voluntary actions, and market-based mechanisms, such as the Cap-and-Trade program. The 2022 Scoping Plan builds off of a wide array of regulatory requirements that have been promulgated to reduce Statewide GHG emissions, particularly from energy demand and mobile sources. While these regulatory requirements are not targeted at specific land use development projects, they would indirectly reduce a development project's GHG emissions.

Certain elements of these regulations must be complied with by all projects that develop urban land uses (e.g., commercial, residential, industrial). This category of regulations can be grouped in terms of the GHG sector that benefit from their implementation. As discussed below, with regard to the energy sector, implementation of the California RPS program and SB 100 and SB 350, would reduce GHG emissions generated by energy consumption. With regard to the mobile sector, implementation of the Advanced Clean Cars Program, LCFS, and SB 375 would reduce GHG emissions generated by motor vehicle travel. In addition, ongoing implementation of the Cap-and-Trade Program would reduce GHG emissions from both energy consumption and the fuels used for motor vehicle travel. With regard to the solid waste sector, implementation of the California Integrated Waste Management Act of 1989 and AB 341 would reduce GHG emissions generated by solid waste disposal in terms of reduced vehicle trips associated with the transport of solid waste materials as well as landfill emissions. Further, Project development would occur in accordance with these regulations and, therefore, would comply with their requirements and would not conflict with the implementation of these regulations.

In addition, as explained above, the CARB 2022 Scoping Plan expands on prior Scoping Plans and recent legislations, such as AB 1279, by outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target of reducing anthropogenic GHG emissions to 85 percent below 1990 levels and achieving carbon neutrality by 2045 or earlier (CARB 2022a). To achieve carbon neutrality by 2045, the 2022 Scoping Plan contains GHG reductions, technology, and clean energy mandated by statutes, reduction of short-lived climate pollutants, and mechanical carbon dioxide capture and sequestration actions.

Table 4.7-6, *Consistency with Applicable Scoping Plan Greenhouse Gas Reduction Strategies*, contains a list of the GHG-reducing strategies from the 2022 Scoping Plan. The analysis describes the ESGVAP's compliance and consistency with these strategies outlined in the State's Scoping Plan to reduce GHG emissions. As discussed below, the ESGVAP would not conflict with applicable 2022 Scoping Plan strategies and regulations to reduce GHG emissions.

TABLE 4.7-6
CONSISTENCY WITH APPLICABLE SCOPING PLAN
GREENHOUSE GAS REDUCTION STRATEGIES

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Consistency Analysis
Transportation Technology Sector		
• Achieve 100 percent ZEV sales of light duty vehicles by 2035 and medium heavy-duty vehicles by 2040. • Achieve 20 percent zero-emission target for the aviation sector. • Develop a rapid and robust network of ZEV refueling infrastructure to support needed transition to ZEVs. • Ensure that the transition of ZEV technology is affordable for low income households and communities of color, and meets the needs of communities and small business. • Prioritize incentive funding for heavy-duty ZEV technology deployment in regions of the state with the highest concentrations of harmful criteria and toxic air contaminant emissions. • Promote private investment in the transition to ZEV technology, undergirded by regulatory certainty such as infrastructure credits in the Low Carbon Fuel Standard for hydrogen and electricity and hydrogen station grants from the CEC's Clean Transportation Program pursuant to Executive Order B-48-18. • Evaluate and continue to offer incentives similar to those through FARMER, Carl Moyer, the Clean Fuel Reward Program, the Community Air Protection Program, the Low Carbon Transportation, including CORE. Where feasible, prioritize and increase funding for clean transportation equity programs. • Continue and accelerate funding support for zero emission vehicles and refueling infrastructure through 2030 to ensure the rapid transformation of the transportation sector.	State agencies and local agencies	**Would Not Conflict.** Vehicles must transition to zero emission technology to decarbonize the transportation sector. Executive Order N-79-20296 reflects the urgency of transitioning to zero emission vehicles (ZEVs) by establishing target dates for reaching 100 percent ZEV sales or fleet transitions to ZEV technology. EO N-79-20 calls for 100 percent ZEV sales of new light-duty vehicles by 2035. The Advanced Clean Cars II regulation fulfills this goal and serves as the primary mechanism to help deploy ZEVs. A number of existing incentive programs also support this transition, including the Clean Cars 4 All Program. EO N-79-20 also sets targets for transitioning the medium- and heavy-duty fleet to zero emissions: by 2035 for drayage trucks and by 2045 for buses and heavy-duty long-haul trucks where feasible. Replacing heavy-duty vehicles with ZEV technology will significantly reduce GHG emissions and diesel PM emissions in low-income communities and communities of color adjacent to ports, distribution centers, and highways. The existing Advanced Clean Trucks regulation, paired with the proposed Advanced Clean Fleets regulation, are designed to transition a significant amount of the Off-road vehicles rely heavily on ICE technology and EO N-79-20 sets an off-road equipment target of transitioning the entire fleet to ZEV technology by 2035, where feasible. There are a number of funding sources available to support this transition, including FARMER, Carl Moyer, and Community Air Protection Incentives; as well as Low Carbon Transportation Incentives, including the Clean Off-Road Equipment (CORE) program. Refueling infrastructure is a crucial component of transforming transportation technology. Electric vehicle chargers and hydrogen refueling stations must become easily accessible for all drivers to support a wholesale transition to ZEV technology. Deployment of ZEV refueling infrastructure is currently supported by a number of existing local and state public funding mechanisms. Intrastate aviation relies on ICE technology today, but battery-electric and hydrogen fuel cell aviation applications are in development, along with sustainable aviation fuel. While these actions and strategies apply to state and local agencies and does not directly apply to land used development planning projects, the standards would apply to all vehicles purchased or used by occupants, vendors, and visitors of the County. Future development facilitated by adoption of the ESGVAP would be required to comply with the County Municipal Code and CALGreen requirements regarding the number of electric vehicle-ready and electric vehicle-capable parking spaces to support ZEVs and PHEVs. As such, the ESGVAP would not conflict with implementation of this strategy.

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Consistency Analysis
		As with the LDV sector, a number of incentive programs support this transition, such as the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) with implementation of standards under the Advanced Clean Cars II Program, Advanced Clean Fleet Regulation, and HVIP consistent with reduction of GHG emissions under AB 1279. GHG emissions generated by passenger, truck, and bus vehicular travel as a result of future development facilitated by adoption of the ESGVAP would benefit from the above regulations and programs, and mobile source emissions would be reduced with implementation. Thus, the ESGVAP would not conflict with actions under the transportation technology sector.
Transportation Fuels Sector		

• Accelerate the reduction and replacement of fossil fuel production and consumption in California.
• Incentivize private investment in new zero-carbon fuel production in California.
• Incentivize the transition of existing fuel production and distribution assets to support deployment of low- and zero-carbon fuels while protecting public health and the environment.
• Invest in the infrastructure to support reliable refueling for transportation such as electricity and hydrogen refueling.
• Evaluate and propose, as needed, changes to strengthen the Cap-and-Trade Program.
  o Initiate a public process focused on options to increase the stringency and scope of the LCFS:
  o Evaluate and propose accelerated carbon intensity targets pre-2030 for LCFS.
  o Evaluate and propose further declines in LCFS post-2030 carbon intensity targets to align with this 2022 Scoping Plan.
  o Consider integrating opt-in sectors into the program.
  o Provide capacity credits for hydrogen and electricity for heavy-duty fueling.
• Monitor for and ensure that raw materials used to produce low-carbon fuels or technologies do not result in unintended consequences.
	State agencies and local agencies	**Would Not Conflict.** The state must continue to support low-carbon liquid fuels during this period of transition and for much harder sectors for ZEV technology such as aviation, locomotives, and marine applications. Biomethane currently displaces fossil fuels in transportation and will largely be needed for hard-to-decarbonize sectors but will likely continue to play a targeted role in some fleets while the transportation sector transitions to ZEVs.
		Private investment in alternative fuels will play a key role in diversifying the transportation fuel supply away from fossil fuels. EO N-79-20 calls on state agencies to support the transition of existing fuel production facilities away from fossil fuels and directs that this transition also protect and support workers, public health, safety, and the environment. In line with this direction, existing refineries could be repurposed to produce sustainable aviation fuel, renewable diesel, and hydrogen.
		While these actions and strategies apply to state and local agencies, GHG emissions generated by passenger, truck, and bus vehicular travel as a result of future development facilitated by adoption of the ESGVAP would benefit from the above regulations and programs, and mobile source emissions would be reduced with implementation, and mobile source emissions generated by future development facilitated by adoption of the ESGVAP would be reduced with implementation of the wider use of zero-carbon fuels consistent with reduction of GHG emissions under AB 1279. Thus, the ESGVAP would not conflict with actions in the transportation fuels sector.

Vehicles Miles Traveled Sector		
• Achieve a per capita VMT reduction of at least 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045. • Reimagine new roadway projects that decrease VMT in a way that meets community needs and reduces the need to drive. • Invest in making public transit a viable alternative to driving by increasing affordability, reliability, coverage, service frequency, and consumer experience.	State agencies and local agencies	**Would Not Conflict.** Managing total demand for transportation energy by reducing the miles people need to drive on a daily basis is also critical as the state aims for a sustainable transportation sector in a carbon neutral economy. VMT reductions will play an indispensable role in reducing overall transportation energy demand and achieving the state's climate, air quality, and equity goals. CARB did not set regulatory limits on VMT in the 2022 Scoping Plan because the authority to reduce VMT largely lies with state, regional, and local

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Consistency Analysis
• Implement equitable roadway pricing strategies based on local context and need, reallocating revenues to improve transit, bicycling, and other sustainable transportation choices • Expand and complete planned networks of high-quality active transportation infrastructure. • Channel the deployment of autonomous vehicles, ride-hailing services, and other new mobility options toward high passenger-occupancy and low VMT-impact service models that complement transit and ensure equitable access for priority populations. • Streamline access to public transportation through programs such as the California Integrated Travel Project. • Ensure alignment of land use, housing, transportation, and conservation planning in adopted regional plans, such as regional transportation plans (RTP)/ sustainable communities strategies (SCS), regional housing needs assessments (RHNA), and local plans (e.g., general plans, zoning, and local transportation plans), and develop tools to support implementation of these plans. • Accelerate infill development and housing production at all affordability levels in transportation-efficient places, with a focus on housing for lower income residents.		transportation, land use, and housing agencies, along with the Legislature and its budgeting choices. While these actions and strategies apply to state and local agencies, SB 375 requires SCAG to direct the development of the RTP/SCS for the region. The ESGVAP would not conflict with the RTP/SCS goal to adapt to a changing climate and to support an integrated regional development pattern. The location, design, and land uses of the growth anticipated by the ESGVAP would implement land use and transportation strategies related to reducing vehicle trips for residents and employees of the County. Further, the location, design, and land use from future growth anticipated by the ESGVAP would implement land use and transportation strategies related to reducing vehicle trips for residents and employees of the County by increasing future mixed-use, commercial, and residential developments around major transit areas. Several transit agencies provide local and regional transit service within the ESGVAP, including Metro, Access, Foothill Transit, Montebello Bus Lines, Norwalk Transit, Montebello Link Service, City of Claremont, Pomona Valley Transportation Authority, City of Duarte, City of Covina, City of Arcadia Transit, GoMonrovia, El Monte Transit, City of El Monte, West Covina Transit, and Los Angeles County. Refer to Table 4.15-3 in Section 4.15, *Transportation*, of this Draft PEIR, for a summary of transit service in the ESGVAP. The ESGVAP focuses on ensuring smart growth, ensuring community services and infrastructure are sufficient to accommodate growth, provide the foundation for a strong and diverse economy, promote excellence in environmental resource management, and provide healthy, livable, and equitable communities. New land use designations that introduce greater flexibility by increasing density and through emphasis on residential (single family, two-family, multiple), commercial, and mixed uses instead of agricultural, business/commercial or single-family residence uses are proposed to facilitate development to achieve this vision and respond to the need to accommodate the ESGV's growing and diverse population. The proposed zoning modifications would allow higher densities of growth focused within one mile of major transit stops, within a half-mile of high-quality transit corridors, and within a quarter mile of established or new commercial centers that would have access to frequent transit services. Higher densities, especially in mixed-use designations, increase capacity for residential development near community-serving commercial, retail, and office uses as well as schools, parks, and recreational facilities, and proposed improvements to the bicycle, pedestrian, and road networks will make it easier for residents to travel throughout the community. Therefore, the ESGVAP would not conflict with the VMT reduction standards of the RTP/SCS and the ESGVAP would not conflict with applicable RTP/SCS actions and strategies to reduce GHG emissions.

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Consistency Analysis
Clean Electricity Grid Sector		
• Use long-term planning processes (Integrated Energy Policy Report, IRP, CAISO Transmission Planning Process, AB 32 Climate Change Scoping Plan) to support grid reliability and expansion of renewable and zero-carbon resource and infrastructure deployment. • Complete systemwide and local reliability assessments across CAISO and other balancing authority areas, using realistic assumptions for land use, build rates, statewide and distribution system level constraints, and energy needs. Such assessments should be completed before state agencies update their electricity sector GHG targets. • Prioritize actions to mitigate impacts to electricity reliability and affordability and provide sufficient flexibility in the state's decarbonization roadmap for adjustments as may be needed. • Facilitate long lead-time resource development through the IRP and the SB 100 interagency process and through technology development and demonstration funding376 that includes resources such as long-duration energy storage and hydrogen production. • Continue coordination between energy agencies and energy proceedings to maximize opportunities for demand response. • Continue to explore the benefits of regional markets to enhance decarbonization, reliability, and affordability. • Address resource build-out challenges, including permitting, interconnection, and transmission network upgrades. • Explore new financing mechanisms and rate designs to address affordability. • Per SB 350, double statewide energy efficiency savings in electricity and fossil gas end uses by 2030, through a combination of energy efficiency and fuel substitution actions. • Per SB 100 and SB 1020, achieve 90 percent, 95 percent, and 100 percent renewable and zero-carbon retail sales by 2035, 2040, and 2045, respectively. • Evaluate and propose, as needed, changes to strengthen the Cap-and-Trade Program. • Target programs and incentives to support and improve access to renewable and zero-carbon energy projects (e.g., rooftop solar, community owned or controlled solar or wind, battery storage, and microgrids) for communities most at need, including frontline, low-income, rural, and indigenous communities. • Prioritize public investments in zero-carbon energy projects to first benefit the most overly burdened communities affected by pollution, climate impacts, and poverty.	State agencies and local agencies	**Would Not Conflict.** Decarbonizing the electricity sector depends on both using energy more efficiently and replacing fossil-fueled generation with renewable and zero carbon resources, including solar, wind, energy storage, geothermal, biomass, and hydroelectric power. The RPS Program and the Cap-and-Trade Program continue to incentivize dispatch of renewables over fossil generation to serve state demand. SB 100 increased RPS stringency to require 60 percent renewables by 2030 and for California to provide 100 percent of its retail sales of electricity from renewable and zero-carbon resources by 2045. Furthermore, SB 1020 has added interim targets to SB 100's policy framework to require renewable and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent of all electricity retail sales by 2040; establish a planning goal of at least 20 GW of offshore wind by 2045; and that state agencies plan for an energy transition that avoids the need for new fossil gas capacity to meet California's long-term energy goals. California also continues to advance its appliance and building energy efficiency standards to reduce growth in electricity consumption and meet the SB 350 goal to double statewide energy efficiency savings in electricity and fossil gas end uses by 2030. Increased transportation and building electrification and continued policy commitment to behind-the-meter solar and storage will continue to drive growth of microgrids and other distributed energy resources (DER). Continued transition to renewable and zero-carbon electricity resources will enable electricity to become a zero-carbon substitute for fossil fuels. To reach the 2045 target, the state will need to quadruple its current level of wind and solar capacity. This transformation will drive investments in a large fleet of generation and storage resources but will also require significant transmission to accommodate these new capacity additions. Resources such as storage and demand-side management are essential to maintain reliability with high concentrations of renewables. Hydrogen produced from renewable resources and renewable feedstocks can serve a dual role as a low-carbon fuel for existing combustion turbines or fuel cells, and as energy storage for later use. While these actions and strategies apply to state and local agencies, the ESGVAP would support SB 100's goals since future development facilitated by adoption of the ESGVAP would utilize the renewable energy provided by the regulated entity, SCE. SCE is required to generate electricity that would increase renewable energy resources to 33 percent by 2020 and 50 percent by 2030. As SCE would provide electricity service to the ESGV Planning Area, by 2030, future development facilitated by adoption of the ESGVAP would use electricity consistent with the requirements of SB 100. In 2020, SCE provided 43 percent from renewable sources, exceeding the required target

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Consistency Analysis
		33 percent by 2020 established under previous legislation.[2] The ESGVAP would comply with this action/strategy as the County is located within the SCE service area and future development facilitated by adoption of the ESGVAP would be required to comply with CALGreen and Title 24 energy efficiency standards. As such, the ESGVAP would not conflict with SB 100. As required under SB 350, doubling of the energy efficiency savings from final end uses of retail customers by 2030 would primarily rely on the existing suite of building energy efficiency standards under California Code of Regulations Title 24, Part 6 and utility-sponsored programs such as rebates for high-efficiency appliances, HVAC systems, and insulation. Future development facilitated by adoption of the ESGVAP would meet or exceed the applicable requirements of Title 24, Part 6, as well as the California Green Building Standards Code in Title 24, Part 11 as adopted and amended in the County Municipal Code. The ESGVAP would further support this action and strategy by incorporating energy efficiency measures as outlined in the ESGVAP policies. As such, the ESGVAP would not conflict with SB 350.
Sustainable Manufacturing and Buildings Industry Sector		
• Maximize air quality benefits using the best available control technologies for stationary sources in communities most in need, including frontline, low-income, disadvantaged, rural, and tribal communities. • Prioritize alternative fuel transitions first in communities most in need, including frontline, low-income, disadvantaged, rural, and tribal communities. • Invest in research and development and pilot projects to identify options to reduce materials and process emissions along with energy emissions in California's industrial manufacturing facilities, leveraging programs like the CEC's Electric Program Investment Charge (EPIC). • Evaluate and propose, as needed, changes to strengthen the Cap-and-Trade Program. • Support electrification with changes to industrial rate structures. • Develop infrastructure for CCS and hydrogen production to reduce GHG emissions where cost-effective and technologically feasible non-combustion alternatives are not available. • Implement SB 905. • Establish markets for low-carbon products and recycled materials using Buy Clean California Act and other mechanisms relying on robust data • Develop a net-zero cement strategy to meet SB 596 targets for the GHG intensity of cement use in California. • Continue to leverage energy-efficiency programs, including the U.S. DOE's ENERGY STAR program,	State agencies and local agencies	**Consistent.** Fossil gas is the primary gaseous fossil fuel used to produce heat at industrial facilities, as well as in residential and commercial buildings. Gaseous fossil fuel use can be displaced by four primary alternatives: zero-carbon electricity, solar thermal heat, hydrogen, and biogas/biomethane. The 2022 Scoping Plan reduces dependence on fossil gas in the industrial and building sectors by transitioning substantial energy demand to alternative fuels. Combustion of fossil gas, other gaseous fossil fuels, and solid fossil fuels provide energy to meet three broad industry needs: electricity, steam, and process heat. Non-combustion emissions result from fugitive emissions and from the chemical transformations inherent to some manufacturing processes. About 20 percent of the GHG emissions from the industrial sector are non-combustion emissions. Decarbonizing industrial facilities depends upon displacing fossil fuel use with a mix of electrification, solar thermal heat, biomethane, low- or zero-carbon hydrogen, and other low-carbon fuels to provide energy for heat and reduce combustion emissions. Emissions also can be reduced by implementing energy efficiency measures and using substitute raw materials that can reduce energy demand and some process emissions. Some remaining combustion emissions and some non-combustion CO_2 emissions can be captured and sequestered. This sector has a continuing demand for fossil gas due to lack of non-combustion technologically feasible or cost-effective alternatives for certain industrial sectors. Microgrids powered by renewable resources and with battery storage are emerging as a key enabler

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Consistency Analysis
U.S. DOE's Superior Energy Performance program, and ISO 50001. • Evaluate and continue to offer incentives to install energy efficiency and renewable energy technologies through programs such as CPUC decisions as part of rulemaking R.19-09-009393 and the CEC's Food Production Investment Program (FPIP) and EPIC programs. • Leverage low-carbon hydrogen programs, including the Bipartisan Infrastructure Law, for regional hydrogen hubs, hydrogen electrolysis, and hydrogen manufacturing and recycling. • Evaluate the role of hydrogen in meeting GHG emission reductions, including policy recommendations regarding the use of hydrogen in California as required by SB 1075. • Address cost barriers to promote low-carbon fuels for hard-to-electrify industrial applications.		of electrification and decarbonization at industrial facilities. While these actions and strategies apply to state and local agencies, each future project developed under the ESGVAP would be required to comply with applicable EPA, CARB and SCAQMD emissions standards, rules, and regulations regarding fossil fuel use as well as conduct their own applicable CEQA analysis that would determine significance based on the individual project specifics. As such, the ESGVAP would not conflict with actions in the sustainable manufacturing and buildings industry sector.
Sustainable Manufacturing and Buildings Building Sector		
• Prioritize California's most vulnerable residents with the majority of funds in the new $922 million Equitable Building Decarbonization program, created through the 2022–2023 state budget. This would include residents in frontline, low-income, disadvantaged, rural, and tribal communities. This program is dedicated to a statewide direct-install building retrofit program for low-income households to replace fossil fuel appliances with electric appliances, energy-efficient lighting, and building insulation and sealing while also coordinating reductions in gas infrastructure in specific geographic areas. • Achieve three million all-electric and electric-ready homes by 2030 and seven million by 2035 with six million heat pumps installed statewide by 2030. • Expand incentive programs to support the holistic retrofit of existing buildings, especially for vulnerable communities. • Ensure that incentive programs prioritize energy affordability and tenant protections, promote affordable and low-income household retrofits that improve habitability and reduce expenses, protect and empower small landlords and homeowners, address overlooked consumer groups, and pair decarbonization with other critically needed renovation efforts to ensure that buildings support human health and are climate- and weather-resistant. • End fossil gas infrastructure expansion for newly constructed buildings. • Evaluate and propose, as needed, changes to strengthen the Cap-and-Trade Program. • Strengthen California's building standards to support zero-emission new construction. • Develop building performance standards for existing buildings. • Adopt a zero-emission standard for new space and water heaters sold in California beginning in 2030, as specified in the 2022 State Strategy for the State Implementation Plan.	State agencies and local agencies	**Would Not Conflict.** Achieving carbon neutrality must include transitioning away from fossil gas in residential and commercial buildings and will rely primarily on advancing energy efficiency while replacing gas appliances with non-combustion alternatives. This transition must include the goal of trimming back the existing gas infrastructure, so pockets of gas-fueled residential and commercial buildings do not require ongoing maintenance of the entire limb for gas delivery. Blending low-carbon fuels such as hydrogen and biomethane into the pipeline further displaces fossil gas. Pipeline safety and reliability must be evaluated to accommodate low-carbon fuels. This transition is achieved when all new buildings constructed include non-combustion appliances, and appliances in existing buildings are replaced at the end of their useful life with non-combustion alternatives. While these actions and strategies apply to state and local agencies, as stated above, each future project developed under the ESGVAP would be required to comply with applicable EPA, CARB and SCAQMD emissions standards, rules, and regulations regarding fossil fuel use as well as conduct their own applicable CEQA analysis that would determine significance based on the individual project specifics. As such, the ESGVAP would not conflict with actions in the sustainable manufacturing and buildings industry sector.

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Consistency Analysis
• Expand use of low-GWP refrigerants within buildings. • Support electrification with changes to utility rate structures and by promoting load management programs. • Increase funding for incentive programs and expand financing assistance programs focused on existing buildings and appliance replacements. • Expand consumer education efforts to raise awareness and stimulate the adoption of decarbonized buildings and appliances, especially in vulnerable communities. • Implement biomethane procurement targets for investor-owned utilities as specified in SB 1440 (Hueso, Chapter 739, Statutes of 2018) to reduce GHG emissions in remaining pipeline gas and reduce methane emissions from organic waste.		
Carbon Dioxide Removal and Capture Sector		
• Implement SB 905 • Convene a multi-agency Carbon Capture and Sequestration Group comprised of federal, state, and local agencies to engage with environmental justice advocates, tribes, academics, researchers, and community representatives to identify the current status, concerns, and outstanding questions concerning CCS, and develop a process to engage with communities to understand specific concerns and consider guardrails to ensure safe and effective deployment of CCS. • Iteratively update the CARB CCS Protocol with the best available science and implementation experience. • Incorporate CCS into other sectors and programs beyond transportation where cost-effective and technologically feasible options are not currently available and to achieve the 85 percent reduction in anthropogenic sources below 1990 levels as called for in AB 1279. • Evaluate and propose, as appropriate, financing mechanisms and incentives to address market barriers for CCS and CDR. • Evaluate and propose, as appropriate, the role for CCS in cement decarbonization (SB 596) and as part of hydrogen production pathways (SB 1075). • Support carbon management infrastructure projects through core CEC research, development, and demonstration (RD&D) programs. • Continue to explore carbon capture applications for producing or leveraging zero-carbon power for reliability needs as part of SB 100. • Consider carbon capture infrastructure when developing hydrogen roadmaps and strategy, especially for non-electrolysis hydrogen production. • Evaluate and streamline permitting barriers to project implementation while protecting public health and the environment. • Explore options for how local air quality benefits can be achieved when CCS is deployed.	State agencies and local agencies	**Would Not Conflict.** The deployment of CDR to counterbalance hard-to-abate residual emissions is unavoidable if net zero CO2 or GHG emissions are to be achieved. Modeling shows that emissions from the AB 32 GHG Inventory sources will continue to persist even if all fossil related combustion emissions are phased out. These residual emissions must be compensated for to achieve carbon neutrality wither with CDR, which includes both sequestration in natural and working lands and mechanical approaches like direct air capture, CCS, which is carbon capture from anthropogenic point sources involves capturing carbon from a smokestack of an emitting facility, or direct air capture, which captures carbon directly from the atmosphere. While these actions and strategies apply to state and local agencies, the ESGVAP is a land use development planning project that would not conflict with measures to increase carbon dioxide removal and capture.

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Consistency Analysis
• Explore opportunities for CCS and CDR developers to leverage existing infrastructure, including subsurface infrastructure. • Explore permitting options to allow for scaling the number of sources at carbon sequestration hubs.		
Short-Lived Climate Pollutants (Non-Combustion Gases) Dairy and Livestock Methane Sector		
• Install state of the art anaerobic digesters that maximize air and water quality protection, maximize biomethane capture, and direct biomethane to sectors that are hard to decarbonize or as a feedstock for energy. • Increase alternative manure management projects, including but not limited to conversion to "solid," "dry," or "scrape" manure management; installation of a compost-bedded pack barn; an increase in the time animals spend on pasture; and implementation of solid-liquid separation technology into flush manure management systems. • Implement enteric fermentation strategies that are cost-effective, scientifically proven, safe for animal and human health, and acceptable to consumers, and that do not impact animal productivity. Provide financial incentives for these strategies as needed. • Accelerate demand for dairy and livestock product substitutes such as plant-based or cell-cultured dairy and livestock products to achieve reductions in animal populations. • In consideration of pace of deployment of methane mitigation strategies and the scale of complimentary incentives, consider regulation development to ensure that the 2030 target is achieved, assuming the conditions outlined in SB 1383 are met.	State agencies and local agencies	**Would Not Conflict.** Short-Lived Climate Pollutants (SLCPs) include black carbon, methane, and fluorinated gases. HFCs are the fastest growing source of GHG emissions, primarily driven by their use to replace ozone-depleting substances and an increased demand for cooling and refrigeration. Dairy and livestock are the largest source of methane emissions followed by landfills. Black Carbon, soot, comes primarily from transportation, specifically heavy-duty vehicles followed by fuel combustion for residential, commercial, and industrial applications. The ESGVAP would not conflict with SLCP dairy and livestock methane sector actions in the 2022 Scoping Plan. The ESGVAP is a land use development planning project that does not include dairy or livestock.
Short-Lived Climate Pollutants (Non-Combustion Gases) Landfill Methane Sector		
• Maximize existing infrastructure and expand it to reduce landfill disposal, with strategies including composting, anaerobic digestion, co-digestion at wastewater treatment plants, and other non-combustion conversion technologies. • Expand markets for products made from organic waste, including through recognition of the co-benefits of compost, biochar, and other products. • Recover edible food to combat food insecurity. • Invest in the infrastructure needed to support growth in organic recycling capacity. • Utilize existing digesters at wastewater treatment facilities to rapidly expand food waste digestion capacity. • Direct biomethane captured from landfills and organic waste digesters to sectors that are hard to decarbonize. • Implement improved technologies and best management practices at composting and digestion operations. • Reduce emissions from landfills through improvements in operational practices, lower permeability covers, advanced collection systems, and technologies to utilize landfill gas.	State agencies and local agencies	**Would Not Conflict.** SB 1383 has a 75 percent organic waste disposal reduction target below the 2013 baseline by 2030. The state did not achieve the 50 percent reduction in organic waste disposal below 2014 levels by 2020. The CPUC approved a decision in February 2022 implementing the biomethane procurement program, which will require investor-owned utilities by 2025 to procure 17.6 billion cubic feet (BCF) of biomethane produced from organic wastes to support the landfill disposal reduction and SLCP target and reduce fossil gas reliance for residential and commercial customers. Organic waste will also be reduced by measure to remove edible food from the stream. Emissions can also be reduced by improvements in operational practices at landfills including lower permeability covers, advanced landfill gas collection systems, and increased monitoring to detect and repair leaks. The ESGVAP would not conflict with SLCP landfill methane sector actions in the 2022 Scoping Plan.

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Consistency Analysis
• Leverage advances in remote sensing capabilities to quickly pinpoint large methane sources and mitigate leaks, improve understanding of the factors that lead to better capture efficiency, and explore new technologies and practices that can reliably improve methane control at landfills.		
Short-Lived Climate Pollutants (Non-Combustion Gases) Upstream Oil and Gas Methane Sector		
• Mitigate emissions from leaks by regular leak detection and repair (LDAR) surveys at all facilities. • Replace high emitting equipment with zero emission alternatives wherever feasible. • Have CARB and CalGEM lead a Task Force to identify and address methane leaks from oil infrastructure near communities. • Pursuant to SB 1137, develop leak detection and repair plans for facilities in health protection zones, implement emission detection system standards, and provide public access to emissions data. • Minimize emissions from equipment that must vent fossil gas by design (e.g., fossil gas powered compressors). • Install vapor collection systems on high emitting equipment. • Phase out venting and routine flaring of associated gas (gas produced as a by-product during oil production). • Continuous ambient monitoring at fossil gas underground storage facilities to quickly detect large methane sources. • Reduce pipeline and compressor blowdown emissions. • Leverage advances in remote sensing capabilities to quickly pinpoint large methane sources and mitigate leaks.	State agencies and local agencies	**Would Not Conflict.** California is currently on track to achieve a 41 percent reduction in methane emission from oil and gas production by 2025 relative to 2013. To meet the 2030 target, regulatory requirements to further reduce intentional venting of fossil gas from equipment are needed. While these actions and strategies apply to state and local agencies, the ESGVAP would not conflict with SLCP upstream oil and gas methane sector actions in the 2022 Scoping Plan.
Short-Lived Climate Pollutants (Non-Combustion Gases) Hydrofluorocarbons Sector		
• Expand the use of very low- or no-GWP technologies in all HFC end-use sectors, including emerging sectors, like heat pumps for applications other than space conditioning, to maximize the benefits of building decarbonization. • Convert large HFC emitters such as existing refrigeration systems to the lowest practical GWP technologies. • Prioritize small-scale and independent grocers serving priority populations in addressing existing “banks” of high-GWP refrigerants • Improve recovery, reclamation, and reuse of refrigerants by limiting sales of new or virgin high-GWP refrigerants and requiring the use of reclaimed refrigerants where appropriate. • Assist low-income and disadvantaged communities in obtaining low-GWP space conditioning units to protect vulnerable communities from heat stress and wildfire smoke. • Accelerate technology transitions in California and the U.S. overall by collaborating with international partners committed to taking action on HFCs under the Kigali Amendment to the Montreal Protocol; this	State agencies and local agencies	**Would Not Conflict.** New targeted measures are needed to reduce HFCs, primarily from high-GWP refrigerants, to meet 2045 requirements. HFC emissions from new and existing sources need to be addressed in tandem with building decarbonization efforts to maximize reductions. The adoption of low-GWP refrigerants must occur in parallel with building decarbonization efforts. The sales prohibitions on newly produced refrigerants set forth in SB 1206 and the national/international HFC phasedown will help in reducing HFC emissions from existing equipment by restricting the supply of and increasing the value of existing high-GWP HFCs. While these actions and strategies apply to state and local agencies, the ESGVAP would not conflict with SLCP hydrofluorocarbons sector actions in the 2022 Scoping Plan. These regulations would be applicable to future development facilitated by adoption of the ESGVAP to the extent that new development would use these regulated compounds in accordance with regulations. Any such future development would be required to comply with applicable regulations from this CARB

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Consistency Analysis
includes addressing barriers to adoption of very low- or no-GWP refrigerant technologies such as high upfront costs, shortage of trained technicians, and lag in updating safety standards and building codes.		Short-Lived Climate Pollutants reduction strategy, with respect to adopted limits on the use of regulated compounds for refrigeration uses. Therefore, the ESGVAP would not conflict with this strategy.
Short-Lived Climate Pollutants (Non-Combustion Gases) Anthropogenic Black Carbon Sector		
• Reduce fuel combustion commensurate with state's climate and air quality programs, particularly from reductions in transportation emissions and agricultural equipment emissions. • Invest in residential woodsmoke reduction.	State agencies and local agencies	**Would Not Conflict.** Under current strategies, anthropogenic black carbon from transportation is expected to be reduced by over 60 percent in 2030. Continued reductions in combustion emissions across all sectors from both the state's climate and air quality programs will also reduce anthropogenic black carbon emissions. While these actions and strategies apply to state and local agencies, the ESGVAP would not conflict with SLCP anthropogenic black carbon sector actions in the 2022 Scoping Plan. As discussed above, the location, design, and land uses of future growth facilitated by adoption of the ESGVAP would implement land use and transportation strategies related to reducing vehicle trips for residents and employees of the County. Further, the location, design, and land use from future growth anticipated by the ESGVAP would implement land use and transportation strategies related to reducing vehicle trips for residents and employees of the County by increasing future mixed-use, commercial, and residential developments around major transit areas, which also results in a reduction of fuel combustion.
Natural and Working Lands: Strategies for all NWL		
• Implement AB 1757 and SB 27. • Implement the Climate Smart Strategy. • Accelerate the pace and scale of climate smart action, consistent with the management levels identified above, as part of a collective effort between federal, state, private, nonprofit, and individual land managers. • Prioritize and practice equity, including through meaningful community engagement and prioritizing implementation of nature-based solutions that benefit the communities most vulnerable to climate change. • Advance multi-benefit, collaborative, landscape-level approaches that engage communities and landowners, and incorporate adaptive managements. • Consult and partner with California Native American tribes to increase co-management and tribal management authority; restore, protect, and enhance natural cultural resources, traditional foods, and cultural landscapes; respect tribal sovereignty; and support tribes' implementation of tribal expertise and Traditional Ecological Knowledge and cultural easements. • Leverage existing innovative financial and market mechanisms, and explore new ones, between the public, private, and philanthropic sectors to secure funding of climate smart land management. • In partnership with communities, tribes, and the private sector, expand and develop new	State agencies and local agencies	**Would Not Conflict.** AB 1757 calls for the development of an ambitious range of targets for the NWL sector to be integrated into the Scoping Plan and other state policies. SB 27 directed CARB to establish CO2 removal targets for 2030 and beyond. In response to EO N-82-20 and AB 1757, the proposed target for NWL for 2045 is a -4 percent change in total carbon stock from 2014. While these actions and strategies apply to state and local agencies, there are no Natural and Working Lands in the County. Thus, this strategy is not directly related to future development facilitated by adoption of the ESGVAP. However, the ESGVAP would not interfere, impede, or conflict with NWL strategies for all NWL actions under the 2022 Scoping Plan.

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Consistency Analysis
infrastructure for manufacturing and processing of climate smart agricultural and biomass products. • Leverage and support technical assistance providers: such as the UC Cooperative Extension and California's 98 Resource Conservation Districts, that have track records of providing technical assistance to local landowners and implementing agriculture, forestry, natural resource management, and restoration projects across the state. • Establish and expand mechanisms that ensure NWL are protected from land conversion and parcelization (e.g., conservation easements or Williamson Act), in line with the strategies outlined in CNRA's Pathways to 30x30 California. Pair land conservation projects with management plans that increase carbon sequestration, where feasible. • Increase opportunities for private and philanthropic investments in nature-based climate solutions, utilizing existing voluntary and compliance carbon markets, existing state and local programs, and the California Carbon Sequestration and Climate Resiliency Project Registry established pursuant to SB 27. • Expand monitoring and tracking of management actions and outcomes consistent with the tracking and monitoring recommendations of the Climate Smart Strategy		
Natural and Working Lands: Forest Shrublands and Chaparral		
• Accelerate the pace and scale of climate smart forest management to at least 2.3 million acres annually by 2025, in line with the climate smart management strategies identified in this Scoping Plan, the NWL Climate Smart Strategy, and the Wildfire and Forest Resilience Action Plan. • Establish and expand mechanisms that ensure forests, shrublands, and grasslands are protected from land conversion and that support ongoing, rather than one-time, management actions. • In collaboration with state and local agencies, accelerate the deployment of long-term carbon storage from waste woody biomass residues resulting from climate smart management, including storage in durable wood products, underground reservoirs, soil amendments, and other mediums. • Expand infrastructure to facilitate processing of biomass resulting from climate smart management. • Expand permit streamlining in collaboration with state and local agencies to accelerate implementation of climate smart forest management while protecting natural resources.	State agencies and local agencies	**Would Not Conflict.** California is covered by 27 percent forests and 31 percent shrublands and chaparral. Climate smart management can help make forests more resilient to climate change and less prone to catastrophic wildfire. Climate-smart management in shrublands and chaparral face can provide protection for threatened communities and natural resources. While these actions and strategies apply to state and local agencies, there are no Natural and Working Lands in the County. Thus, this strategy is not directly related to future development facilitated by adoption of the ESGVAP. However, the ESGVAP would not interfere, impede, or conflict with strategies on any NWL where forests, shrublands, and chaparral occur under the 2022 Scoping Plan.
Natural and Working Lands: Grasslands		
• Establish and expand mechanisms that ensure grasslands are protected from land conversion/parcelization and that support ongoing, rather than one-time, management actions that improve carbon sequestration. • Deploy grassland management strategies, like prescribed grazing, compost application, and other regenerative practices, to support soil carbon	State agencies and local agencies	**Would Not Conflict.** California is covered by 9 percent grasslands. The protection of grasslands provides an opportunity to reduce sprawl and complement VMT reduction strategies. Climate smart strategies can increase grassland resilience to climate change by improving species diversity and maintaining or increasing soil carbon stocks. While these actions and strategies apply to state and local agencies, there are no Natural and

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Consistency Analysis
sequestration, biodiversity, and other ecological improvements. • Increase adoption of compost production on farms and application of compost in appropriate grassland settings for improved vegetation and carbon storage, and to deliver waste diversion goals through nature-based solutions.		Working Lands in the County. Thus, this strategy is not directly related to future development facilitated by adoption of the ESGVAP. However, the ESGVAP would not interfere, impede, or conflict with strategies on any NWL where grasslands occur under the 2022 Scoping Plan.
Natural and Working Lands: Croplands		
• Accelerate the pace and scale of healthy soils practices to 80,000 acres annually by 2025, conserve at least 8,000 acres of annual crops annually, and increase organic agriculture to 20 percent of all cultivated acres by 2045. • Utilize the recommendations included in CDFA's Farmer and Rancher-Led Climate Change Solutions report to accelerate deployment of healthy soils practices, organic farming, and climate smart agriculture practices. • Establish or expand financial mechanisms that support ongoing deployment of healthy soils practices and organic agriculture. • Support strategies that achieve co-benefits of safer, more sustainable pest management practices and the health and preservation of ecosystems, such as implementing the California Department of Pesticide Regulation's (DPR's) Sustainable Pest Management Work Group recommendations. • Conduct research on the intersection of pesticides, soil health, GHGs, and pest resiliency via a multi-agency effort with DPR, CDFA, and CARB. • Conduct outreach and education to develop and facilitate the increased adoption of safer, more sustainable pest management practices and tools; reduce the use of harmful pesticides; promote healthy soils; improve water and air quality; and reduce public health impacts. • In collaboration with state and local agencies, accelerate the deployment of alternatives to agricultural burning that increase long-term carbon storage from waste agricultural biomass, including storage in durable wood products, underground reservoirs, soil amendments, and other mediums. • Work across state agencies to reduce regulatory and permitting barriers around some healthy soils practices (e.g., composting), where appropriate. • Utilize innovative agriculture energy use and carbon monitoring and planning tools to reduce on-farm GHG emissions from energy and fertilizer application or to increase carbon storage, as well as to promote on-farm energy production opportunities.	State agencies and local agencies	**Would Not Conflict.** California is covered by 9 percent croplands. In addition to food, croplands provide considerable carbon storage in the soil and, in perennial croplands, in aboveground biomass. Climate smart practices can maintain or increase the climate resilience of cropland productivity through improved soil conditions and increased pollinator habitat. While these actions and strategies apply to state and local agencies, there are no Natural and Working Lands in the County. Thus, this strategy is not directly related to future development facilitated by adoption of the ESGVAP. However, the ESGVAP would not interfere, impede, or conflict with strategies on any NWL where croplands occur under the 2022 Scoping Plan.
Natural and Working Lands: Wetlands		
• Restore 60,000 acres of Delta wetlands annually by 2045 to reduce methane emissions from wetlands and reverse the resulting subsidence. • Identify and prioritize wetland restoration efforts around climate vulnerable communities. • Leverage other funding and institutions to support wetland restoration projects, including land trusts, local funding, federal funding, and private and	State agencies and local agencies	**Would Not Conflict.** California is covered by 2 percent wetlands. Wetlands are hotspots for diversity, contain considerable carbon in the soil, are critical to the states' water supply, and protect upland areas from flooding due to sea level rise and storms. Climate smart strategies to restore and protect wetlands can reduce emissions while simultaneously improving the climate resilience of

2022 Scoping Plan Actions and Strategies	Responsible Party(ies)	Consistency Analysis
philanthropic funding to support wetlands restoration projects. • Work across state agencies to reduce regulatory and permitting barriers around wetland restoration projects, where appropriate.		surrounding areas and improving the water quality and yield for the state. While these actions and strategies apply to state and local agencies, there are no Natural and Working Lands in the County. Thus, this strategy is not directly related to future development facilitated by adoption of the ESGVAP. However, the ESGVAP would not interfere, impede, or conflict with strategies on any NWL where wetlands occur under the 2022 Scoping Plan.
Natural and Working Lands: Developed Lands		
• Increase urban forestry investment annually by 200 percent, relative to business as usual. • Increase public awareness of urban forest benefits and, where appropriate, prioritizing irrigation of trees over lawns. • Provide technical assistance and resources to disadvantaged communities to implement community urban greening projects to provide equitable access to the benefits of urban greening projects. • Work with state and local agencies to expand technical assistance for and enforcement of the defensible space requirements of PRC 4291 to reduce wildfire risk to homes and structures.	State agencies and local agencies	**Would Not Conflict.** California is covered by 6 percent developed lands. Developed lands include urban, suburban, and rural areas, as well as transportation and supporting infrastructure. The vegetation within cities and communities are all part of developed lands. This vegetation provides numerous benefits to surrounding areas, including carbon storage, air and water filtration, reduced urban heat island effect, and access to nature, Climate smart strategies to protect and expand the urban forests, landscaping, green spaces, parks, and associated vegetation can increase their climate resilience and the benefits Californians derive from them. Urban forests have a significant potential to sequester carbon. While these actions and strategies apply to state and local agencies, there are no Natural and Working Lands in the County. Thus, this strategy is not directly related to future development facilitated by adoption of the ESGVAP. Additionally, the Community Character and Design Element of the ESGVAP has Policy CC-5.5: Native Landscaping, which calls for improving existing and future public and private open spaces, greenway, streets, and sidewalks with additional native trees and drought-tolerant native plants to mitigate heat island effects, create comfort for users, and manage water usage.
Natural and Working Lands: Vegetated Lands		
• Establish and expand mechanisms that ensure sparsely vegetated lands are protected from land conversion, prioritizing those areas most vulnerable to climate change and loss.	State agencies and local agencies	**Would Not Conflict.** California is covered by 10 percent sparsely vegetated lands. Vegetated lands include deserts, beaches, dunes, bare rock, and areas covered in ice and snow. Vegetated lands provide limited carbon storage, but nonetheless, are important for open space, unique habitats, and recreational opportunities. While these actions and strategies apply to state and local agencies, there are no Natural and Working Lands in the County. Thus, this strategy is not directly related to future development facilitated by adoption of the ESGVAP. However, the ESGVAP would not interfere, impede, or conflict with strategies on any NWL where vegetated lands occur under the 2022 Scoping Plan.

SOURCE: ESA 2023.

Policy Executive Order S-3-05

Even though the State has not developed a clear regulatory and technological roadmap to achieve the statewide 2050 GHG emissions reduction goal of 80 percent below 1990 levels, it has demonstrated the potential pace at which emission reductions can be achieved through new regulations as well as technology and market developments. As part of both the 2017 Scoping Plan and 2022 Scoping Plan, CARB, CEC, CPUC, and the California Independent System Operator (CAISO) commissioned a study that evaluates the feasibility and cost of meeting the 2030 target along the way to reaching the State's 2050 GHG emissions reduction goal. The California State Agencies' PATHWAYS Project explores scenarios for meeting the State's long-term GHG emissions target, which affects all sectors of the California economy with detailed representations of the buildings, industry, transportation, and electricity sectors (E3 2015). The PATHWAYS study acknowledges the inherent uncertainty associated with its modeling assumptions and emphasizes the need for continued action and policy development by the State to support the development of low-carbon technologies and markets for energy efficiency, building electrification, renewable electricity, zero-emission vehicles, and renewable fuels.

The PATHWAYS study was updated in 2018 and concludes that market transformation is needed to reduce the capital cost and to increase the range of options available in order to achieve high levels of consumer adoption of zero carbon technologies, particularly of electric vehicles and energy efficiency and electric heat in buildings. The PATHWAYS study suggests that market transformation can be facilitated by: (1) higher carbon prices (which can be created by the Cap and Trade and LCFS programs); (2) adoption of codes and standards, regulations, and direct incentives to reduce the upfront cost to the customer; and (3) business and policy innovations to make zero-carbon technology options the more affordable and preferred solutions compared to fossil fueled alternatives (E3 2018). It is reasonable to expect the GHG emissions from future development facilitated by adoption of the ESGVAP would decline over time, as the regulatory initiatives identified by CARB in the 2017 Scoping Plan and 2022 Scoping Plan and future updates to the Scoping Plan are developed and implemented, along with other technological innovations and market developments that occur. Given the reasonably anticipated decline in emissions, the ESGVAP would not conflict with or interfere with the ability of the State to achieve the 2050 horizon-year goal of EO S-3-05.

2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

The purpose of the 2020–2045 RTP/SCS is to achieve the regional per capita GHG reduction targets for the passenger vehicle and light-duty truck sector established by CARB pursuant to SB 375. SCAG's Program EIR for the 2020–2045 RTP/SCS, certified on May 7, 2020, states that "[e]ach [metropolitan planning organization] is required to prepare an SCS as part of their RTP in order to meet these GHG emissions reduction targets by aligning transportation, land use, and housing strategies with respect to [Senate Bill] 375" (SCAG 2020). The 2020–2045 RTP/SCS seeks improved mobility and accessibility, which is defined as "the ability to reach desired destinations with relative ease and within a reasonable time, using reasonably available transportation choices" (SCAG 2020) The 2020–2045 RTP/SCS seeks to implement strategies that "alleviates development pressure in sensitive resource areas by promoting compact, focused

infill development in established communities with access to high-quality transportation" (SCAG 2020). Furthermore, the 2020–2045 RTP/SCS includes "more compact, infill, walkable and mixed-use development strategies to accommodate new region's growth" and "accommodate increases in population, households, employment, and travel demand" (SCAG 2020). Moreover, the 2020–2045 RTP/SCS states that while "[t]ransportation emissions are most prevalent relative to all other sectors in California and specifically in the SCAG region," the RTP/SCS would focus "growth in existing urban regions and opportunity areas, where transit and infrastructure are already in place. Locating new growth near bikeways, greenways, and transit would increase active transportation options and the use of other transit modes, thereby reducing number of vehicle trips and trip lengths and associated emissions" (SCAG 2020).

In order to assess the ESGVAP's potential to conflict with the 2020–2045 RTP/SCS, this section analyzes the ESGVAP's consistency with the strategies and policies set forth in the 2020–2045 RTP/SCS to meet GHG emission-reduction targets set by CARB. Generally, projects are considered to not conflict with applicable County and regional land use plans and regulations, such as SCAG's 2020–2045 RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. The ESGVAP would not conflict with the 2020–2045 RTP/SCS goals as detailed in **Table 4.7-7**, *Consistency with Applicable 2020–2045 SCAG RTP/SCS Actions and Strategies*.

TABLE 4.7-7
CONSISTENCY WITH APPLICABLE 2020–2045 SCAG RTP/SCS ACTIONS AND STRATEGIES

Actions and Strategies	Responsible Party(ies)	Compliance/Consistency Analysis
Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets	Local Jurisdictions, SCAG	**No Conflict.** The ESGVAP would not conflict with this action and strategy. The location, design, and land uses of future development facilitated by adoption of the ESGVAP would implement land use and transportation strategies related to reducing vehicle trips for residents and employees of the County by increasing future mixed-use, and residential density and locating mixed-use, commercial, and residential developments around major transit areas. Several transit agencies provide local and regional transit service within the ESGVAP, including Metro, Access, Foothill Transit, Montebello Bus Lines, Norwalk Transit, Montebello Link Service, City of Claremont, Pomona Valley Transportation Authority, City of Duarte, City of Covina, City of Arcadia Transit, GoMonrovia, El Monte Transit, City of El Monte, West Covina Transit, and Los Angeles County. Refer to Table 4.15-3 in Section 4.15, *Transportation*, of this Draft PEIR, for a summary of transit service in the ESGVAP. The ESGVAP focuses on ensuring smart growth, ensuring community services and infrastructure are sufficient to accommodate growth, provide the foundation for a strong and diverse economy, promote excellence in environmental resource management, and provide healthy, livable, and equitable communities. New land use designations that introduce greater flexibility by increasing density and through emphasis on residential (single family, two-family, multiple), commercial, and mixed uses instead of agricultural, business/commercial or single-family residence uses are proposed to facilitate development to achieve this vision and respond to the need to accommodate the ESGV's growing and diverse population. The proposed zoning modifications would allow higher densities of growth focused within one mile of major transit stops, within a half-mile of high-quality transit corridors, and within a quarter mile of established or new commercial centers that would have access to frequent

Actions and Strategies	Responsible Party(ies)	Compliance/Consistency Analysis
		transit services. Higher densities, especially in mixed-use designations, increase capacity for residential development near community-serving commercial, retail, and office uses as well as schools, parks, and recreational facilities, and proposed improvements to the bicycle, pedestrian, and road networks will make it easier for residents to travel throughout the community. New land use designations that introduce greater flexibility through emphasis on mixed-use and increased residential density instead of single uses are proposed to facilitate development to achieve this vision and respond to the need to accommodate the County's growing and diverse population.
Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods	Local Jurisdictions, SCAG	**No Conflict.** The ESGVAP would not conflict with this action and strategy. The ESGVAP focuses on ensuring smart growth, ensuring community services and infrastructure are sufficient to accommodate growth, provide the foundation for a strong and diverse economy, promote excellence in environmental resource management, and provide healthy, livable, and equitable communities. New land use designations that introduce greater flexibility by increasing density and through emphasis on residential (single family, two-family, multiple), commercial, and mixed uses instead of agricultural, business/commercial or single-family residence uses are proposed to facilitate development to achieve this vision and respond to the need to accommodate the ESGV's growing and diverse population. The proposed zoning modifications would allow higher densities of growth focused within one mile of major transit stops, within a half-mile of high-quality transit corridors, and within a quarter mile of established or new commercial centers that would have access to frequent transit services. Higher densities, especially in mixed-use designations, increase capacity for residential development near community-serving commercial, retail, and office uses as well as schools, parks, and recreational facilities, and proposed improvements to the bicycle, pedestrian, and road networks will make it easier for residents to travel throughout the community. New land use designations that introduce greater flexibility through emphasis on mixed-use and increased residential density instead of single uses are proposed to facilitate development to achieve this vision and respond to the need to accommodate the County's growing and diverse population.
Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations)	Local Jurisdictions, SCAG	**No Conflict.** The ESGVAP would not conflict with this action and strategy. As discussed above, the location, design, and land uses of future development facilitated by adoption of the ESGVAP would implement land use and transportation strategies related to reducing vehicle trips for residents and employees of the County by increasing future mixed-use and residential density and locating mixed-use, commercial, and residential developments around major transit areas. Refer to Table 4.15-2 in Section 4.15, *Transportation*, of this Draft PEIR, for a summary of transit service in the ESGVAP.
Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space	Local Jurisdictions, SCAG	**No Conflict.** The ESGVAP would not conflict with this action and strategy and would support these actions through the implementation of ESGVAP strategies for electric vehicle-ready and electric vehicle-capable infrastructure and parking spaces. Furthermore, the ESGVAP targets growth in major transit areas and higher densities, especially in mixed-use designations, increase capacity for residential development near community-serving commercial, retail, and office uses as well as schools, parks, and recreational facilities, and proposed improvements to the bicycle, pedestrian, and road networks will make it easier for residents to travel throughout the community. The policies recommended for the ESGVAP Mobility Element: prioritize connections to food systems, health care facilities, parks, and other locations that support public well-being; prioritize mobility improvements that link transit, schools, parks, and other key destinations in the community; utilize technology to implement more flexible transportation options that supplement existing service or

Actions and Strategies	Responsible Party(ies)	Compliance/Consistency Analysis
		address gaps in the existing network, and identify ways to support closing the digital divide; incorporate sustainable design components into street treatments that increase safety for pedestrians, bicyclists, and sensitive groups such as youth and older adults while supporting environmental stewardship; implement and connect safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use; reduce car dependency by supporting the implementation of safe and convenient active transportation infrastructure that connects with and compliments the transit network; support integrated land use and transportation planning (such as compact, mixed-use development adjacent to existing and planned transit corridors) to support a more sustainable and multimodal East San Gabriel Valley; support mode shift to lower- or zero-emission travel modes that can balance increased emissions that may derive from increased travel/mobility; identify potential locations for innovative traffic safety features or pilot programs that support safety, accessibility, and sustainability; address inequities created by a history of car-centric design in the ESGV by prioritizing the mobility and safety needs of priority populations such as youth, older adults, zero car households, and residents living in areas with environmental justice concerns; and address real and perceived safety concerns to encourage walking and rolling, and identify barriers to walking and rolling in unincorporated areas.
Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation	Local Jurisdictions, SCAG	**No Conflict.** The ESGVAP would not conflict with this action and strategy. The operation of future development facilitated by adoption of the ESGVAP would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. Future development would comply with Title 24 requirements and CALGreen to reduce energy consumption by implementing energy efficient building designs, pre-wiring residences with electric vehicle charging ports, and implementing solar-ready rooftops.
Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration	Local Jurisdictions, SCAG	**No Conflict.** The ESGVAP would not conflict with this action and strategy. The operation of future development facilitated by adoption of the ESGVAP would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. Future development would comply with Title 24 requirements and CALGreen to reduce energy consumption by implementing energy efficient building designs, pre-wiring residences with electric vehicle charging ports, and implementing solar-ready rooftops. Additionally, the Community Character and Design Element of the ESGVAP has Policy CC-5.5: Native Landscaping, which calls for improving existing and future public and private open spaces, greenway, streets, and sidewalks with additional native trees and drought-tolerant native plants to mitigate heat island effects, create comfort for users, and manage water usage.
Identify ways to improve access to public park space	Local Jurisdictions	**No Conflict.** The ESGVAP would not conflict with this action and strategy. The ESGVAP would improve connectivity and land use consistency within and between existing neighborhoods, thereby providing more linkages within the County and the region. The ESGVAP would plan for higher densities, especially in mixed-use and residential designations, increased capacity for residential and mixed-use development near community-serving commercial, retail, and office uses as well as schools, parks, and recreational facilities, and proposed improvements to the bicycle, pedestrian, and road networks will make it easier for residents to travel throughout the community.

Actions and Strategies	Responsible Party(ies)	Compliance/Consistency Analysis
Transportation Demand Management (TDM) Strategic Plan provide an objectives-driven, performance-based process to identify and promote TDM strategies and programs across the region. SCAG will pursue implementation of these strategies in coordination with regional and local partners.	Local Jurisdictions	**No Conflict**. The ESGVAP would not conflict with this action and strategy and would include goals and policies that support TDM strategies, such as proposed ESGVAP policies in the Mobility Element (refer to Section 4.15, *Transportation*, of this Draft PEIR, for a list of the proposed policies).

SOURCE: ESA, 2022.

Unincorporated Los Angeles County Community Climate Action Plan 2020

The Unincorporated Los Angeles County Community Climate Action Plan 2020 (2020 CCAP), adopted in October 2015 as a subcomponent of the Air Quality Element of the Los Angeles County General Plan 2035. Although the 2020 CCAP expired in 2020, it was still an adopted GHG reduction plan. The 2020 CCAP identifies 26 local actions grouped into five areas to reduce GHG emissions. The 2020 CCAP set a GHG emission target of 11 percent below 2010 levels by 2020. In 2010 estimated GHG emissions in the unincorporated areas were approximately 7.9 million $MTCO_2e$ of which building energy use was the largest source, followed by transportation, waste generation, water conveyance and wastewater generation, agriculture, and stationary sources.

The ESGVAP aligns with several actions and programs of the 2020 CCAP relating to the reduction of GHG emissions such as expanding green building initiatives and efficiency programs, reducing VMTs, improving vehicle fuel economy, supporting change in density and mixed use, increasing transit opportunities, enhancing pedestrian and bicycle trails, and expanding incentives and opportunities for alternative modes of transportation and electric vehicle charging, expanding water conservation, and increasing the volume of waste that is either recycled or composted. Additionally, ESGVAP incorporates 2020 CCAP goals and policies for the reduction of GHG emissions including: rooftop solar; requirements for new developments to reduce GHG emissions from energy use, transportation, waste, water, and other sources; increase density near high quality transit areas; expand the bicycle and pedestrian network; increase options for transit, active transportation, and alternative modes of transportation; promote sustainability in land use design, including diversity of urban and suburban developments to decrease VMT; install electric vehicle charging stations; improve energy efficiency, such as CALGreen Code Tier 1; and reduce indoor and outdoor water consumption. Thus, future development facilitated by adoption of the ESGVAP would incorporate 2020 CCAP goals and policies as part of future development approvals and would not result in conflicts with the plan. The ESGVAP would not conflict with the 2020 CCAP.

Los Angeles County General Plan 2035

The General Plan provides the policy framework for establishing the long-range vision for the growth and development of unincorporated areas within the County, and establishes goals,

policies, and programs to foster healthy, livable, and sustainable communities. The General Plan identifies a total of 11 geographically delineated Planning Areas, one of which is the ESGV Planning Area. The County creates area plans for each planning area that focus on land use and policy issues specific to each geographical area, providing a mechanism to draft policies and programs that respond to the unique and diverse character of local communities. Upon adoption, the ESGVAP would become part of the General Plan.

As a component of the General Plan, the ESGVAP would be guided by and consistent with the following Guiding Principles of the General Plan, including those principles related to smart growth and providing healthy, livable, and equitable communities:

- **Employ Smart Growth:** Shape new communities to align housing with jobs and services; and protect and conserve the County's natural and cultural resources.
- **Ensure community services and infrastructure are sufficient to accommodate growth:** Coordinate an equitable sharing of public and private costs associated with providing appropriate community services and infrastructure to meet growth needs.
- **Provide the foundation for a strong and diverse economy:** Protect areas that generate employment and promote programs that support a stable and well-educated workforce.
- **Promote excellence in environmental resource management:** Carefully manage the County's natural resources in an integrated way that is both feasible and sustainable.
- **Provide healthy, livable, and equitable communities:** Design communities that incorporate their cultural and historic surroundings, are not overburdened by nuisance and negative environmental factors, and provide reasonable access to food systems.

The ESGVAP would not conflict with the Los Angeles County General Plan.

OurCounty Sustainability Plan

The ESGVAP would aligns with the vision and goals of the OurCounty Sustainability Plan, specifically the following that reduce GHG emissions: equitable and sustainable land use and development without displacement; provide opportunities for all residents and businesses and supports the transition to a green economy; a fossil fuel-free LA County; convenient, safe, clean, and affordable transportation system that enhances mobility while reducing car dependency. The ESGVAP would not conflict with the OurCounty Sustainability Plan.

CALGreen Code and Los Angeles County Green Building Ordinance

The ESGVAP would be consistent with the requirements of the CALGreen Code and LA County Green Building Ordinance, which include building energy and water efficiency improvements. The ESGVAP would implement both new and existing building energy efficiency improvements, such as electrifying new buildings, increasing production of renewable energy, improving the energy efficiency of buildings, reducing indoor and outdoor water consumption, and increasing the use of gray and recycled water, as required, as future development is constructed. The ESGVAP would not conflict with the code requirements of the CALGreen Code and LA County's Green Building Ordinance.

Draft 2045 Climate Action Plan

Although not yet approved, the Draft 2045 Los Angeles County Climate Action Plan (2045 CAP) is LA County's path toward meeting the goals of the Paris Agreement and achieving carbon neutrality for unincorporated areas of the County. The 2045 CAP builds on previous climate action work from the 2020 CCAP. The 2045 CAP identifies strategies, measures, and actions to mitigate emissions from community activities. The Draft 2045 CAP is designed to be consistent with the reduction measures and recommendations contained in CARB's 2017 and 2022 Scoping Plan. The Pavley Program, Renewable Portfolio Standard, Low Carbon Fuel Standard, SB 375 land use and transportation strategies, energy efficiency measures, solar PV measures, vehicle and fuel efficiency measures, landfill methane capture, and urban forestry practices are all measures in the 2017 and 2022 Scoping Plan that are also included in the Draft 2045 CAP. The Draft 2045 CAP builds upon the existing and ongoing efforts of the 2020 CCAP and focuses on actions to reduce GHG emissions associated with community activities in unincorporated areas of the County.

The ESGVAP aligns with several policies and programs of the Draft 2045 CAP relating to the reduction of GHG emissions, the most significant being the targeting of growth near transit, active transportation, and commercial services, and expanding pedestrian infrastructure, in order to facilitate walking, biking and transit use in place of vehicular travel that can lead to increased GHG emissions. Additionally, ESGVAP incorporates Draft 2045 CAP goals and policies for the reduction of GHG emissions include: rooftop solar requirements; shared solar facilities on county properties; requirements for new developments to reduce GHG emissions from energy use, transportation, waste, water, and other sources; increase density near high quality transit areas; expand the bicycle and pedestrian network; broaden options for transit, active transportation, and alternative modes of transportation; increase housing opportunities that are affordable and near transit, to reduce VMT; increase density and the mix of land uses to reduce single-occupancy trips, the number of trips, and trip lengths; implement a transportation demand ordinance; install ECVS s in new development; improve energy efficiency, such as CALGreen Code Tier 1; and reduce indoor and outdoor water consumption. Thus, future development facilitated by adoption of the ESGVAP would incorporate Draft 2045 CAP goals and policies as part of future development approvals and would not result in conflicts with the plan. The ESGVAP would not conflict with the Draft 2045 Climate Action Plan.

Based on the information above, future development facilitated by adoption of the ESGVAP would comply with approved plans, policies, and regulation for reducing GHG emissions Additionally, although not yet approved, the ESGVAP would comply with goals and policies of the Draft 2045 CAP. Therefore, this impact would be less than significant. No mitigation is required.

Cumulative Impacts

Impact 4.7-3: Would future development facilitated by adoption of the ESGVAP, when combined with other past, present, or reasonably foreseeable projects, have a significant impact if it would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact 4.7-4: Would future development facilitated by adoption of the ESGVAP, when combined with other past, present, or reasonably foreseeable projects, have a significant impact if it would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant. As stated above, the ESGVAP is a planning document, the approval of which would not directly result in the development of land uses and would not directly result in GHG emissions. Future GHG emissions may result from future development facilitated by adoption of the ESGVAP.

Analysis of GHG emissions is cumulative in nature because impacts are caused by cumulative global emissions and additionally, climate change impacts related to GHG emissions do not necessarily occur in the same area as a project is located. The emission of GHGs by a single development project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHGs from more than one project and many sources in the atmosphere that may result in global climate change. The resultant consequences of that climate change can cause adverse environmental effects. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change.

The State has mandated a GHG emissions target of reducing statewide emissions to 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050 even while statewide population and commerce are predicted to continue to expand. In order to achieve this goal, CARB has established and is implementing regulations to reduce statewide GHG emissions. Currently, there are no adopted CARB, SCAQMD, or County significance thresholds or specific numeric reduction targets applicable to the ESGVAP, and no approved policy or guidance to assist in determining significance at the cumulative level. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represent new emissions or existing, displaced emissions. Therefore, consistent with CEQA Guidelines Section 15064(h)(3),[8] the County, as lead agency, has determined that the

[8] As discussed, the CEQA Guidelines were amended in response to SB 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction program renders a cumulative impact insignificant. Per CEQA Guidelines Section 15064(h)(3), a proposed project's incremental contribution to a cumulative impact can be found not cumulatively considerable if a proposed project will comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of a project. To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions."

ESGVAP's contribution to cumulative GHG emissions and global climate change would be less than significant if the ESGVAP is consistent with the applicable regulatory plans and policies to reduce GHG emissions: 2022 Scoping Plan, SCAG's 2020–2045 RTP/SCS, and Draft 2045 CAP. Given that the Project would not conflict with applicable GHG reduction plans, policies, and regulations, emissions associated with future development facilitated by adoption of the ESGVAP would be less than significant on a cumulative basis.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No significant impacts have been identified requiring mitigation and no significant and unavoidable impacts would occur.

4.7.3 References

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4.8 Hazards and Hazardous Materials

This section addresses the potential impacts of the East San Gabriel Valley Area Plan (ESGVAP or Project) related to hazards and hazardous materials, specifically the impacts on an emergency response and/or emergency evacuation plan. This impact is also addressed in Section 4.18, *Wildfire*. This section describes the physical environmental and regulatory setting, the criteria and thresholds used to evaluate the significance of impacts, the methods used in evaluating these impacts, and the results of the impact assessment.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (**Appendix A**). Comments received did not identify any substantive issues or questions related to Hazards and Hazardous Materials. **Table 1-1**, *Notice of Preparation and Comment Letters Summary*, in Chapter 1, *Introduction*, includes a summary of all comments received during the scoping comment period.

4.8.1 Environmental Setting

Emergency Response

Emergency response plans include elements to maintain continuity of government, emergency functions of governmental agencies, mobilization and application of resources, mutual aid, and public information. Emergency response plans are maintained at the federal, state and local level for all types of disasters, including human-made and natural. It is the responsibility of government to undertake an ongoing comprehensive approach to emergency management in order to avoid or minimize the effects of hazardous events. Local governments have the primary responsibility for preparedness and response activities. The Los Angeles County Office of Emergency Management (OEM) maintains the Los Angeles County Operational Area Emergency Response Plan and the County of Los Angeles All-Hazard Mitigation Plan. OEM leads and coordinates disaster plans and disaster preparedness exercises for all cities and 288 special districts in Los Angeles County.

The Los Angeles County Fire Department (LACoFD) serves 59 cities and the unincorporated areas of Los Angeles County. The LACoFD provides safety, fire and emergency medical services to the County's 4.1 million residents, across 2,311 square miles. (LACoFD 2020, 2021)

The LACoFD consists of 177 fire stations, 288 engine companies, 112 paramedic units and 34 truck companies. Specialized resources include three hazardous materials squads, six swift water rescue units, two urban search and rescue squads, and two fire boats (LACoFD 2021). The LOCoFD service area is divided into three regions, North, Central and East. The East Region serves East San Gabriel Valley and consists of Divisions II, IV, VIII, and IX (LACoFD 2021).

In addition to fire protection and management, the LACoFD also provides hazardous materials mitigation, search and rescue, and emergency medical services. These services are provided

through the following divisions: Fire Prevention, Health and Hazardous Materials, Forestry, Lifeguard and Air and Wildland Divisions. (LACoFD 2021).

Regulatory Setting

Federal Laws, Regulations, and Policies

While there are several federal laws, regulations, or policies that govern hazards and hazardous materials, there are none that apply to emergency response or emergency evacuation plans.

State Laws, Regulations, and Policies

The following are state laws, regulations, and/or policies would apply to hazards and hazardous materials as they relate to emergency response and/or emergency evacuation plans.

State Responsibility Area Fire Safe Regulations (Title 14 Natural Resources, Department of Forestry and Fire Protection)

Title 14, also known as the State Responsibility Area Fire Safe Regulations, was amended by the California Board of Forestry and Fire Protection in 2020. These regulations guide basic wildfire protection standards in California. Title 14 establishes minimum wildfire protection to support building and development in State Responsibility Areas. These measures require sufficient emergency access, sufficient and accessible water supply for containing fires, clear building signage and numbering and vegetation modification to reduce fire risk

Regional Laws, Regulations, and Policies

There are no regional laws, regulations, and/or policies that are specifically applicable to hazards and hazards materials as it relates to emergency response or emergency evacuation plans. See below for a discussion of the local laws, regulations, and policies.

Local Laws, Regulations, and Policies

The following are local laws, regulations, and/or policies would apply to hazards and hazardous materials as they relate to emergency response and/or emergency evacuation plans.

County General Plan Goals and Policies

The following goals and policies from the Safety Element of the General Plan are relevant to Hazards and Hazardous Materials, as it relates to emergency response and/or emergency evacuation:

Goal S 4: Effective County emergency response management capabilities.

Policy S 4.2: Support County emergency providers in reaching their response time goals.

Policy S 4.3: Coordinate with other County and public agencies, such as transportation agencies, and health care providers on emergency planning and response activities, and evacuation planning.

Policy S 4.5: Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.

Los Angeles County Operational Area Emergency Response Plan

Adopted in 2012, the LA County Operational Area Emergency Response Plan identifies how the emergency response plan aligns with other local, state, and federal authorities. The Plan identifies various emergency management phases, incident management systems, and identifies operational priorities.

2021 LACoFD Strategic Plan

Los Angeles County is one of six contract counties that have executed a contract with the State of California to provide wildland fire protection on State Responsibility Areas, through LACoFD. LACoFD, representing the contract County, is responsible in implementing the State Strategic Fire Plan and functionally operates as a unit of CAL FIRE and is responsible for Strategic Fire Plan activities in the County. The 2021 LACoFD Strategic Plan includes three goals: emergency operations, public service, and organizational effectiveness. The 2021 LACoFD Strategic Plan includes goals for the Department related to analyzing the threat of wildfire to communities in the wildland urban interface (WUI), fuel reduction projects, developing battalion specific asset maps, strategies and tactics, and identifying fire prevention strategies that are consistent with the County's land use planning strategies. The Department also includes goals to support local Fire Safe Councils and to work with communities to develop Community Wildfire Protection Plans (LACoFD 2021).

Existing Environmental Conditions

The San Gabriel Valley is one of the major geographic areas of Southern California. The Valley is bounded by the San Gabriel Mountains to the north, the Chino Hills and San Jose Hills to the east, the Puente Hills to the South, and the San Rafael Hills to the west. The Valley is named after the southward flowing San Gabriel River, which runs through the center of the San Gabriel Valley, and serves as one of the boundaries of the East San Gabriel Valley Planning Area. The East San Gabriel Valley is a subregion of the San Gabriel Valley. This subregion is also one of the planning areas established by the General Plan. This planning area is located south of the Angeles National Forest, west of San Bernardino County, north of Orange County, and generally east of the Interstate 605 and the San Gabriel River. There are 13 cities and 21 unincorporated communities in the East San Gabriel Valley. The ESGVAP addresses future growth in the unincorporated portion of the ESGV.

4.8.2 Environmental Impacts

Methodology

Evaluation of impacts related to hazards and hazardous materials is based on a review of existing policies, documents, and studies that address these services in the County. Information obtained from these sources was reviewed and summarized to describe existing conditions and to identify environmental effects based on the standards of significance presented in this section. In determining the level of significance, the analysis assumes that future projects facilitated by the ESGVAP measures and actions would comply with relevant federal, state, and local laws, ordinances, and regulations.

Significance Thresholds

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, the Project would have a significant impact to hazards and hazardous materials if it would:

a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials;

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment;

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses;

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment;

e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area;

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires, because the project is located: (i) within a high fire hazard area with inadequate access; (ii) within an area with inadequate water and pressure to meet fire flow standards; (iii) within proximity to land uses that have the potential for dangerous fire hazard; or (iv) would constitute a potentially dangerous fire hazard.

Based on the analysis documents in the Initial Study (Appendix A), it was concluded that implementation of the ESGVAP would result in less than significant impacts with respect to criteria a) through e) and criterion g), either directly or as a result of future projects facilitated by the ESGVAP, because the ESGVAP would not: create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials; create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment; emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses; be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment; for a project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the Project area; and expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires. Accordingly, only threshold f) was carried forward for more detailed review.

Proposed Project Characteristics and Relevant ESGVAP Goals and Policies

The ESGVAP is intended to the guide long-term growth of the ESGV Planning Area, enhance community spaces, promote a stable and livable environment that balances growth and preservation, and improve the quality of life in the ESGV through the creation of vibrant, thriving, safe, healthy, and pleasant communities.

Because the ESGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time.

ESGVAP Goals and Policies

Chapter 2. Land Use Element

The Land Use Element of the ESGVAP changes the General Plan land use and zoning designations of select parcels in the Plan Area to provide for focused growth and preservation areas (as presented in the Land Use Policy Map) and includes land use goals and policies that articulate how the focused growth and preservation of these areas will address land use issues, implement the Vision Statements (found in Chapter 1 of the ESGVAP), enhance the existing land uses and, as a result, quality of life in the ESGV. The following goals and policies of the Land Use Element minimize hazard risks, including risks from wildfire, within the Planning Area:

Goal LU-5: The ESGV community is built and maintained to mitigate and withstand the effects of any natural or human-caused hazard.

Policy LU-5.1: Hazard Areas. Avoid new development in designated environmental hazard areas, including frequently flooded areas, areas prone to landslides, wildland/urban interface areas, and Fire Hazard Severity Zones.

Policy LU-5.2: Prohibit New Development in Lands Surrounded by Very High Fire Hazard Severity Zones. Prohibit new development on lands surrounded by Very High Fire Hazard Severity Zones (VHFHSZs) in the Puente Hills and adjacent areas.

Policy LU-5.3: Road Access. Require that any new development be located and designed so that is it accessed from existing public roads and provides direct access to multiple primary roads to support safety, aid in efficient evacuation, and safeguard life and well-being during hazards.

Policy LU-5.4: Undergrounding Transmission Lines. Work with utilities to transition all overhead electrical transmission lines and supporting infrastructure underground to reduce fire risk. Prioritize high fire-risk areas and install underground lines in a manner that avoids harm to sensitive biological resources.

Policy LU-5.5: Fuel Modification and Native Vegetation. Site and design structures to minimize the impact of fuel modification on native vegetation and sensitive biological resources. Limit fuel modification to the minimum area necessary. Use site-specific fuel modification strategies, such as thinning, selective removal, and spacing, to create effective defensible space that preserves native vegetation. Avoid the complete removal of native vegetation during fuel modification.

Policy LU-5.6: Vegetation Management. Proactively manage vegetation in fire hazard areas under the guidance of a biologist to avoid impacts to sensitive resources, sensitive species, and fire-resistant native species in the ESGV.

Policy LU-5.7: Siting Development. In fire hazard areas, require that development sites and structures be located off ridgelines, hilltops, and other dangerous topographic features such as chimneys, steep draws, and saddles; be adjacent to existing development perimeters; and avoid excessively long driveways.

Policy LU-5.8: Development and Adequate Fire Protections. In fire hazard areas, prohibit development in areas with insufficient access, water pressure, fire flow rates, or other accepted means for adequate fire protection.

Policy LU-5.9: Fire Hydrant Installation. Support the installation of fire hydrants along Turnbull Canyon Road for added protections against potential wildfires, and in any other locations deemed necessary.

Impact Analysis

Impact 4.8-1: Would the Project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

Less-Than-Significant Impact. The ESGVAP would be a long-range policy document intended to respond to local planning challenges, guide long-term development, enhance community spaces, promote a stable and livable environment that balances growth with preservation, and improve the quality of life in the ESGV through the creation of vibrant, thriving, safe, healthy, and pleasant communities. The ESGVAP would target community-serving growth near planned or existing transit stations, commercial retail service areas, high quality transit areas, and active transportation corridors, tailored to meet the needs of the ESGV community consistent with goals and policies of the County's General Plan (Land Use Element Goals LU 4 and LU 5).

The ESGVAP is proposing amendments to various land use and zoning designations. In addition to changes to land use designations and zoning to accomplish the growth and preservation strategies, the ESGVAP has updated some existing zoning and land use designations to ensure consistency between the ESGVAP and the General Plan land use policy map. In these cases, these updates would not change the density or type of land use allowed but would simply provide consistency with the General Plan. Proposed changes to land use and zoning that would increase growth are summarized in Table 3-1, *Land Use and Zoning Change Summary for Proposed Growth*, in Chapter 3, *Project Description*. Land use and zoning changes proposed to create consistency with the General Plan are not included in Table 3-1 of the Project Description. In addition, some up-zoning to allow higher densities will focus growth within 1 mile of major transit stops, within a half-mile of high-quality transit corridors, and within a quarter mile of established or new commercial centers that have access to frequent transit services.

As indicated in Table 3-1 in Chapter 3, individual projects implementing the ESGVAP goals and policies and implementation actions are anticipated to be located primarily within the urban

environment, vacant or underutilized land uses, and on disturbed areas with existing infrastructure.

As mentioned above, the ESGVAP would include some up-zoning to allow for higher densities within 1 mile of major transit stops, within a half-mile of high-quality transit corridors, and within a quarter mile of established or new commercial centers that have access to frequent transit services. This re-zoning would require the expansion of LACoFD fire protection and emergency services as new development occurs. The County has regulations and policies in place that will enable the LACoFD to expand its fire protection and emergency services capacity as new development occurs.

The General Plan includes Goals and Policies that will ensure that emergency response and evacuation is not impaired or interfered with by new development. Policy PS/F 1.2 of the Public Services and Facilities Element of the General Plan requires that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms. Policy S 4.3 of the Safety Element of the General Plan supports coordinating with County and public agencies on emergency planning and response activities, and evacuation planning. Policy S 4.5 of the Safety Element of the General Plan requires that there are adequate resources, such as sheriff and fire services, for emergency response.

The above policies would limit the impact of new development on emergency response and evacuation services. Approval of the ESGVAP would not alter the above policies and regulations or create additional goals, policies and regulations that would impact fire protection and emergency services; therefore, impacts would be less than significant. No mitigation is required.

Cumulative Impacts

For the purposes of this analysis of cumulative impacts related to hazards and hazardous materials, the geographic area of consideration consists of Los Angeles County, inclusive of both incorporated and unincorporated areas. This geographic scope of analysis is appropriate for the analysis of hazards and hazardous materials because cumulative projects have the potential to cause significant impacts on Los Angeles County if they interfere with or impair emergency response or evacuation plans of adjacent or other jurisdictions accounted for in the General Plan.

Impact 4.8-2: Would the Project, when combined with other past, present, or reasonably foreseeable projects, impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

Less-Than-Significant Impact. The culmination of past, present, and foreseeably future projects could result in road closures or in-road construction work. Cumulative residential, industrial, and commercial projects could also include projects that require road closures within the County. This analysis of cumulative impacts assumes most cumulative projects would be required to comply with CEQA and other independently enforceable County regulations prior to their approval. When this Project's incremental impacts are considered in combination with the incremental impacts of past, present, and reasonably foreseeable future projects, it's incremental contribution

to the interference with or impairment of emergency response or evacuation plans would not be cumulatively considerable. Therefore, cumulative impacts would be less than significant. No mitigation is required.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No significant impacts have been identified requiring mitigation and no significant and unavoidable impacts would occur.

4.8.3 References

LACoFD (Los Angeles County Fire Department). 2020. "Los Angeles County Fire Department – 2020 Statistical Summary." Updated 2020. Accessed April 13, 2022. https://fire.lacounty.gov/wp-content/uploads/2021/06/2020-Statistical-Summary-FINAL-DRAFT.pdf

LACoFD. 2021. Los Angeles County Fire Department. Updated August 2021. Accessed April 13, 2022. https://fire.lacounty.gov/wp-content/uploads/2021/09/Department-Overview-Booklet_single-pages_9.09.21-A.pdf.

4.9 Hydrology and Water Quality

This section addresses the potential impacts of the East San Gabriel Valley Area Plan (ESGVAP or Project) related to Hydrology and Water Quality, specifically the impacts on groundwater sustainability. This section describes the physical environmental and regulatory setting, the criteria and thresholds used to evaluate the significance of impacts, the methods used in evaluating these impacts, and the results of the impact assessment.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (**Appendix A**). Comments received did not identify any substantive issues or questions related to Hydrology and Water Quality. **Table 1-1**, *Notice of Preparation and Comment Letters Summary*, in Chapter 1, *Introduction*, includes a summary of all comments received during the scoping comment period.

4.9.1 Environmental Setting

San Gabriel Valley Groundwater Basin

The San Gabriel Valley Groundwater Basin is located in eastern Los Angeles County and includes the water-bearing sediments underlying most of the San Gabriel Valley, as well as a portion of the upper Santa Ana Valley that lies in Los Angeles County. This basin is bounded on the north by the Raymond fault and the contact between Quaternary sediments and consolidated basement rocks of the San Gabriel Mountains. Exposed consolidated rocks of the Repetto, Merced, and Puente Hills bound the basin on the south and west, and the Chino fault and the San Jose fault form the eastern boundary. The Rio Hondo and San Gabriel drainages have their headwaters in the San Gabriel Mountains, then surface water flows southwest across the San Gabriel Valley and exit through the Whittier Narrows, a gap between the Merced and Puente Hills. Annual precipitation in the basin ranges from 15 to 31 inches, and averages around 19 inches (DWR 2003).

Recharge of the basin is mainly from direct percolation of precipitation and percolation of stream flow. Stream flow is a combination of runoff from the surrounding mountains, imported water conveyed in the San Gabriel River channel to spreading grounds in the Central subbasin of the Coastal Plain of Los Angeles Groundwater Basin, and treated sewage effluent. Subsurface flow enters from the Raymond Basin, from the Chino subbasin and from fracture systems along the San Gabriel Mountain front (DWR 2003).

The groundwater level in the Baldwin Park Key Well is used by the Main San Gabriel Basin Watermaster to monitor changes in groundwater supply for the basin. Based on monitoring that commenced in 1983, the water level in this well has fluctuated over 100 feet in elevation over the last 35 years from a high in 1983 to a low in 2018 (Main San Gabriel Basin Watermaster 2021). Since 1993, the water level in this well has only varied over a range of about 30 feet and in 1999 was within about 10 feet of its 200-year mean. Groundwater levels generally follow topographic slope, with groundwater flow from the edges of the basin toward the center of the basin, then

southwestward to exit through the Whittier Narrows which is a structural and topographic low. Extraction patterns of groundwater can alter this general flow pattern by creating local depressions in the water table (Main San Gabriel Basin Watermaster 2021).

According to the current data available through the California Department of Water Resources (DWR) Sustainable Groundwater Management Act (SGMA) Basin Prioritization Dashboard, the San Gabriel Valley Groundwater Basin is considered a very low priority basin (DWR 2022). The basin is considered very low priority due to the low groundwater use within the basin, which is less than 9,500 acre-feet (DWR 2022). However, the Basin is adjudicated by the Main San Gabriel Basin Watermaster.

Regulatory Setting

Federal Laws, Regulations, and Policies

While there are several federal laws, regulations, or policies that govern hydrology and water quality, there are none that apply to groundwater sustainability.

State Laws, Regulations, and Policies

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Water Code Sections 13000 et seq.), passed in 1969, requires protection of water quality by appropriate designing, sizing, and construction of erosion and sediment controls. The Porter-Cologne Act established the SWRCB and divided California into nine regions, each overseen by a RWQCB. The SWRCB is the primary State agency responsible for protecting the quality of the State's surface and groundwater supplies and has delegated primary implementation authority to the nine RWQCBs. The Porter-Cologne Act assigns responsibility for implementing the Clean Water Act Sections 401 through 402 and 303(d) to the SWRCB and the nine RWQCBs.

The Porter-Cologne Act requires the development and periodic review of water quality control plans (basin plans) that designate beneficial uses of California's major rivers and groundwater basins and establish narrative and numerical water quality objectives for those waters, provide the technical basis for determining waste discharge requirements, identify enforcement actions, and evaluate clean water grant proposals. The basin plans are updated every 3 years. Compliance with basin plans is primarily achieved through implementation of the NPDES, which regulates waste discharges as discussed above.

The Porter-Cologne Water Quality Control Act requires that any person discharging waste or proposing to discharge waste within any region, other than to a community sewer system, which could affect the quality of the "waters of the State," file a report of waste discharge. Absent a potential effect on the quality of "waters of the State," no notification is required. However, the RWQCB encourages implementation of BMPs similar to those required for NPDES storm water permits to protect the water quality objectives and beneficial uses of local surface waters as provided in the Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan).

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) requires the formation of local-controlled groundwater sustainable agencies in high- and medium-priority groundwater basins. These groundwater sustainability agencies (GSAs) are responsible for developing and implementing a Groundwater Sustainability Plan (GSP) to ensure the basin is operated within its sustainable yield without causing undesirable results.

Currently, no GSP has been prepared for the basin. Pursuant to SGMA, low and very-low priority basins are not required to have a GSA formed or a GSP prepared. However, the judgement delivered in response to a complaint filed by the Upper San Gabriel Valley Municipal Water District in 1968 (*Upper San Gabriel Valley Municipal Water District vs. City of Alhambra et al, Case No. 924128*) resulted in the Main San Gabriel Basin Watermaster being established as the governing body for the Basin and described a program for management of water in the Basin.

Regional Laws, Regulations, and Policies

There are no regional laws, regulations, and/or policies that are specifically applicable to hydrology and water quality. See below for a discussion of the local laws, regulations, and policies.

Local Laws, Regulations, and Policies

Los Angeles County General Plan

The following goals and policies from the Conservation and Natural Resources Element of the General Plan are relevant to hydrology and water quality, as it relates to groundwater sustainability:

Goal C/NR 5: Protected and useable local surface water resources.

Policy C/NR 5.2: Require compliance by all County departments with adopted Municipal Storm Sewer System (MS4), General Construction, and point source NPDES permits.

Policy C/NR 5.5: Manage the placement and use of septic systems in order to protect surface water bodies.

Policy C/NR 5.6: Minimize point and non-point source water pollution.

Goal C/NR 6: Protected and usable local groundwater resources.

Policy C/NR 6.1: Support the LID philosophy, which incorporates distributed, post-construction parcel-level stormwater infiltration as part of new development.

Policy C/NR 6.2: Protect natural groundwater recharge areas and regional spreading grounds.

Policy C/NR 6.3: Actively engage in stakeholder efforts to disperse rainwater and stormwater infiltration BMPs at regional, neighborhood, infrastructure, and parcel-level scales.

Policy C/NR 6.4: Manage the placement and use of septic systems in order to protect high groundwater.

Policy C/NR 6.5: Prevent stormwater infiltration where inappropriate and unsafe, such as in areas with high seasonal groundwater, on hazardous slopes, within 100 feet of drinking water wells, and in contaminated soils.

Goal C/NR 7: Protected and healthy watersheds.

Policy C/NR 7.4: Promote the development of multi-use regional facilities for stormwater quality improvement, groundwater recharge, detention/attenuation, flood management, retaining non-stormwater runoff, and other compatible uses.

Los Angeles County Low Impact Development Ordinance

Low Impact Development (LID) is a design strategy using naturalistic, on-site best management practices (BMPs) to lessen the impacts of development on stormwater quality and quantity. The goal of LID is to mimic the undeveloped runoff conditions of the development site with the post-development conditions. In 2014 the County of Los Angeles revised LID requirements for development occurring within unincorporated portions of the County of Los Angeles.

The County prepared the 2014 Low Impact Development Standards Manual (LID Standards Manual) to comply with the requirements of the NPDES MS4 Permit for stormwater and non-stormwater discharges from the MS4 within the coastal watersheds of Los Angeles County (CAS004001, Order No. R4- 2012-0175). The LID Standards Manual provides guidance for the implementation of stormwater quality control measures in new development and redevelopment projects in unincorporated areas of the County with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-stormwater discharges.

Existing Environmental Conditions

The San Gabriel Valley is one of the major geographic areas of Southern California. The Valley is bounded by the San Gabriel Mountains to the north, the Chino Hills and San Jose Hills to the east, the Puente Hills to the South, and the San Rafael Hills to the west. The Valley is named after the southward flowing San Gabriel River, which runs through the center of the San Gabriel Valley, and serves as one of the boundaries of the East San Gabriel Valley Planning Area. The East San Gabriel Valley is a sub-region of the San Gabriel Valley. This sub-region is also one of the planning areas established by the General Plan. This ESGVAP area is located south of the Angeles National Forest, west of San Bernardino County, north of Orange County, and generally east of the Interstate (I)-605 and the San Gabriel River. There are 13 cities and 24 unincorporated communities in the East San Gabriel Valley. The ESGVAP addresses future growth in the unincorporated portion of the East San Gabriel Valley.

4.9.2 Environmental Impacts

Methodology

Evaluation of impacts related to hydrology and water quality is based on a review of existing policies, documents, and studies that address these services in Los Angeles County. Information obtained from these sources was reviewed and summarized to describe existing conditions and to identify environmental effects based on the standards of significance presented in this section. In determining the level of significance, the analysis assumes that projects facilitated by the ESGVAP measures and actions would comply with relevant federal, state, and local laws, ordinances, and regulations.

Significance Thresholds

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, the Project would have a significant impact to hydrology and water quality if it would:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of a Federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate, amount, or depth of surface runoff in a manner which would result in flooding on- or off-site; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows which would expose existing housing or other insurable structures in a Federal 100-year flood hazard area or County Capital Flood floodplain to a significant risk of loss or damage involving flooding;

d) Otherwise place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements;

e) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84);

f) Use onsite wastewater treatment systems in areas with known geological limitations (e.g., high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course);

g) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or

h) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Based on the analysis documents in the Initial Study (Appendix A), it was concluded that implementation of the ESGVAP would result in less than significant impacts with respect to

criterion a) and criteria c) through g), either directly or as a result of future projects facilitated by the ESGVAP, because the ESGVAP would not: violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality; substantially alter the existing drainage pattern of the site or area, including through the alteration of a Federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces; otherwise place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements; conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84); use onsite wastewater treatment systems in areas with known geological limitations (e.g., high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course); and in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation. Accordingly, only thresholds b) and h) were carried forward for more detailed review.

Proposed Project Characteristics and Relevant ESGVAP Goals and Policies

The ESGVAP is intended to the guide long-term growth of the ESGV Planning Area, enhance community spaces, promote a stable and livable environment that balances growth and preservation, and improve the quality of life in the ESGV through the creation of vibrant, thriving, safe, healthy, and pleasant communities.

Because the ESGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time.

ESGVAP Goals and Policies

Chapter 5. Natural Resources, Conservation, and Open Space Element

The Natural Resources, Conservation, and Open Space Element provides goals and policies intended to protect and improve aesthetic resources within the ESGV Plan Area. The following goals and policies support the protection of hydrologic resources and water quality within the Planning Area:

> **Goal NR-2:** Open spaces meet multiple needs and are expanded through acquiring land that protects biologically sensitive resources, supports ecosystem services, increases biodiversity, and provides access to recreation as appropriate.
>
> > **Policy NR-2.2: Multi-benefit Open Spaces.** Provide multi-benefit open spaces that incorporate or provide: environmental services with water quality improvements, including slowing and capturing water and enabling groundwater recharge; native habitat; connectivity between open space areas; enhanced biodiversity; and improved open space access.

Goal NR-9: Local waterways are developed and maintained to mimic the hydrologic cycle, provide ecosystem services, and support native and migratory species, when and where feasible.

Policy NR-9.2: Management Guidelines for Waterways. Establish comprehensive and coordinated management guidelines for local waterways, which balance priorities such as water management, flood risk mitigation, habitat, biodiversity, and community preference.

Goal NR-12: Surface and ground water resources are protected and maintained at a high quality.

Policy NR-12.1: Well Construction. Permit the construction of new water wells only where they will not have significant adverse individual or cumulative impacts on groundwater, streams, or natural resources. Require that a groundwater assessment be performed by a qualified professional for a well location in proximity to a stream, drainage courses, and similar surface water conveyance, to ensure surface water will not adversely impact groundwater quality.

Policy NR-12.2: Development Meets County and Regional Water Quality Control Board Standards. Prohibit development of rural and exurban areas where established County and Regional Water Quality Control Board standards cannot be met, such that the cumulative effect of on-site wastewater treatment systems will negatively impact the environment, either by stream pollution or by contributing to the potential failure of unstable soils.

Policy NR-12.3: Protect Biological Resources. Site new on-site wastewater treatment systems and require them to be designed to minimize impacts to sensitive environmental resources, including grading, site disturbance, and the introduction of increased amounts of water. Require adequate setbacks and/or buffers to protect biological resources, native trees, and surface waters from lateral seepage from the sewage effluent dispersal systems and to protect the on-site wastewater treatment systems from flooding and inundation.

Impact Analysis

Impact 4.9-1: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Groundwater Supplies

Less-Than-Significant Impact. While the Project consists of a policy document that is not anticipated to produce environmental impacts, the land use and zoning changes that are a part of the Project would allow for greater densities than are currently allowed within the County. However, the increase in residences as a result of implementing the ESGVAP is not expected to be significant. Furthermore, the California Building Code (also present in the County's Municipal Code) regulates any development that requires grading to submit an engineering geology report, which would include information about existing groundwater supplies and potential impacts to groundwater supplies. Therefore, any development subject to the California Building Code would be required to account for its potential groundwater use and implement appropriate water conservation measures (or other mitigating actions) if the potential demand is projected to exceed

the available supply. Therefore, the Project itself would not interfere with groundwater supplies and impacts would be less than significant. No mitigation is required.

Groundwater Recharge

Less-Than-Significant Impact. Developments in the unincorporated areas of the ESGVAP would be mostly limited to redevelopments and reuses of currently developed areas. Thus, the general location of the land use and zoning changes would result in relatively minor increases in impervious areas. Therefore, impacts on groundwater recharge would be less than significant. No mitigation is required.

Impact 4.9-2: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less-Than-Significant Impact. The ESGVAP would support long-term development within the Planning Area at densities and intensities higher than existing conditions. This change could result in a substantial increase in the use of groundwater resources which could have a potentially significant impact on groundwater resources.

Overall, the ESGVAP goals and policies presented in *Proposed Project Characteristics and Relevant ESGVAP Goals and Policies*, would promote improved water quality and groundwater sustainability in the ESGVAP area, as well as continued compliance with state and local water quality regulations, which is intended to ensure that water quality and groundwater sustainability is managed to the maximum extent practicable. As discussed above in Regulatory Setting, no GSP has been prepared for the San Gabriel Valley groundwater basin. Therefore, the ESGVAP would not substantially degrade water quality or conflict with a GSP, and impacts would be less than significant. No mitigation is required.

Cumulative Impacts

For the purposes of this analysis of cumulative impacts related to Hydrology and Water Quality, the geographic area of consideration consists of Los Angeles County, inclusive of both incorporated and unincorporated areas. This geographic scope of analysis is appropriate for the analysis of hydrology and water quality because cumulative projects have the potential to cause significant impacts on Los Angeles County if they interfere or impede sustainable groundwater management of adjacent or other jurisdictions accounted for in the General Plan.

Impact 4.9-3: Would the Project, when combined with other past, present, or reasonably foreseeable projects, substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Less-Than-Significant Impact. The culmination of past, present, and foreseeably future projects could result in excessive groundwater withdrawal or could impede groundwater recharge through the addition of impervious surfaces. This analysis of cumulative impacts assumes most cumulative projects would be required to comply with CEQA and other independently

enforceable federal, state, and county regulations prior to their approval. When the ESGVAP's incremental impacts are considered in combination with the incremental impacts of past, present, and reasonably foreseeable future projects, its incremental contribution to the interference with groundwater management would not be cumulatively considerable. Therefore, cumulative impacts would be less than significant. No mitigation is required.

Impact 4.9-4: Would the Project, when combined with other past, present, or reasonably foreseeable projects, conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less-Than-Significant Impact. The culmination of past, present, and foreseeably future projects could conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. This analysis of cumulative impacts assumes that the ESGVAP goals and policies presented in *Proposed Project Characteristics and Relevant ESGVAP Goals and Policies*, would promote improved water quality and groundwater sustainability in the ESGVAP area, as well as continued compliance with state and local water quality regulations, which is intended to ensure that water quality and groundwater sustainability is managed to the maximum extent practicable. As discussed above in Regulatory Setting, no GSP has been prepared for the San Gabriel Valley groundwater basin. Therefore, when the ESGVAP's incremental impacts are considered in combination with the incremental impacts of past, present, and reasonably foreseeable future projects, its incremental contribution to the interference of a water quality control plan or sustainable groundwater management plan would not be cumulatively considerable. Therefore, cumulative impacts would be less than significant. No mitigation is required.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No significant impacts have been identified requiring mitigation and no significant and unavoidable impacts would occur.

4.9.3 References

DWR (California Department of Water Resources). 2003. California's Groundwater, Bulletin 118. South Coast Hydrologic Region, San Gabriel Valley Groundwater Basin

Main San Gabriel Basin Watermaster. 2021. 2020–2021 Annual Report.

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4.10 Land Use and Planning

This section evaluates issues related to Land Use and Planning to determine whether the East San Gabriel Valley Area Plan (ESGVAP) would result in a significant impact due to a conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This section describes the physical environmental and regulatory setting, the threshold used to evaluate the significance of potential impacts, the methods used in evaluating these impacts, and the results of the impact assessment.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (**Appendix A**). Comments received did not identify any substantive issues or questions related to Land Use and Planning. **Table 1-1**, *Notice of Preparation and Comment Letters Summary*, in Chapter 1, *Introduction*, includes a summary of all comments received during the scoping comment period.

4.10.1 Environmental Setting

As shown in Figure 3-1, *ESGVAP Communities*, in Chapter 3, *Project Description*, the "study area" for this analysis of impacts to Land Use and Planning consists of the ESGVAP area (Plan Area) [i.e., the approximately 32,826-acre (approximately 51-square-mile) area that comprises the easternmost portions of Los Angeles County (County)].

Regulatory Setting

Federal Laws, Regulations, and Policies

Federal Aviation Administration

According to the Code of Federal Regulations Title 14 Chapter 1 Subchapter E Part 77 – Safe, Efficient Use, and Preservation of the Navigable Airspace (49 C.F.R. Part 77), any project that is proposed within or near an airport, as described in § 77.9, *Construction or Alteration Requiring Notice*, is required to coordinate with the FAA to ensure the construction and operation of the proposed project is consistent with all FAA requirements. Brackett Field Airport is located within the Plan Area in the City of La Verne. Any project proposed in the Plan Area would need to coordinate with the FAA.

State Laws, Regulations, and Policies

The following State regulations pertaining to land use and planning in unincorporated areas apply to the proposed ESGVAP.

Sustainable Communities and Climate Protection Act of 2008

Senate Bill (SB) 375 was enacted in 2008 and formally is referred to as "The Sustainable Communities and Climate Protection Act of 2008." SB 375 relates to regional land use and transportation policies, with an emphasis on policies to reduce Statewide greenhouse gas (GHG) emissions. The law requires the State's 18 metropolitan planning organizations to adopt sustainable community strategies that, if implemented, would help each region achieve their

respective targets for reducing GHG emissions from automobiles and light trucks. The targets are established by the California Air Resources Board. The Southern California Association of Governments (SCAG) adopted an updated Regional Transportation Plan and Sustainable Communities Strategy in October 2020 to address the requirements of SB 375.

California Code of Regulations Title 24, Part 6

Title 24 of the California Code of Regulations, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings, which are referred to as "Title 24") first were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions. The most recent updates to Title 24 became effective on July 1, 2013.

Regional Laws, Regulations, and Policies

San Gabriel Valley Council of Governments 2022 Strategic Plan Update

The San Gabriel Valley Council of Governments (SGVCOG) is a joint powers authority that includes 31 incorporated cities, unincorporated San Gabriel Valley communities, and three San Gabriel Valley Municipal Water Districts (San Gabriel Valley Municipal Water District, Three Valleys Municipal Water District, and Upper San Gabriel Valley Municipal Water District). The SGVCOG includes the Plan Area. The SGVCOG Strategic Plan contains goals related to transportation, homelessness and housing, water, environment, collaboration (SGVCOG 2022).

Southern California Association of Governments (SCAG) 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)

Southern California Association of Governments (SCAG) is the designated regional planning agency for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. SCAG is a joint powers agency with responsibilities pertaining to regional issues. SCAG's mandated responsibilities include developing plans and policies with respect to the region's population growth, transportation programs, air quality, housing, land use, sustainability, and economic development.

On September 3, 2020, SCAG's Regional Council adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (SCAG 2020). The 2045 RTP/SCS presents the transportation vision for the region through the year 2045 and builds upon and expands land use and transportation strategies previously established to increase mobility options and achieve a more sustainable growth pattern. The 2045 RTP/SCS includes new initiatives related to land use, transportation, and technology to reach the State's greenhouse gas (GHG) reduction goals. Also, the 2045 RTP/SCS contains baseline socioeconomic projections (SCAG 2021) that are used as the basis for SCAG's transportation planning, and the provision of services by other regional agencies. The 2045 RTP/SCS includes ten goals that fall into four core categories: economy, mobility, environment, and healthy/complete communities.

The 2045 RTP/SCS goals are as follows:

Goal 1: Encourage regional economic prosperity and global competitiveness.

Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.

Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.

Goal 4: Increase person and goods movement and travel choices within the transportation system.

Goal 5: Reduce GHG emissions and improve air quality.

Goal 6: Support healthy and equitable communities.

Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.

Goal 8: Leverage new transportation technologies and data-driven solutions that result in more-efficient travel.

Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.

Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.

Local Laws, Regulations, and Policies

Los Angeles County Metro Active Transportation Strategic Plan

As part of the County's plan to make using active transportation easier, Metro's Active Transportation Strategic Plan (ATSP) contains goals to advance active transportation initiatives and provide more travel options throughout the County. Metro is currently updating the 2016 ATSP, which will further its mission of providing a world-class transportation system and focusing specifically on improving the regional active transportation network and first/last mile connectivity to transit (DRP 2022a).

Los Angeles County General Plan 2035

The Los Angeles County General Plan (General Plan) is a basic planning document that, alongside the zoning code, governs development in Los Angeles County. Adopted on October 6, 2015, the General Plan provides a policy framework for how and where the unincorporated areas would grow through 2035 (DRP 2015a). The General Plan also establishes goals, policies, and programs to foster healthy, livable, and sustainable communities, and discusses new housing and jobs within the unincorporated County in anticipation of population growth. The General Plan consists of the following ten elements, including the Housing Element, which is currently being updated for the 2021–2029 period:

- **Land Use Element:** The Land Use Element provides strategies and planning tools to facilitate and guide future development and revitalization efforts. The Land Use Element designates the proposed general distribution, general location, and extent of uses.

Figure 3.7-2, *General Plan Land Use Policy,* serves as the "blueprint" for how land would be used to accommodate growth and change in the unincorporated areas. Land use policies for projects within the unincorporated areas would be relevant to the Plan Area.

- **Mobility Element:** The Mobility Element provides an overview of the transportation infrastructure and strategies for developing an efficient and multimodal transportation network. The Highway Plan and the Bicycle Master Plan are sub-components of the Mobility Element.
- **Air Quality Element:** The Air Quality Element summarizes air quality issues and outlines the goals and policies that would improve air quality and reduce GHG emissions. The *Unincorporated Los Angeles County Community Climate Action Plan 2020* (2020 CCAP) is a sub-component of the Air Quality Element. The role of the Draft 2045 Climate Action Plan (CAP) is to outline proposed GHG reduction measures, and actions that would result in long-term reductions in air pollutant emissions. The Draft 2045 CAP's measures and actions encompass the broad categories of climate leadership, transportation, building energy and water, and waste. Projects facilitated by the Draft 2045 CAP, once approved, would be required to undergo subsequent environmental review pursuant to CEQA if they require a discretionary approval from a state or local agency, and would be subject to all applicable requirements of federal, state, and local law.
- **Conservation and Natural Resources Element:** The Conservation and Natural Resources Element guides the long-term conservation of natural resources and preservation of available open space areas. The Conservation and Natural Resources Element also includes the Significant Ecological Area (SEA) Program, which designates land that contains irreplaceable biological resources. As shown in Figure 4.4-3, *Significant Ecological Areas*, in Section 4.4, *Biological Resources*, the SEAs located in the Planning Area are primarily in the hillside areas and include the following:

  1. East San Gabriel Valley SEA
  2. Puente Hills SEA
  3. San Dimas Canyon and San Antonio Wash SEA
  4. San Gabriel Canyon SEA

  Each individual SEA is sized to support sustainable populations of its component species and includes undisturbed or lightly disturbed habitat along with linkages and corridors that promote species movement.
- **Parks and Recreation Element:** The Parks and Recreation Element plans and provides for an integrated parks and recreation system that meets the needs of residents.
- **Noise Element:** The Noise Element reduces and limits public exposure to excessive noise levels. The Noise Element sets the goals and policy direction for the management of noise.
- **Safety Element:** The purpose of the Safety Element is to reduce the potential risk of death, injuries, and economic damage resulting from natural and human-made hazards.
- **Public Services and Facilities Element:** The Public Services and Facilities Element promotes the orderly and efficient planning of public services and facilities and infrastructure in conjunction with development and growth.
- **Economic Development Element:** The Economic Development Element outlines economic development goals and provides strategies that contribute to economic well-being.
- **2021–2029 Housing Element:** The Housing Element serves as a policy guide to address the comprehensive housing needs of the unincorporated areas of the county. The primary focus

of the Housing Element is to ensure decent, safe, sanitary, and affordable housing for current and future residents of the unincorporated areas, including those with special needs (DRP 2021).

The ESGVAP will incorporate the Rowland Heights Community Plan and the Hacienda Heights Community Plan into the Area Plan under Chapter 8, *Unincorporated Communities*.

Los Angeles County Hillside Management Area Ordinance

The Los Angeles County Hillside Management Area (HMA) Ordinance applies to unincorporated areas of Los Angeles County that contain terrain with a natural slope of 25 percent or greater. The goal of the ordinance is to ensure that development preserves the physical integrity and scenic value of HMAs, provides open space, and enhances community character. Locating development outside of HMAs to the greatest extent feasible would be the first emphasis of sensitive hillside design. Where avoidance is not feasible, development of HMAs would occur in the lowest and flattest areas of the hillside to minimize impacts on steeper hillside areas. Last, development would utilize a variety of sensitive hillside design techniques to ensure compatibility with the hillside and enhance community character. Development within HMAs is regulated under the Special Management Area provisions of Chapter 22.104 of the County Planning and Zoning Code.

OurCounty

OurCounty is a forward-looking sustainability strategic plan that establishes a common sustainability vision for Los Angeles County. OurCounty does not supersede land use plans adopted by the Regional Planning Commission and Board of Supervisors, including the General Plan and various community, neighborhood, and area plans. OurCounty sets forth twelve goals for a shared vision for sustainability in Los Angeles County, including (County of Los Angeles 2019):

Goal 1: Resilient and healthy community environments where residents thrive in place.

Goal 2: Buildings and infrastructure that support human health and resilience.

Goal 3: Equitable and sustainable land use and development without displacement.

Goal 4: A prosperous LA County that provides opportunities for all residents and businesses and supports the transition to a green economy.

Goal 5: Thriving ecosystems, habitats, and biodiversity.

Goal 6: Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities.

Goal 7: A fossil fuel-free LA County.

Goal 8: A convenient, safe, clean, and affordable transportation system that enhances mobility while reducing car dependency.

Goal 9: Sustainable production and consumption of resources.

Goal 10: A sustainable and just food system that enhances access to affordable, local, and healthy food.

Goal 11: Inclusive, transparent, and accountable governance that facilitates participation in sustainability efforts, especially by disempowered communities.

Goal 12: A commitment to realize OurCounty sustainability goals through creative, equitable, and coordinated funding and partnerships.

Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities

The Los Angeles County Board of Supervisors adopted Step by Step in 2019. Step by Step provides a policy framework to get more people walking, increase pedestrian safety, and support healthy and active lifestyles, specifically in Los Angeles County unincorporated communities (DRP 2022a; DPH 2019).

Los Angeles County Zoning Ordinance

Los Angeles County Code Title 22 (Planning and Zoning Code) sets forth zoning requirements for the County, including the Plan Area. The ESGVAP would amend Title 22 (Planning and Zoning Code) to:

- Make changes to the zoning map. The following proposed zoning changes would occur within one mile of major transit stops and near high-quality transit corridors:
  - Convert A-1 (Light Agriculture) to R-1 (Single-Family Residence), R-2 (Two-Family Residence), R-A (Residential Agricultural), C-1 (Restricted Business), or MXD (Mixed Use Development)
  - Convert C-1 (Restricted Business), C-2 (Neighborhood Business), C-3 (General Commercial), or C-H (Commercial Highway) to MXD (Mixed Use Development)
  - Convert R-A (Residential Agriculture) to R-2 (Two-Family Residence), R-3 (Limited Multiple Residence), C-1 (Restricted Business), or MXD (Mixed Use Development)
  - Convert R-1 (Single-Family Residence) to R-2 (Two-Family Residence or MXD (Mixed Use Development).
- Incorporate the proposed rezoning as identified in the Housing Element 2021–2029 to meet the RHNA goals for the County.
- Re-zone agricultural zones that are developed with residential uses from A-1 (Light Agriculture) to an appropriate residential zone, such as R-1 (Single-family residence) or R-A (Residential Agricultural), so that zoning reflects the existing use and is consistent with the General Plan land use policy designations.

Proposed changes to land use and zoning that would increase growth in the Plan Area are summarized in Chapter 3, *Project Description*, **Table 3-1**, *Land Use and Zoning Change Summary for Proposed Growth*. The proposed zoning modifications would allow higher densities of growth (greater capacity for housing units) focused within one mile of major transit stops, within a half-mile of high-quality transit corridors, and within one-quarter mile of established or new commercial centers that would have access to frequent transit services.

Community Standards Districts

Community Standards Districts (CSDs) are established as supplemental districts to provide a means of implementing special development standards contained in adopted neighborhood, community, area, specific and local coastal plans within the unincorporated areas of Los Angeles County, or to provide a means of addressing special problems which are unique to certain geographic areas within the unincorporated areas of Los Angeles County. CSD regulations supplement the countywide zoning and subdivision regulations (DRP 2022b). CSDs within the Plan Area include Rowland Heights CSD and Avocado Heights CSD.

Community Plans

Hacienda Heights Community Plan

The Hacienda Heights Community Plan is a comprehensive, long-range plan to guide Hacienda Heights development. The Plan was created through a participatory process and seeks to achieve the shared vision and future desired by Hacienda Heights residents through goals, policies, a land use map, and implementation actions that will guide future development. The Plan was adopted in May 2011 and replaced the previously adopted 1978 Hacienda Heights Community General Plan.

Rowland Heights Community Plan

The Rowland Heights Community General Plan, adopted in September 1981, establishes a direction and form for the future development of Rowland Heights, setting forth broad guidelines for the extent and nature of growth. As an element of the Los Angeles County General Plan, this Plan delineates policies and standards for development in Rowland Heights. The plan is based on (1) physical features of Rowland Heights, such as geology, seismicity, slope, and vegetation; and (2) the social environment and its relationship to physical features. Study of these interrelationships provided a basis for determining the levels and types of growth to be accommodated. This Plan provides a rationale for coordination of the development of needed facilities and contains a summary of challenges facing Rowland Heights and related policy recommendations.

Airport Land Use Plans

The Regional Planning Commissioners serve as the Los Angeles County Airport Land Use Commission (ALUC). Fourteen airports within unincorporated Los Angeles County are within the ALUC's jurisdiction. Five airports are County owned, eight airports are owned by other public entities, and one airport is privately owned. Los Angeles County ALUC has adopted the comprehensive Los Angeles County Airport Land Use Compatibility Plan (ALUCP) that covers all the airports within its jurisdiction. ALUC has adopted separate ALUCPs for Fox Airfield and Brackett Field Airport. An individual airport ALUCP supersedes the Countywide ALUCP.

Existing Environmental Conditions

This section describes the existing environmental setting relative to land use and planning at a programmatic level, consistent with and commensurate with the impact criterion under evaluation. As discussed in further detail below in *Significance Thresholds*, the impact under consideration in this section is the extent to which the ESGVAP would result in an environmental

impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact.

The Plan Area is an approximately 51-acre subregion of the San Gabriel Valley in the eastern portion of Los Angeles County and is one of the planning areas established by the Los Angeles County General Plan. South of the Angeles National Forest, west of San Bernardino County, north of Orange County, and generally east of the Interstate-605 and the San Gabriel River, the Plan Area includes 13 cities and 24 unincorporated communities (DRP 2022c) as shown in Figure 1 of the Initial Study (Appendix A). The 24 unincorporated ESGVAP communities are listed in **Table 4.10-1**. Table 2.2 in the ESGVAP Land Use Element lists the land use types and their permitted densities or floor-area ratios (for non-residential uses) for the ESGVAP.

TABLE 4.10-1
ESGV PLAN AREA UNINCORPORATED COMMUNITIES

Avocado Heights	North Claremont	Valinda
Charter Oak	North Pomona	Walnut Islands
Covina Islands	Northeast La Verne	West Claremont
East Azusa	Northeast San Dimas	West Puente Valley
East Irwindale	Rowland Heights	West San Dimas
East San Dimas	South Diamond Bar	Pellissier Village
Glendora Islands	South San Jose Hills	Unincorporated South El Monte
Hacienda Heights	South Walnut	Unincorporated North Whittier

SOURCE: DRP 2022c.

Table 4.10-2 is a summary of ESGV Plan Area general plan designations.

TABLE 4.10-2
ESGV PLAN AREA GENERAL PLAN DESIGNATIONS

Use Category	Description
Residential	Single family residential uses (2 to 9 units per net acre); single, two-, and multi-family residential uses (18 to 50 units per net acre)
Residential together with non-residential uses	General commercial (e.g., residential, commercial, and mixed use); Rural residential with varying residential densities together with equestrian and limited animal uses, and limited agricultural and related activities
Non-residential uses	Light industrial (e.g., light manufacturing, assembly, warehouse, distribution); Conservation, and Park and Recreation (e.g., open space, parks, recreation, and scenic resources); Public/semi-public (e.g., public buildings, schools, hospitals, cemeteries, airports); water

SOURCE: DRP 2022a.

4.10.2 Environmental Impacts

Methodology

The *CEQA Guidelines* Section 15125(d) requires that an EIR discuss any inconsistencies with applicable general plans, specific plans, and regional plans adopted for the purpose of avoiding or mitigating an environmental impact. For purposes of this analysis, the ESGVAP is considered consistent with regulatory plans if it meets the general intent of the plans and/or would not preclude the attainment of their primary goals. This analysis describes consistency of the ESGVAP with the applicable goals and policies of the County General Plan and other regional plans to determine the approximate consistency of the ESGVAP with current land use policies.

Significance Thresholds

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, the ESGVAP would have a significant impact to land use and planning if it would:

a) Physically divide an established community;

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact; or

c) Conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas.

Based on the analysis documents in the Initial Study (Appendix A), it was concluded that implementation of the ESGVAP would result in a less than significant impact with respect to criteria a) and c), either directly or as a result of future projects facilitated by the ESGVAP, because the Area Plan would not physically divide an established community or conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas. Accordingly, these thresholds were not carried forward for more detailed review.

Proposed Project Characteristics and ESGVAP Goals and Policies

Proposed Project Characteristics

The character of the individual unincorporated communities within the ESGV varies widely; however, these communities generally share a similar development pattern consisting of segregated and largely homogenous land uses that offer few alternatives to driving between uses. The ESGV has been developed around the automobile. Most residents commute by car from single-family homes to places of work, services, goods, facilities, and recreation. In addition, housing has been developed in hillside areas, further contributing to driving habits.

The prominent General Plan land uses in the Planning Area include low-density residential, rural land, public/semi-public, and parks and recreation, which make up a combined approximately 92 percent of total land uses. The remaining 8 percent of land uses include commercial, light industrial, mid to higher residential densities, conservation and water uses. A majority of jobs in

the Plan Area are concentrated to the southwest, clustered along the Southern Pacific Railroad right-of-way, as well as outside the City of Industry.

The ESGVAP identifies 10 overarching land use challenges and opportunities in the Planning Area that, when combined with regional planning guidance, informed the strategies, goals, and policies provided in the Land Use Element of the ESGVAP. These challenges and opportunities include housing and land use diversity; community identity and sense of place; central, walkable districts; connectivity; aging, underutilized, and inadequate commercial development; industrial impacts on residential uses; parking and congestion; aging infrastructure; environmental and hazard constraints, and; significant ecological areas and conservation concerns.

The ESGVAP includes three amendments, one each to the General Plan, zoning map, and advanced planning amendments, as discussed in Chapter 3. The General Plan amendment would include land use goals and policies for the ESGVAP unincorporated communities.

Table 3-1, *Land Use and Zoning Change Summary for Proposed Growth* summarizes proposed changes to land use and zoning that would increase growth in the Plan Area. **Appendix C,** *ESGVAP Plan Area Communities: Land Use and Zoning Change Figures*, contains maps depicting proposed land use and zoning changes that could result in growth, as well as the changes that are proposed to ensure consistency between the existing uses and the General Plan land use policy map. Appendix C includes land use and zoning change maps for those communities that would experience land use or zoning changes as part of the proposed ESGVAP. The proposed zoning modifications would allow higher densities of growth focused within one mile of major transit stops, within one half mile of high-quality transit corridors, and within one quarter mile of established or new commercial centers that would have access to frequent transit services. Initial Study (Appendix A) figures illustrate ESGVAP-proposed land use designation and zoning changes. Implementation of the ESGVAP would allow new proposed construction and changes to development patterns in the ESGV. The ESGVAP includes zone changes and policies that would focus increased housing and mixed-use development diversity near transit corridors and commercial centers. Outside of these areas of focused growth, land use strategies would focus primarily on enhancing access to transit, commercial services, and other amenities in communities, as well as preserving sensitive natural resources and open space. While future growth could occur outside of land use and zoning modifications summarized in Table 3-1, the Land Use Element of the General Plan would include policies to future growth consistent with the growth and preservation strategies identified in **Table 3-2**, *Growth and Preservation Strategies*. The purpose of these land use changes would be to create more diverse types of housing, walkable connected communities with access to transit, local jobs and economic revitalization, community gathering spaces, and a distinct community identity, as well as to improve the quality-of-life for ESGV communities.

The ESGVAP is a long-range policy document that would incorporate the existing Rowland Heights Community Plan and Hacienda Heights Community Plan and would include three new unincorporated communities (South El Monte, Pellissier Village, and North Whitter) in the ESGV

Plan Area. No specific development is proposed as part of the ESGVAP. Future projects could be proposed in the Plan Area and would be evaluated under CEQA for land use impacts.

The ESGVAP is consistent with the Los Angeles County General Plan and other regional and local plans and policies in the following ways:

- The growth areas proposed as part of the Land Use Element of the ESGVAP **were informed by** SCAG Connect SoCal.
- Natural Resources Element and Health and Safety Elements of the ESGVAP include goals and policies **that create consistency with** County plans and policies to mitigate environmental impacts.
- The ESGVAP targets community-serving growth near planned or existing transit stations, commercial retail service areas, high quality transit areas, and active transportation corridors **which is consistent with** goals and policies of the General Plan Land Use Element (specifically Goals LU 4 and LU 5) (DRP 2022a).
- The ESGVAP Land Use Element, including the Land Use Policy Map, **correlates with** the General Plan's Housing Element, as it reinforces Housing Element policies and designates the proposed general distribution, general location, and extent of land uses for housing at a range of densities, to support housing for all income levels (DRP 2022a).
- Because the RHNA allocation requires accommodating additional residential densities and additional housing affordability options in the ESGV, select land use goals, policies, and actions in the ESGVAP Land Use Element address the accommodation of diverse housing types at various levels of affordability (DRP 2022a), **consistent with the RHNA allocation**.
- The ESGVAP Land Use Element **aligns with several policies and programs of the 2020 CCAP** relating to the reduction of GHG emissions, the most significant being the targeting of growth near transit, active transportation, and commercial services, and expanding pedestrian infrastructure, to facilitate walking, biking and transit use in place of vehicular travel that can lead to increased GHG emissions (DRP 2022a).
- Relevant, existing, and proposed, initiatives from the Los Angeles County ATSP **have been incorporated into** the ESGVAP Land Use Element and Land Use Policy Map to further implement the ATSP and meet the ESGVAP goals of enhancing walkability and integrating land use and mobility throughout its communities (DRP 2022a).
- Fundamental components of SCAG's 2045 RTP/SCS **contributed to** the identification of the ESGV opportunity areas **as informed by** the SCAG-identified priority growth areas and High-Quality Transit Areas (HQTAs). Additionally, relevant goals, policies, and actions were informed by the Sustainable Communities Strategy (SCS) (DRP 2022a).
- The ESGVAP Land Use Element **supports Step by Step Los Angeles County** by providing goals and policies related to improving connectivity and pedestrian activity, and by locating new residential development in identified opportunity areas near existing commercial and active transportation corridors (DRP 2022a).
- Density and intensity standards regulate how much development is permitted on a site for each land use designation depicted on the ESGVAP Land Use Policy Map. The County of Los Angeles Zoning Map, as well as Community and Specific Plans, designate uses for all parcels at a greater level of specificity. Densities defined for parcels by the Zoning Map and Community and Specific Plans **may be less than, but shall not exceed**, the densities

allocated for each land use designation in the ESGVAP Land Use Policy Map without an amendment to the ESGVAP (DRP 2022a).

- The Rowland Heights Community Plan, Hacienda Heights Community Plan, Rowland Heights Community Standards District, Avocado Heights Community Standards District), and the four equestrian districts are included in the ESGV Plan Area. The ESGVAP would **update and consolidate the two existing community plans into the Area Plan in a manner consistent with goals and policies** of the Los Angeles General Plan**.** The Rowland Heights community standards district (CSD) is being updated to better implement the objectives of the Area Plan. Boundaries of the Avocado Heights equestrian district (ED) and Trailside ED are being combined and updated to streamline and standardize horse-keeping provisions within the two existing ED areas.
- The zoning amendment in the ESGVAP, as stated in Chapter 3, would incorporate the proposed rezoning as identified in the Housing Element 2021-2029 to **meet the RHNA goals for the County**. In addition, Chapter 3 states that the ESGVAP would rezone certain agricultural zones so that zoning would reflect the existing use and would be **consistent with the General Plan** land use policy designations.
- The ESGVAP Land Use Element contains growth and preservation strategies (see Table 2-1 in the ESGVAP Land Use Element) that **were guided in part by the SCAG 2045 RTP/SCS, and in this way contributes to the advancement of SCAG's goals and policies** (DRP 2022a).
- Appendix E, Land Use Maps, of the ESGVAP, depicts the designated land uses within the Planning Area. These land use designations **are consistent with** the Los Angeles County General Plan (DRP 2022a).

As stated in Chapter 3, the ESGVAP would update certain existing zoning and land use designations to ensure consistency between the ESGVAP and the General Plan land use policy map. In these cases, these updates would not change the density or type of land use allowed but would simply provide consistency with the General Plan.

ESGVAP Consistency with Plans and Policies

The Land Use Element of the ESGVAP would change the General Plan land use and zoning designations of select parcels in the Plan Area to provide for focused growth and preservation areas (as presented in the Land Use Policy Map) and includes land use goals and policies that articulate how the focused growth and preservation of these areas will address land use issues, implement the Vision Statements (found in Chapter 1 of the ESGVAP), enhance the existing land uses and, as a result, quality of life in the ESGV. **Table 4.10-3** lists ESGVAP Land Use Element goals and policies and specific ways in which they are consistent with Los Angeles County General Plan policies and other regional plan goals.

TABLE 4.10-3
MATRIX OF ESGVAP LAND USE GOALS AND POLICIES CONSISTENCY

ESGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Goal LU-1: Growth is planned to facilitate sustainable patterns and is targeted to areas with existing and future transit opportunities and commercial services, to facilitate transit use and accessibility to everyday goods and services within walking distance.		
Policy LU-1.1: Sustainable Growth. Plan for the orderly and sustainable growth of the ESGV. Focus growth within a mile from major transit stops, a half mile from high-quality transit corridors, and a quarter mile from established or new commercial centers where there is access to existing or proposed frequent transit and everyday services within walking and biking distance.	Policy LU 4.3: Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas. Policy LU 10.4: Promote environmentally sensitive and sustainable design.	**Connect SoCal** goals: Improve mobility, accessibility, reliability, and travel safety for people and goods; support healthy and equitable communities. **2016 Active Transportation Strategic Plan** goal: Improve access to transit. **OurCounty** Goal 3: Equitable and sustainable land use and development without displacement. **Step by Step** Goal 2: Make Walking the Easy and Healthy Choice **Step by Step** Goal 6: Sustainability and Preservation
Policy LU-1.2: Complete Communities. Foster a land use pattern that brings everyday needs and amenities within walking distance of residential neighborhoods, including public transit, parks, schools, commercial services, and other daily needs.	Policy LU 4.3: Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas. Policy LU 4.4: Encourage mixed use development along major commercial corridors in urban and suburban areas. Policy PS/F 1.1: Discourage development in areas without adequate public services and facilities. Policy PS/F 1.2: Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms.	**Connect SoCal** goal: Improve mobility, accessibility, reliability, and travel safety for people and goods. **2016 Active Transportation Strategic Plan** goal: Foster health, equitable, and economically vibrant communities where all residents have greater transportation choices and access to key destination, such as jobs, medical facilities, schools, and recreation. **OurCounty** Goal 6: Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities. **Step by Step** Goal 2: Make Walking the Easy and Healthy Choice **Step by Step** Goal 3: Connectivity
Policy LU-1.3: Targeted Growth Communities. Target growth toward neighborhoods in unincorporated communities that have access to transit,	Policy LU 4.3: Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas.	**Connect SoCal** goal: Improve mobility, accessibility, reliability, and travel safety for people and goods.

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are proximate to major roads and commercial resources and away from communities that lack these resources. The following nine unincorporated communities include neighborhoods with targeted growth areas, each with community-specific goals and policies provided in Chapter 8 of this plan: Avocado Heights Hacienda Heights Covina Islands Rowland Heights Charter Oak South San Jose Hills East Irwindale Valinda East San Dimas	Policy LU 4.4: Encourage mixed use development along major commercial corridors in urban and suburban areas. Policy LU 6.1: Protect rural communities from the encroachment of incompatible development that conflict with existing land use patterns and service standards.	**2016 Active Transportation Strategic Plan** goal: Improve access to transit.
Policy LU-1.4: Preservation of Communities. Avoid growth in neighborhoods and communities that are not designated as growth areas unless conditions change where growth can be done in accordance with the ESGV's sustainable growth policy.	Policy LU 6.1: Protect rural communities from the encroachment of incompatible development that conflict with existing land use patterns and service standards.	**Connect SoCal** goal: Promote conservation of natural and agricultural lands and restoration of habitats. **Step by Step** Goal 6: Sustainability and Preservation
Policy LU-1.5: Complementary Growth. Accommodate growth in a way that complements community scale and character, while accommodating for a diversity of land uses.	Policy LU 5.1: Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types and styles. Policy LU 5.2: Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs. Policy LU 10.3: Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament.	**Connect SoCal** goal: Encourage development of diverse housing types in areas that are supported by multiple transportation options
Policy LU-1.6: Hazardous Facilities. Prohibit or strictly control land uses that pose potential health or environmental risk to ESGV residents or the environment, preventing any human or environmental harm or disproportionate impact on any member of the community.	Policy S 2.1: Discourage development in the County's Flood Hazard Zones Policy S 1.3: Require developments to mitigate geotechnical hazards, such as soil instability and landsliding, in Hillside Management Areas through siting and development standards. Policy S 1.4: Support the retrofitting of unreinforced masonry structures to help reduce the risk of structural and human loss due to seismic hazards.	**Connect SoCal** goal: Support healthy and equitable communities.

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Policy LU-1.7: Coordination with Adjacent Cities. Coordinate with adjacent cities on plans and growth initiatives to support the needs of unincorporated ESGV communities and inform future planning decisions and priorities.	Policy LU 2.3: Consult with and ensure that applicable County departments, adjacent cities and other stakeholders are involved in community-based planning efforts. Policy LU 2.4: Coordinate with other local jurisdictions to develop compatible land uses. Policy ED 1.3: Encourage public-private partnerships to support the growth of target industries. Policy ED 3.2: Support the use of public-private partnerships to develop, fund, and deliver critical infrastructure.	**Connect SoCal** goal: Adapt to a changing climate and support an integrated regional development pattern and transportation network. Step by Step Goal 7: Coordinated County Implementation
Goal LU-2: Growth is closely coordinated with infrastructure and public facility needs to ensure adequate capacity and a high level of service for existing and future development.		
Policy LU-2.1: Coordinated Infrastructure and Capital Facilities. Ensure that new growth is closely coordinated with the need for new or upgraded capital facilities and infrastructure to support capacity needs for existing and new development. Prioritize disproportionately affected communities.	Policy PS/F 1.1: Discourage development in areas without adequate public services and facilities. Policy PS/F 1.2: Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms. Policy PS/F 1.5: Focus infrastructure investment, maintenance, and expansion efforts where the General Plan encourages development. Policy PS/F 6.1: Ensure efficient and cost-effective utilities that serve existing and future needs. Policy PS/F 6.10: Encourage utility siting to be localized and decentralized to reduce impacts; reduce transmission losses; promote local conservation by connecting users to their systems more directly; and reduce system malfunctions. Policy ED 2.3: Ensure environmental justice in economic development activities. Policy ED 3.2: Support the use of public-private partnerships to develop, fund, and deliver critical infrastructure.	**Connect SoCal** goal: Support healthy and equitable communities. **OurCounty** Goal 2: Buildings and infrastructure that support human health and resilience. **OurCounty** Goal 3: Equitable and sustainable land use and development without displacement. **Step by Step** Goal 4: Equity
Policy LU-2.2: Coordinated Land Use and Mobility. Coordinate mobility investments, including bike lanes, sidewalk improvements, streetscape, and transit investments, with land use intensification in targeted opportunity areas. Prioritize mobility investments in disproportionately affected communities to increase pedestrian, transit, and bicycle access and mobility.	Policy LU 4.3: Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas. Policy LU 4.4: Encourage mixed use development along major commercial corridors in urban and suburban areas. Policy LU 5.3: Support a mix of land uses that promote bicycling and walking and reduce VMTs. Policy LU 9.3: Encourage patterns of development that increase convenient, safe access to healthy foods, especially fresh produce, in all neighborhoods. Policy M 4.3: Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input. Policy M 4.4: Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low-income households, and persons with disabilities. Policy ED 2.3: Ensure environmental justice in economic development activities.	**Connect SoCal** goal: Improve mobility, accessibility, reliability, and travel safety for people and goods. **Connect SoCal** goal: Increase person and goods movement and travel choices within the transportation system. **Connect SoCal** goal: Reduce greenhouse gas emissions and improve air quality. **Connect SoCal** goal: Support healthy and equitable communities. 2016 Active Transportation Strategic Plan goal: Foster health, equitable, and economically vibrant communities where all residents have greater transportation choices and access to

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		key destination, such as jobs, medical facilities, schools, and recreation. **OurCounty** Goal 8: A convenient, safe, clean, and affordable transportation system that enhances mobility while reducing car dependency. **Step by Step** Goal 4: Equity
Policy LU-2.3: Adequate Water Availability. Ensure adequate water is available for any proposed future development given the increasing constraints on urban and suburban water supplies.	Policy LU 11.4: Encourage subdivisions to utilize sustainable design practices, such as maximizing energy efficiency through lot configuration; preventing habitat fragmentation; promoting stormwater retention; promoting the localized production of energy; promoting water conservation and reuse; maximizing interconnectivity; and utilizing public transit. Goal PS/F 2: Increased water conservation efforts Policy PS/F 2.1: Support water conservation measures Policy PS/F 2.2: Support educational outreach efforts that discourage wasteful water consumption. Goal PS/F 3: Increase local water supplies through the use of new technologies. Policy PS/F 3.1: Increase the supply of water though the development of new sources, such as recycled water, gray water, and rainwater harvesting. Policy PS/F 3.2: Support the increased production, distribution and use of recycled water, gray water, and rainwater harvesting to provide for groundwater recharge, seawater intrusion barrier injection, irrigation, industrial processes and other beneficial uses.	**OurCounty** Goal 2: Buildings and infrastructure that support human health and resilience. **OurCounty** Goal 9: Sustainable production and consumption of resources. **2045 CAP** Strategy 7: Conserve Water
Goal LU-3: Growth areas in the ESGV that offer diversity and accessibility of land uses, preserving and providing a variety of housing options, jobs, services, and amenities within walking distance for residents and employees in the ESGV.		
Policy LU-3.1: Land Use Diversity. Enable a more diverse land use pattern to meet the needs of residents and employees, including increased housing options, viable commercial uses, a variety of employment opportunities, ample parks and open spaces, and a range of superior community services and amenities to support the mental, physical, emotional, economic, and social well-being of the community.	Goal LU 10: Well-designed and healthy places that support a diversity of built environments. Policy LU 5.2: Encourage a diversity of commercial and retail services, and public facilities at various scales to meet regional and local needs. GP Policy C/NR 1.1: Implement programs and policies that enforce the responsible stewardship and preservation of dedicated open space areas.	**Connect SoCal** goal: Encourage development of diverse housing types in areas that are supported by multiple transportation options. **OurCounty** Goal 6: Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities.
Policy LU-3.2: Housing for all Ages, Stages, and Incomes. Provide a wide variety of housing options for residents and employees in the ESGV by increasing housing choices, thereby enabling residents to find appropriate housing for their income, age, and stage in life.	Policy LU 5.1: Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types and styles.	**Connect SoCal** goal: Encourage development of diverse housing types in areas that are supported by multiple transportation options

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Policy LU-3.3: Residential Neighborhoods. Preserve the character of the ESGV's established residential neighborhoods and equestrian districts, and ensure that any new development contributes to the preservation and enhancement of the character and scale of these communities.	Policy LU 10.3: Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament.	**Step by Step** Goal 6: Sustainability and Preservation
Policy LU-3.4: Affordable Housing. Equitably distribute affordable housing throughout ESGV communities and encourage units to be designed to accommodate aging in place.	Policy LU 2.7: Set priorities for Planning Area-specific issues, including transportation, housing, open space, and public safety as part of community-based planning efforts. Policy LU 5.4: Encourage community-serving uses, such as early care and education facilities, grocery stores, farmers markets, restaurants, and banks to locate near employment centers. Policy LU 10.9: Encourage land uses and design that stimulate positive and productive human relations and foster the achievement of community goals. Policy M 1.2: Ensure that streets are safe for sensitive users, such as seniors and children.	**Connect SoCal** goal: Support healthy and equitable communities. **Connect SoCal** goal: Encourage development of diverse housing types in areas that are supported by multiple transportation options. **Step by Step** Goal 4: Equity
Policy LU-3.5: Older Adult Housing. Encourage the development of housing affordable to older adults in areas with access to public transit, commercial services, healthcare, and community facilities.	Policy LU 5.1: Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types and styles. Policy LU 4.4: Encourage mixed use development along major commercial corridors in urban and suburban areas.	**Connect SoCal** goal: Support healthy and equitable communities. **Connect SoCal** goal: Encourage development of diverse housing types in areas that are supported by multiple transportation options. **OurCounty** Goal 1: Resilient and healthy community environments where residents thrive in place. **Step by Step** Goal 4: Equity
Policy LU-3.6: Workforce Housing. Support housing types that serve the existing and future workforce in the ESGV, including live-work housing developments and workforce housing.	Policy LU 5.1: Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types and styles.	**Connect SoCal** goal: Support healthy and equitable communities. **Step by Step** Goal 4: Equity
Policy LU-3.7: Compatible Uses in Residential Neighborhoods. Allow for uses in or near the edges of established residential neighborhoods that are compatible with residential development and will bring amenities closer to homes, such as child and adult day cares, educational facilities, houses of worship, and corner markets.	Policy LU 5.4: Encourage community-serving uses, such as early care and education facilities, grocery stores, farmers markets, restaurants, and banks to locate near employment centers. Policy LU 5.5: Ensure that all households have access to a sufficient supply of quality early care and education and supervised school-age enrichment options for children from birth to age 13. Policy LU 5.6: Reduce regulatory and other barriers to early care and education facilities. Policy LU 10.9: Encourage land uses and design that stimulate positive and productive human relations and foster the achievement of community goals	

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Policy LU-3.8: Commercial Land Preservation and Expansion. Designate sufficient land for commercial purposes and distribute commercial centers more equitably throughout the ESGV to serve local needs and reduce the need for residents to travel by car or to adjoining cities to access their daily needs.	Policy ED 2.5: Encourage employment opportunities to be located in proximity to housing. Policy ED 2.6: Encourage community-serving uses, such as childcare centers and personal services, to be located in proximity to employment centers.	**Step by Step** Goal 4: Equity **Step by Step** Goal 6: Sustainability and Preservation
Policy LU-3.9: Commercial Corridors and Centers. Strengthen commercial corridors in the ESGV by clustering uses at major intersections, allowing a mix of uses between intersections, and creating Living Streets (see *Policy LU-4.2, Living Streets*) to make corridors safe and attractive for pedestrians and cyclists. Prioritize street beautification where it will have the most impact on existing businesses and commercial centers.	Policy LU 4.4: Encourage mixed use development along major commercial corridors in urban and suburban areas. Policy LU 10.7: Promote public spaces, such as plazas that enhance the pedestrian environment, and, where appropriate, continuity along commercial corridors with active transportation activities. Policy ED 2.7: Incentivize economic development and growth along existing transportation corridors and in urbanized areas.	**Connect SoCal** goal: Increase person and goods movement and travel choices within the transportation system. **2016 Active Transportation Strategic Plan** goal: Improve public health through traffic safety, reduced exposure to pollutants, and design and infrastructure that encourage residents to use active transportation as a way to integrate physical activity into their daily lives. **Step by Step** Goal 1: Safe Streets. **Step by Step** Goal 5: Safe Communities
Policy LU-3.10: Commercial Center Revitalization. Create incentives to attract private reinvestment to aging or underutilized commercial centers and actively promote these incentives to commercial property owners.	Policy LU 4.1: Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites. Policy LU 4.2: Encourage the adaptive reuse of underutilized structures and the revitalization of older, economically distressed neighborhoods. Policy ED 4.4: Incentivize infill development in urban and suburban areas that revitalizes underutilized commercial and industrial areas. Policy ED 4.5: Direct resources to economically distressed areas to spur revitalization activities.	**Connect SoCal** goal: Encourage regional economic prosperity and global competitiveness
Policy LU-3.11: Commercial Use Flexibility. Provide flexibility in permitted land uses in commercially designated areas to allow a mix of retail, restaurant, small-scale institutional, office, and other compatible uses in commercial centers to prevent vacancies and increase accessibility to the community's everyday needs.	Policy LU 4.1: Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites. Policy LU 4.3: Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas. Policy LU 4.4: Encourage mixed use development along major commercial corridors in urban and suburban areas.	

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Policy LU-3.12: Commercial Service Gaps. Assist commercial property owners in understanding local community gaps and needs.	Policy LU 4.1: Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites. Policy LU 4.2: Encourage the adaptive reuse of underutilized structures and the revitalization of older, economically distressed neighborhoods.	
Policy LU-3.13: Commercial Redevelopment. Encourage the evolution of existing single-purpose commercial projects into mixed-use community-oriented centers that foster convenient everyday life for residents.	Policy LU 4.2: Encourage the adaptive reuse of underutilized structures and the revitalization of older, economically distressed neighborhoods. Policy LU 4.4: Encourage mixed use development along major commercial corridors in urban and suburban areas.	**OurCounty** Goal 3: With policy tools such as anti-displacement measures, existing community members can remain in and strengthen their neighborhoods and networks while accepting new residents through more compact, mixed-use development. **OurCounty** Strategy 3C: Promote walkable, mixed-use neighborhoods. **Connect SoCal** goal: Encourage regional economic prosperity and global competitiveness
Policy LU-3.14: Mixed-Use Development. Allow for a mix of housing with office space, community-oriented commercial uses, and pedestrian-oriented amenities in areas designated as “Mixed-Use,” and allow higher land use intensities to enable ESGV residents to live close to businesses and employment, reduce vehicular travel, and interact socially.	Policy LU 4.4: Encourage mixed use development along major commercial corridors in urban and suburban areas. Policy LU 5.10: Encourage employment opportunities and housing to be developed in proximity to one another.	**Connect SoCal** goal: Encourage development of diverse housing types in areas that are supported by multiple transportation options
Policy LU-3.15: Village Centers. Identify locations for village centers in each unincorporated community that are or can become centers of community activity. Designate village centers at key commercial intersections, schools, parks, or community centers that are well served by transit and active transportation. Incorporate a mix of local commercial, residential, institutional, educational, and open space activities within walking distance of neighborhoods. Design these centers for residents of all ages, and to be a focal point of community identity, gathering, culture, leisure, recreation, business activity, and employment.	Policy LU 10.7: Promote public spaces, such as plazas that enhance the pedestrian environment, and, where appropriate, continuity along commercial corridors with active transportation activities. Policy LU 10.10: Promote architecturally distinctive buildings and focal points at prominent locations, such as major commercial intersections and near transit stations or open spaces. Policy LU 10.11: Facilitate the use of streets as public space for activities that promote civic engagement, such as farmers markets, parades, etc. Policy M 2.8: Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations. Policy M 4.2: Expand shuttle services to connect major transit centers to community points of interest. Policy M 4.4: Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low-income households, and persons with disabilities. Policy P/R 3.8: Site new parks near schools, libraries, senior centers, and other community facilities where possible.	**OurCounty** Goal 6: Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities.

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	Policy ED 2.6: Encourage community-serving uses, such as childcare centers and personal services, to be located in proximity to employment centers. Policy LU 5.4: Encourage community-serving uses, such as early care and education facilities, grocery stores, farmers markets, restaurants, and banks to locate near employment centers.	
Policy LU-3.16: Access to Health Care Facilities. Accommodate a wide range of facilities that support the mental, emotional, and physical health of all ESGV residents and are equitably distributed throughout the region.	Policy LU 9.1: Promote community health for all neighborhoods.	**Connect SoCal** goal: Support healthy and equitable communities. **OurCounty** Goal 1: Resilient and healthy community environments where residents thrive in place. **Step by Step** Goal 4: Equity
Policy LU-3.17: Access to Recreational, Social, and Cultural Facilities. Provide recreational, social, religious, and cultural facilities and programs that equitably meet the diverse physical, social, and cultural needs of the community.	Policy LU 10.7: Promote public spaces, such as plazas that enhance the pedestrian environment, and, where appropriate, continuity along commercial corridors with active transportation activities. Policy LU 10.11: Facilitate the use of streets as public space for activities that promote civic engagement, such as farmers markets, parades, etc. Policy P/R 1.2: Provide additional active and passive recreation opportunities based on a community's setting, and recreational needs and preferences.	**Connect SoCal** goal: Support healthy and equitable communities. **OurCounty** Goal 6: Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities. **Step by Step** Goal 4: Equity
Policy LU-3.18: Joint-Use Facilities. Partner with local schools and colleges to jointly use facilities and resources, including parks, playgrounds, libraries, community centers, day care facilities, and other resources to increase access to recreational and other amenities for nearby residents. Consider school sites for potential locations for village centers to build social cohesion and connectedness.	Policy P/R 1.2: Provide additional active and passive recreation opportunities based on a community's setting, and recreational needs and preferences. Policy P/R 1.4: Promote efficiency by building on existing recreation programs. Policy P/R 2.1: Develop joint-use agreements with other public agencies to expand recreation services. Policy P/R 2.3: Build multi-agency collaborations with schools, libraries, non-profit, private, and other public organizations to leverage capital and operational resources. Policy P/R 2.4: Utilize school and library facilities for County sponsored and community sponsored recreational programs and activities. Policy PS/F 7.1: Encourage the joint use of school sites for community activities and other appropriate uses. Policy PS/F 7.2: Proactively work with school facilities and education providers to coordinate land use and facilities planning.	**Step by Step** Goal 3: Connectivity **Step by Step** Goal 7: Coordinated County Implementation
Policy LU-3.19: Utility Infrastructure. When not disruptive to sensitive habitat, require all new utilities to be underground. Prohibit obtrusive placement of service boxes for all new developments.	Policy LU 2.8: Coordinate with the Los Angeles County Department of Public Works and other infrastructure providers to analyze and assess infrastructure improvements that are necessary for plan implementation. Policy PS/F 6.3: Expand access to wireless technology networks, while minimizing visual impacts through co-location and design. Policy PS/F 6.6: Encourage the construction of utilities underground, where feasible.	**Connect SoCal** goal: Support healthy and equitable communities. **OurCounty** Goal 1: Resilient and healthy community environments where residents thrive in place.

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	Policy PS/F 6.7: Discourage above-ground electrical distribution and transmission lines in hazard areas. Policy PS/F 6.10: Encourage utility siting to be localized and decentralized to reduce impacts; reduce transmission losses; promote local conservation by connecting users to their systems more directly; and reduce system malfunctions.	**OurCounty** Goal 2: Buildings and infrastructure that support human health and resilience
Policy LU-3.20: Industrial- and Manufacturing-Supporting Uses. Allow for the integration of compatible land uses within industrial and manufacturing centers to service the needs of businesses and employees, foster creativity, and reduce the need to travel off-site during business hours, including such uses as administrative office space, financial services, business support services, restaurants, tasting rooms, health services, and recreational services.	Policy LU 1.6: In the review of a project-specific amendment(s) to convert lands within the EPD Overlay to non-industrial land use designations, ensure that the project-specific amendment(s): Is located on a parcel that adjoins a parcel with a comparable use, at a comparable scale and intensity; Will not negatively impact the productivity of neighboring industrial activities; Is necessary to promote the economic value and the long-term viability of the site; and Will not subject future residents to potential noxious impacts, such as noise, odors or dust or pose significant health and safety risks. Policy ED 2.1: Protect industrial lands, especially within Employment Protection Districts, from conversion to non-industrial uses.	**Connect SoCal** goal: Encourage regional economic prosperity and global competitiveness. **Connect SoCal** goal: Reduce greenhouse gas emissions and improve air quality. **OurCounty** Goal 2: Buildings and infrastructure that support human health and resilience.
Policy LU-3.21: Residential/Industrial Interface. Ensure that industrial developments incorporate adequate landscape and noise buffers to minimize any negative impacts to surrounding neighborhoods and development, and adequately address on-site lighting, noise, odors, vibration, toxic materials, truck access, and other elements that may impact adjoining uses.	Policy LU 1.6: In the review of a project-specific amendment(s) to convert lands within the EPD Overlay to non-industrial land use designations, ensure that the project-specific amendment(s): Is located on a parcel that adjoins a parcel with a comparable use, at a comparable scale and intensity; Will not negatively impact the productivity of neighboring industrial activities; Is necessary to promote the economic value and the long-term viability of the site; and Will not subject future residents to potential noxious impacts, such as noise, odors or dust or pose significant health and safety risks. Policy LU 7.1: Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques. Policy LU 7.2: Protect industrial parks and districts from incompatible uses. Policy LU 7.3: Protect public and semi-public facilities, including but not limited to major landfills, natural gas storage facilities, and solid waste disposal sites from incompatible uses. Policy M 6.6: Preserve property for planned roadway and railroad rights-of-way, marine and air terminals, and other needed transportation facilities. Policy N 1.1: Utilize land uses to buffer noise-sensitive uses from sources of adverse noise impacts. Policy N 1.2: Reduce exposure to noise impacts by promoting land use compatibility. Policy N 1.10: Orient residential units away from major noise sources (in conjunction with applicable building codes).	**2016 Active Transportation Strategic Plan** goal: Improve public health through traffic safety, reduced exposure to pollutants, and design and infrastructure that encourage residents to use active transportation as a way to integrate physical activity into their daily lives. **Step by Step** Goal 6: Sustainability and Preservation

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	Policy N 1.11: Maximize buffer distances and design and orient sensitive receptor structures (hospitals, residential, etc.) to prevent noise and vibration transfer from commercial/light industrial uses. Policy ED 2.2: Utilize adequate buffering and other land use practices to facilitate the compatibility between industrial and non-industrial uses.	
Policy LU-3.22: Prevention of Toxic Harm. Prevent harm and prohibit proposed land uses, processes, or activities that involve the emission of harmful chemical agents into the air or soil.	Policy LU 1.6: In the review of a project-specific amendment(s) to convert lands within the EPD Overlay to non-industrial land use designations, ensure that the project-specific amendment(s): Is located on a parcel that adjoins a parcel with a comparable use, at a comparable scale and intensity; Will not negatively impact the productivity of neighboring industrial activities; Is necessary to promote the economic value and the long-term viability of the site; and Will not subject future residents to potential noxious impacts, such as noise, odors or dust or pose significant health and safety risks. GP Policy AQ 2.1: Encourage the application of design and other appropriate measures when siting sensitive uses, such as residences, schools, senior centers, daycare centers, medical facilities, or parks with active recreational facilities within proximity to major sources of air pollution, such as freeways.	**OurCounty** Goal 4: A prosperous LA County that provides opportunities for all residents and businesses and supports the transition to a green economy.
Policy LU-3.23: Toxic Chemicals. Ensure that ESGV residents are not exposed to cancer-causing chemicals, reproductive toxicants, and neurological poisons.	Policy LU 9.1: Promote community health for all neighborhoods. Policy AQ 1.1: Minimize health risks to people from industrial toxic or hazardous air pollutant emissions, with an emphasis on local hot spots, such as existing point sources affecting immediate sensitive receptors.	**OurCounty** Goal 4: A prosperous LA County that provides opportunities for all residents and businesses and supports the transition to a green economy.
Policy LU-3.24: Improved Indoor Air Quality. Support the development of programs for sensitive uses in proximity to industrial uses and other outdoor sources of indoor air pollution, such as freeways, to affordably install air filters, multi-paned and openable windows, and other equipment/materials to improve indoor air quality.	Policy LU 5.7: Direct resources to areas that lack amenities, such as transit, clean air, grocery stores, bikeways, parks, and other components of a healthy community. Goal LU-9: Land use pattern and community infrastructure that promote health and wellness. Policy LU 9.1: Promote community health for all neighborhoods. Goal AQ 1: Protection from exposure to harmful air pollutants. Policy AQ 1.1: Minimize health risks to people from industrial toxic or hazardous air pollutant emissions, with an emphasis on local hot spots, such as existing point sources affecting immediate sensitive receptors. Policy AQ 2.1: Encourage the application of design and other appropriate measures when siting sensitive uses, such as residences, schools, senior centers, daycare centers, medical facilities, or parks with active recreational facilities within proximity to major sources of air pollution, such as freeways	**OurCounty** Goal 2: Buildings and infrastructure that support human health and resilience. **OurCounty** Goal 2A: Integrate climate adaptation and resilience into planning, building, infrastructure, and community development decisions. **2016 Active Transportation Strategic Plan** goal: Promote multiple clean transportation options to reduce criteria pollutants & greenhouse gas emissions & improve air quality. **Step by Step** Goal 6: Sustainability and Preservation **Connect SoCal** goal: Support healthy and equitable communities.

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		Connect SoCal goal: Reduce greenhouse gas emissions and improve air quality.
Policy LU-3.25: Community Air-Quality Monitoring. Partner with community-based organizations and public agencies to support community-level air quality monitoring for residential areas and other sensitive uses in proximity to industrial areas, major transportation corridors, and other air pollution generators to better inform regulatory controls and enforcement programs.	Policy LU 9.1: Promote community health for all neighborhoods. Policy AQ 1.4: Work with local air quality management districts to publicize air quality warnings, and to track potential sources of airborne toxics from identified mobile and stationary sources. Policy AQ 2.2: Participate in, and effectively coordinate the development and implementation of community and regional air quality programs. Policy AQ 2.4: Coordinate with different agencies to minimize fugitive dust from different sources, activities, and uses.	**OurCounty** Goal 2A: Integrate climate adaptation and resilience into planning, building, infrastructure, and community development decisions. **OurCounty** Goal 12: A commitment to realize OurCounty sustainability goals through creative, equitable, and coordinated funding and partnerships. **2016 Active Transportation Strategic Plan** goal: Promote multiple clean transportation options to reduce criteria pollutants & greenhouse gas emissions & improve air quality. **Step by Step** Goal 6: Sustainability and Preservation **Connect SoCal** goal: Support healthy and equitable communities. **Connect SoCal** goal: Reduce greenhouse gas emissions and improve air quality.
Policy LU-3.26: Sound Insulation. Promote enhanced levels of sound insulation for existing and proposed residential uses near industrial and commercial zones, and within 600 feet of a major transportation corridor, or major or secondary highway.	Policy LU 10.3: Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament. Goal N 1: The reduction of excessive noise impacts. Policy N 1.1: Utilize land uses to buffer noise-sensitive uses from sources of adverse noise impacts. Policy N 1.2: Reduce exposure to noise impacts by promoting land use compatibility. Policy N 1.3: Minimize impacts to noise-sensitive land uses by ensuring adequate site design, acoustical construction, and use of barriers, berms, or additional engineering controls through Best Available Technologies (BAT). Policy N 1.4: Enhance and promote noise abatement programs in an effort to maintain acceptable levels of noise as defined by the Los Angeles County Exterior Noise Standards and other applicable noise standards. Policy N 1.5: Ensure compliance with the jurisdictions of State Noise Insulation Standards (Title 24, California Code of Regulations and Chapter 35 of the Uniform Building Code), such as noise insulation of new multifamily dwellings constructed within the 60 dB (CNEL or Ldn) noise exposure contours. Policy N 1.7: Utilize traffic management and noise suppression techniques to minimize noise from traffic and transportation systems. Policy N 1.8: Minimize noise impacts to pedestrians	**OurCounty** Goal 2: Buildings and infrastructure that support human health and resilience. **Connect SoCal** goal: Support healthy and equitable communities.

ESGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
	and transit-riders in the design of transportation facilities and mobility networks. Policy N 1.9: Require construction of suitable noise attenuation barriers on noise sensitive uses that would be exposed to exterior noise levels of 65 dBA CNEL and above, when unavoidable impacts are identified. Policy N 1.10: Orient residential units away from major noise sources (in conjunction with applicable building codes). Policy N 1.11: Maximize buffer distances and design and orient sensitive receptor structures (hospitals, residential, etc.) to prevent noise and vibration transfer from commercial/light industrial uses. Policy N 1.12: Decisions on land adjacent to transportation facilities, such as the airports, freeways and other major highways, must consider both existing and future noise levels of these transportation facilities to assure the compatibility of proposed uses.	
Policy LU-3.27: Community Greening. Promote and incentivize additional community tree plantings to improve air quality, mitigate pollution, and increase shading in the public realm. Prioritize tree plantings in communities adjacent to impactful uses, including industrial areas, freeways, and major corridors.	Policy LU 11.2: Support the design of developments that provide substantial tree canopy cover and utilize light-colored paving materials and energy-efficient roofing materials to reduce the urban heat island effect. Policy M 2.9: Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features.	**2045 CAP** Strategy 10: Sequester Carbon and Implement Sustainable Agriculture **OurCounty** Goal 2: Buildings and infrastructure that support human health and resilience. **OurCounty** Strategy 2D: Ensure a climate-appropriate, healthy urban tree canopy that is equitably distributed. **OurCounty** Action 43: Create and implement a community-informed Urban Forest Management Plan that incorporates equitable urban forest practices, identifies County funding sources, and prioritizes. **Step by Step** Goal 6: Sustainability and Preservation
Policy LU-3.28: Impacts from Uses in Adjacent Jurisdictions. Coordinate with adjacent jurisdictions to address the negative environmental impacts of industrial uses in jurisdictions adjacent to unincorporated communities.	Policy LU 7.1: Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques. Goal LU 9: Land use patterns and community infrastructure that promote health and wellness. Policy LU 10.2: Design development adjacent to natural features in a sensitive manner to complement the natural environment.	**Connect SoCal** goal: Support healthy and equitable communities. **Step by Step** Goal 7: Coordinated County Implementation
Policy LU-3.29: Parks, Open Spaces, and Trails. Ensure that existing neighborhoods contain a diverse mix of parks and open spaces that are well maintained and connected by trails, pathways, transit, and bikeways and within walking distance of residents.	GP Policy C/NR 1.1: Implement programs and policies that enforce the responsible stewardship and preservation of dedicated open space areas. Policy C/NR 1.2: Protect and conserve natural resources, natural areas, and available open spaces. Policy P/R 4.6: Create new multi-use trails that link community destinations including parks, schools, and libraries.	**OurCounty** Goal 6: Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities.

ESGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
		Step by Step Goal 2: Make Walking the Easy and Healthy Choice **Step by Step** Goal 3: Connectivity **Step by Step** Goal 6: Sustainability and Preservation
Policy LU-3.30: Park Placement and Design. Locate parks away from freeways and major sources of traffic, air pollution, and noise (e.g., major corridors). Design parks to be friendly for all ages, abilities, and cultures. Design parks with wide entrances and visibility from the street to promote safety.	Policy LU 10.2: Design development adjacent to natural features in a sensitive manner to complement the natural environment. Policy LU 10.5: Encourage the use of distinctive landscaping, signage, and other features to define the unique character of districts, neighborhoods, or communities, and engender community identity, pride, and community interaction. Policy LU 10.7: Promote public spaces, such as plazas that enhance the pedestrian environment, and, where appropriate, continuity along commercial corridors with active transportation activities. GP Policy AQ 2.1: Encourage the application of design and other appropriate measures when siting sensitive uses, such as residences, schools, senior centers, daycare centers, medical facilities, or parks with active recreational facilities within proximity to major sources of air pollution, such as freeways. Policy P/R 3.8: Site new parks near schools, libraries, senior centers, and other community facilities where possible. Policy N 1.1: Utilize land uses to buffer noise-sensitive uses from sources of adverse noise impacts. Policy N 1.2: Reduce exposure to noise impacts by promoting land use compatibility.	**OurCounty** Goal 6: Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities. **Step by Step** Goal 1: Safe Streets. **Step by Step** Goal 4: Equity **Step by Step** Goal 5: Safe Communities
Goal LU-4: The supply of parking and the design of parking lots promote successful businesses and safe and efficient vehicular circulation, while encouraging walking, biking, and transit use.		
Policy LU-4.1: Parking Reform Strategies. Support the development of centralized commercial districts along major commercial corridors and develop community-wide parking reform strategies to enhance walkability and concentrate equitably-priced affordable parking in consolidated public parking areas at regular intervals along major retail and business corridors to enhance walkability, support popular community destinations, and limit vast expanses of surface parking.	Policy M 4.15: Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution-based transit passes, regional carpooling programs, and telecommuting. Policy M 5.2: Implement parking strategies that facilitate transit use and reduce automobile dependence.	**Connect SoCal** goal: Reduce greenhouse gas emissions and improve air quality. **OurCounty** Goal 8: A convenient, safe, clean, and affordable transportation system that enhances mobility while reducing car dependency. **Step by Step** Goal 2: Make Walking the Easy and Healthy Choice

ESGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-4.2: Parking Flexibility. Provide flexibility for businesses to satisfy parking requirements off-site, through shared parking arrangements with nearby businesses, car sharing, or other means provided that available parking locations are clearly indicated, and all businesses meet their parking demands in accordance with parking regulations.	Policy M 4.15: Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution-based transit passes, regional carpooling programs, and telecommuting. Policy M 5.2: Implement parking strategies that facilitate transit use and reduce automobile dependence.	**OurCounty** Goal 8: A convenient, safe, clean, and affordable transportation system that enhances mobility while reducing car dependency.
Policy LU-4.3: Parking Lot Design. Optimize the parking lot design layout with considerations for space efficiency, traffic signage, painted asphalt markings, parking barriers, drainage, vehicular access, ADA and pedestrian accessibility, bike accessibility and storage, lighting, landscaping, and other provisions. Ensure that parking lots are designed to facilitate safety for all modes of travel and enhance the pedestrian and bicycle experience.	Policy LU 10.6: Encourage pedestrian activity through the following: Designing the main entrance of buildings to front the street; Incorporating landscaping features; Limiting masonry walls and parking lots along commercial corridors and other public spaces; Incorporating street furniture, signage, and public events and activities; and Using wayfinding strategies to highlight community points of interest.	**Step by Step** Goal 1: Safe Streets. **Step by Step** Goal 5: Safe Communities
Policy LU-4.4: Parking Demand Reduction. Reduce demand for parking by designing new and redesigning existing properties to cater to pedestrian and bicycle circulation, safety, and experience.	Policy M 4.15: Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution-based transit passes, regional carpooling programs, and telecommuting. Policy M 5.2: Implement parking strategies that facilitate transit use and reduce automobile dependence.	**Connect SoCal** goal: Reduce greenhouse gas emissions and improve air quality. **OurCounty** Goal 8: A convenient, safe, clean, and affordable transportation system that enhances mobility while reducing car dependency. **Step by Step** Goal 1: Safe Streets. **Step by Step** Goal 5: Safe Communities
Goal LU-5: The ESGV community is built and maintained to mitigate and withstand the effects of any natural or human-caused hazard.		
Policy LU-5.1: Hazard Areas. Avoid new development in designated environmental hazard areas, including frequently flooded areas, areas prone to landslides, wildland/urban interface areas, and Fire Hazard Severity Zones.	Goal LU 9: Land use patterns and community infrastructure that promote health and wellness. Policy LU 11.6: Ensure that subdivisions in VHFHSZs site open space to minimize fire risks, as feasible. Policy AQ 1.1: Minimize health risks to people from industrial toxic or hazardous air pollutant emissions, with an emphasis on local hot spots, such as existing point sources affecting immediate sensitive receptors. Policy C/NR 13.8: Manage development in HMAs to protect their natural and scenic character and minimize risks from natural hazards, such as fire, flood, erosion, and landslides.	**OurCounty** Strategy 3E: Limit development in high climate-hazard areas. **OurCounty** Action 58: Regularly update the building code, fire code, and Hazard Mitigation Plan to reflect best practice in wildland-urban interface.

ESGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
	Policy S 2.1: Discourage development in the County's Flood Hazard Zones. Policy S 2.2: Discourage development from locating downslope from aqueducts. Policy S 2.3: Consider climate change adaptation strategies in flood and inundation hazard planning. Policy S 2.4: Ensure that developments located within the County's Flood Hazard Zones are sited and designed to avoid isolation from essential services and facilities in the event of flooding. Policy S 2.7: Locate essential public facilities, such as hospitals and fire stations, outside of Flood Hazard Zones, where feasible. Policy S 3.1: Discourage high density and intensity development in VHFHSZs. Policy S 3.4: Reduce the risk of wildland fire hazards through the use of regulations and performance standards, such as fire resistant building materials, vegetation management, fuel modification and other fire hazard reduction programs.	
Policy LU-5.2: Prohibit New Development in Lands Surrounded by Very High Fire Hazard Severity Zones. Prohibit new development on lands surrounded by Very High Fire Hazard Severity Zones (VHFHSZs) in the Puente Hills and adjacent areas.	Policy LU 11.6: Ensure that subdivisions in VHFHSZs site open space to minimize fire risks, as feasible. Policy C/NR 13.8: Manage development in HMAs to protect their natural and scenic character and minimize risks from natural hazards, such as fire, flood, erosion, and landslides. Policy C/NR 13.9: Consider the following in the design of a project that is located within an HMA, to the greatest extent feasible: Public safety and the protection of hillside resources through the application of safety and conservation design standards. Maintenance of large contiguous open areas that limit exposure to landslide, liquefaction and fire hazards and protect natural features, such as significant ridgelines, watercourses and SEAs. Goal S 3: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to fire hazards. Policy S 3.1: Discourage high density and intensity development in VHFHSZs. Policy S 3.4: Reduce the risk of wildland fire hazards through the use of regulations and performance standards, such as fire resistant building materials, vegetation management, fuel modification and other fire hazard reduction programs. Policy S 3.7: Site and design developments located within FHSZs, such as in areas located near ridgelines and on hilltops, in a sensitive manner to reduce the wildfire risk.	**OurCounty** Strategy 3E: Limit development in high climate-hazard areas. **OurCounty** Action 58: Regularly update the building code, fire code, and Hazard Mitigation Plan to reflect best practice in wildland-urban interface:
Policy LU-5.3: Road Access. Require that any new development be located and designed so that is it accessed from existing public roads and provides direct access to multiple primary roads to support safety, aid in efficient evacuation, and safeguard life and well-being during hazards.	Policy LU 4.3: Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas. Policy LU 10.12: Discourage gated entry subdivisions ("gated communities") to improve neighborhood access and circulation, improve emergency access, and encourage social cohesion.	**2016 Active Transportation Strategic Plan** goal: Improve access to transit. **Connect SoCal** goals: Improve mobility, accessibility, reliability, and travel safety for people and goods; support healthy and equitable communities

ESGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
	Policy M 4.3: Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input. Policy M 4.4: Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low-income households, and persons with disabilities. Goal PS/F 1: A coordinated, reliable, and equitable network of public facilities that preserves resources, ensures public health and safety, and keeps pace with planned development. Policy PS/F 1.1: Discourage development in areas without adequate public services and facilities. Policy PS/F 1.2: Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms. Policy PS/F 1.3: Ensure coordinated service provision through collaboration between County departments and service providers. Policy PS/F 1.4: Ensure the adequate maintenance of infrastructure. Policy PS/F 1.5: Focus infrastructure investment, maintenance, and expansion efforts where the General Plan encourages development. Policy PS/F 1.6: Support multi-faceted public facility expansion efforts, such as substations, mobile units, and satellite offices. Policy S 3.12: Support efforts to incorporate systematic fire protection improvements for open space, including facilitation of safe fire suppression tactics, standards for adequate access for firefighting, fire mitigation planning with landowners and other stakeholders, and water sources for fire suppression. Policy S 4.2: Support County emergency providers in reaching their response time goals. Policy S 4.3: Coordinate with other County and public agencies, such as transportation agencies, and health care providers on emergency planning and response activities, and evacuation planning.	**Step by Step** Goal 1: Safe Streets. **Step by Step** Goal 5: Safe Communities
Policy LU-5.4: Undergrounding Transmission Lines. Work with utilities to transition all overhead electrical transmission lines and supporting infrastructure underground to reduce fire risk. Prioritize high fire-risk areas and install underground lines in a manner that avoids harm to sensitive biological resources.	Policy LU 2.8: Coordinate with the Los Angeles County Department of Public Works and other infrastructure providers to analyze and assess infrastructure improvements that are necessary for plan implementation. Policy LU 11.6: Ensure that subdivisions in VHFHSZs site open space to minimize fire risks, as feasible. Policy PS/F 6.3: Expand access to wireless technology networks, while minimizing visual impacts through co-location and design. Policy PS/F 6.4: Protect and enhance utility facilities to maintain the safety, reliability, integrity and security of utility services. Policy PS/F 6.6: Encourage the construction of utilities underground, where feasible. Policy PS/F 6.7: Discourage above-ground electrical distribution and transmission lines in hazard areas. Policy PS/F 6.10: Encourage utility siting to be localized and decentralized to reduce impacts; reduce transmission losses; promote local conservation by connecting users to their systems more directly; and reduce system malfunctions.	**Connect SoCal** goal: Support healthy and equitable communities. **OurCounty** Goal 1: Resilient and healthy community environments where residents thrive in place. **OurCounty** Goal 2: Buildings and infrastructure that support human health and resilience

ESGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
	Policy S 3.6: Ensure adequate infrastructure, including ingress, egress, and peak load water supply availability for all projects located in FHSZs	
Policy LU-5.5: Fuel Modification and Native Vegetation. Site and design structures to minimize the impact of fuel modification on native vegetation and sensitive biological resources. Limit fuel modification to the minimum area necessary. Use site-specific fuel modification strategies, such as thinning, selective removal, and spacing, to create effective defensible space that preserves native vegetation. Avoid the complete removal of native vegetation during fuel modification.	Policy S 3.1: Discourage high density and intensity development in VHFHSZs. Policy S 3.2: Consider climate change implications in fire hazard reduction planning for FHSZs. Policy S 3.3: Ensure that the mitigation of fire related property damage and loss in FHSZs limits impacts to biological and other resources. Policy S 3.4: Reduce the risk of wildland fire hazards through the use of regulations and performance standards, such as fire-resistant building materials, vegetation management, fuel modification and other fire hazard reduction programs. Policy S 3.5: Encourage the use of low-volume and well-maintained vegetation that is compatible with the area's natural vegetative habitats. Policy S 3.6: Ensure adequate infrastructure, including ingress, egress, and peak load water supply availability for all projects located in FHSZs. Policy S 3.7: Site and design developments located within FHSZs, such as in areas located near ridgelines and on hilltops, in a sensitive manner to reduce the wildfire risk. Policy S 3.8: Support the retrofitting of existing structures in FHSZs to help reduce the risk of structural and human loss due to wildfire. Policy S 3.9: Adopt by reference the County of Los Angeles Fire Department Strategic Fire Plan, as amended. Policy S 3.11: Support efforts to address unique pest, disease, exotic species and other forest health issues in open space areas to reduce fire hazards and support ecological integrity. Policy S 3.12: Support efforts to incorporate systematic fire protection improvements for open space, including facilitation of safe fire suppression tactics, standards for adequate access for firefighting, fire mitigation planning with landowners and other stakeholders, and water sources for fire suppression	**OurCounty** Strategy 3E: Limit development in high climate-hazard areas. **OurCounty** Action 58: Regularly update the building code, fire code, and Hazard Mitigation Plan to reflect best practice in wildland-urban interface:
Policy LU-5.6: Vegetation Management. Proactively manage vegetation in fire hazard areas under the guidance of a biologist to avoid impacts to sensitive resources, sensitive species, and fire-resistant native species in the ESGV.	Policy S 3.4: Reduce the risk of wildland fire hazards through the use of regulations and performance standards, such as fire-resistant building materials, vegetation management, fuel modification and other fire hazard reduction programs.	
Policy LU-5.7: Siting Development. In fire hazard areas, require that development sites and structures be located off ridgelines, hilltops, and other dangerous topographic features such as chimneys, steep draws, and saddles; be adjacent to existing development perimeters; and avoid excessively long driveways.	Policy LU 4.3: Encourage transit-oriented development in urban and suburban areas with the appropriate residential density along transit corridors and within station areas. Goal LU 9: Land use patterns and community infrastructure that promote health and wellness. Policy LU 11.6: Ensure that subdivisions in VHFHSZs site open space to minimize fire risks, as feasible.	**Connect SoCal** goal: Support healthy and equitable communities. **OurCounty** Goal 1: Resilient and healthy community environments where residents thrive in place. **OurCounty** Goal 2: Buildings and infrastructure that support human health and resilience.

ESGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
	Policy LU 10.12: Discourage gated entry subdivisions ("gated communities") to improve neighborhood access and circulation, improve emergency access, and encourage social cohesion. Policy C/NR 13.8: Manage development in HMAs to protect their natural and scenic character and minimize risks from natural hazards, such as fire, flood, erosion, and landslides. Policy M 4.3: Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input. Policy M 4.4: Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low-income households, and persons with disabilities. Goal PS/F 1: A coordinated, reliable, and equitable network of public facilities that preserves resources, ensures public health and safety, and keeps pace with planned development. Policy PS/F 1.1: Discourage development in areas without adequate public services and facilities. Policy PS/F 1.2: Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms. Policy PS/F 1.3: Ensure coordinated service provision through collaboration between County departments and service providers. Policy PS/F 1.4: Ensure the adequate maintenance of infrastructure. Policy PS/F 1.5: Focus infrastructure investment, maintenance, and expansion efforts where the General Plan encourages development. Policy PS/F 1.6: Support multi-faceted public facility expansion efforts, such as substations, mobile units, and satellite offices. Policy S 2.1: Discourage development in the County's Flood Hazard Zones. Policy S 2.2: Discourage development from locating downslope from aqueducts. Policy S 2.3: Consider climate change adaptation strategies in flood and inundation hazard planning. Policy S 2.4: Ensure that developments located within the County's Flood Hazard Zones are sited and designed to avoid isolation from essential services and facilities in the event of flooding. Policy S 2.7: Locate essential public facilities, such as hospitals and fire stations, outside of Flood Hazard Zones, where feasible. Policy S 3.1: Discourage high density and intensity development in VHFHSZs. Policy S 3.2: Consider climate change implications in fire hazard reduction planning for FHSZs. Policy S 3.3: Ensure that the mitigation of fire related property damage and loss in FHSZs limits impacts to biological and other resources. Policy S 3.4: Reduce the risk of wildland fire hazards through the use of regulations and performance standards, such as fire-resistant building materials, vegetation management, fuel modification and other fire hazard reduction programs.	**OurCounty** Strategy 3E: Limit development in high climate-hazard areas. **OurCounty** Action 58: Regularly update the building code, fire code, and Hazard Mitigation Plan to reflect best practice in wildland-urban interface. **Step by Step** Goal 5: Safe Communities **Step by Step** Goal 6: Sustainability and Preservation

ESGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
	Policy S 3.5: Encourage the use of low-volume and well-maintained vegetation that is compatible with the area's natural vegetative habitats. Policy S 3.6: Ensure adequate infrastructure, including ingress, egress, and peak load water supply availability for all projects located in FHSZs. Policy S 3.7: Site and design developments located within FHSZs, such as in areas located near ridgelines and on hilltops, in a sensitive manner to reduce the wildfire risk. Policy S 3.8: Support the retrofitting of existing structures in FHSZs to help reduce the risk of structural and human loss due to wildfire. Policy S 3.9: Adopt by reference the County of Los Angeles Fire Department Strategic Fire Plan, as amended. Policy S 3.11: Support efforts to address unique pest, disease, exotic species and other forest health issues in open space areas to reduce fire hazards and support ecological integrity. Policy S 3.12: Support efforts to incorporate systematic fire protection improvements for open space, including facilitation of safe fire suppression tactics, standards for adequate access for firefighting, fire mitigation planning with landowners and other stakeholders, and water sources for fire suppression	
Policy LU-5.8: Development and Adequate Fire Protections. In fire hazard areas, prohibit development in areas with insufficient access, water pressure, fire flow rates, or other accepted means for adequate fire protection.	Policy LU 11.6: Ensure that subdivisions in VHFHSZs site open space to minimize fire risks, as feasible. Goal S 3: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to fire hazards. Policy S 3.1: Discourage high density and intensity development in VHFHSZs. Policy S 3.2: Consider climate change implications in fire hazard reduction planning for FHSZs. Policy S 3.3: Ensure that the mitigation of fire related property damage and loss in FHSZs limits impacts to biological and other resources. Policy S 3.4: Reduce the risk of wildland fire hazards through the use of regulations and performance standards, such as fire-resistant building materials, vegetation management, fuel modification and other fire hazard reduction programs. Policy S 3.5: Encourage the use of low-volume and well-maintained vegetation that is compatible with the area's natural vegetative habitats. Policy S 3.6: Ensure adequate infrastructure, including ingress, egress, and peak load water supply availability for all projects located in FHSZs. Policy S 3.7: Site and design developments located within FHSZs, such as in areas located near ridgelines and on hilltops, in a sensitive manner to reduce the wildfire risk. Policy S 3.8: Support the retrofitting of existing structures in FHSZs to help reduce the risk of structural and human loss due to wildfire. Policy S 3.9: Adopt by reference the County of Los Angeles Fire Department Strategic Fire Plan, as amended.	**Connect SoCal** goal: Support healthy and equitable communities. **OurCounty** Goal 1: Resilient and healthy community environments where residents thrive in place. **OurCounty** Goal 2: Buildings and infrastructure that support human health and resilience. **OurCounty** Strategy 3E: Limit development in high climate-hazard areas. **OurCounty** Action 58: Regularly update the building code, fire code, and Hazard Mitigation Plan to reflect best practice in wildland-urban interface:

ESGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
	Policy S 3.11: Support efforts to address unique pest, disease, exotic species and other forest health issues in open space areas to reduce fire hazards and support ecological integrity. Policy S 3.12: Support efforts to incorporate systematic fire protection improvements for open space, including facilitation of safe fire suppression tactics, standards for adequate access for firefighting, fire mitigation planning with landowners and other stakeholders, and water sources for fire suppression	
Policy LU-5.9: Fire Hydrant Installation. Support the installation of fire hydrants along Turnbull Canyon Road for added protections against potential wildfires, and in any other locations deemed necessary.	Policy LU 11.6: Ensure that subdivisions in VHFHSZs site open space to minimize fire risks, as feasible. Goal S 3: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to fire hazards. Policy S 3.4: Reduce the risk of wildland fire hazards through the use of regulations and performance standards, such as fire-resistant building materials, vegetation management, fuel modification and other fire hazard reduction programs. Policy S 3.5: Encourage the use of low-volume and well-maintained vegetation that is compatible with the area's natural vegetative habitats. Policy S 3.6: Ensure adequate infrastructure, including ingress, egress, and peak load water supply availability for all projects located in FHSZs. Policy S 3.8: Support the retrofitting of existing structures in FHSZs to help reduce the risk of structural and human loss due to wildfire. Policy S 3.9: Adopt by reference the County of Los Angeles Fire Department Strategic Fire Plan, as amended. Policy S 3.11: Support efforts to address unique pest, disease, exotic species and other forest health issues in open space areas to reduce fire hazards and support ecological integrity. Policy S 3.12: Support efforts to incorporate systematic fire protection improvements for open space, including facilitation of safe fire suppression tactics, standards for adequate access for firefighting, fire mitigation planning with landowners and other stakeholders, and water sources for fire suppression	**Connect SoCal** goal: Support healthy and equitable communities. **OurCounty** Goal 1: Resilient and healthy community environments where residents thrive in place. **OurCounty** Goal 2: Buildings and infrastructure that support human health and resilience. **OurCounty** Strategy 3E: Limit development in high climate-hazard areas. **OurCounty** Action 58: Regularly update the building code, fire code, and Hazard Mitigation Plan to reflect best practice in wildland-urban interface:
Policy LU-5.10: Floodplain Management. Ensure that no public facilities or residential uses are proposed for flood hazard areas. Protect new critical facilities and homes to 2 feet above the 500-year flood elevation.	Policy S 2.1: Discourage development in the County's Flood Hazard Zones. Policy S 2.7: Locate essential public facilities, such as hospitals and fire stations, outside of Flood Hazard Zones, where feasible.	
Policy LU-5.11: Flood Hazard Mitigation and Restoration. Promote use of the natural environment and restoration of soil and native vegetation cover to mitigate flood hazards.	Goal C/NR 7: Protected and healthy watersheds. Policy C/NR 7.2: Support the preservation, restoration and strategic acquisition of available land for open space to preserve watershed uplands, natural streams, drainage paths, wetlands, and rivers, which are necessary for the healthy function of watersheds. Policy C/NR 7.4: Promote the development of multi-use regional facilities for stormwater quality improvement, groundwater recharge, detention/attenuation, flood management, retaining non-stormwater runoff, and other compatible uses.	**Connect SoCal** goal: Support healthy and equitable communities. **OurCounty** Goal 1: Resilient and healthy community environments where residents thrive in place.

ESGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
	Policy C/NR 13.8: Manage development in HMAs to protect their natural and scenic character and minimize risks from natural hazards, such as fire, flood, erosion, and landslides. Policy S 2.1: Discourage development in the County's Flood Hazard Zones. Policy S 2.2: Discourage development from locating downslope from aqueducts. Policy S 2.3: Consider climate change adaptation strategies in flood and inundation hazard planning. Policy S 2.4: Ensure that developments located within the County's Flood Hazard Zones are sited and designed to avoid isolation from essential services and facilities in the event of flooding. Policy S 2.7: Locate essential public facilities, such as hospitals and fire stations, outside of Flood Hazard Zones, where feasible.	**OurCounty** Goal 2: Buildings and infrastructure that support human health and resilience. **OurCounty** Action 36: Evaluate and implement mechanisms, such as a stream protection ordinance, for the protection, preservation, and restoration of natural buffers to waterbodies, such as floodplains, streams, and wetlands. **OurCounty** Strategy 3E: Limit development in high climate-hazard areas. **OurCounty** Action 68: Establish comprehensive and coordinated management guidelines for local waterways, which balance priorities such as water management, flood risk mitigation, habitat, biodiversity, and community preference.
Policy LU-5.12: Flood Attenuation Sites. Support the identification of key flood attenuation and water infiltration sites, such as undeveloped or underutilized sites with gentle slopes, for conservation to mitigate future increases in flood hazards and minimize flood risk. Prioritize areas in the San Gabriel Mountain foothills, along the San Gabriel River, and the valley areas. These sites can be developed as multi-benefit open spaces for public use, flood attenuation, water infiltration, water quality improvements, and habitat.	Goal S 2: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to flood and inundation hazards. Policy S 2.1: Discourage development in the County's Flood Hazard Zones. Policy S 2.2: Discourage development from locating downslope from aqueducts. Policy S 2.3: Consider climate change adaptation strategies in flood and inundation hazard planning. Policy S 2.4: Ensure that developments located within the County's Flood Hazard Zones are sited and designed to avoid isolation from essential services and facilities in the event of flooding. Policy S 2.5: Ensure that the mitigation of flood related property damage and loss limits impacts to biological and other resources. Policy S 2.6: Work cooperatively with public agencies with responsibility for flood protection, and with stakeholders in planning for flood and inundation hazards. Policy S 2.7: Locate essential public facilities, such as hospitals and fire stations, outside of Flood Hazard Zones, where feasible.	**Connect SoCal** goal: Support healthy and equitable communities. **OurCounty** Goal 1: Resilient and healthy community environments where residents thrive in place. **OurCounty** Goal 2: Buildings and infrastructure that support human health and resilience. **OurCounty** Strategy 3E: Limit development in high climate-hazard areas. **OurCounty** Action 36: Evaluate and implement mechanisms, such as a stream protection ordinance, for the protection, preservation, and restoration of natural buffers to waterbodies, such as floodplains, streams, and wetlands.

ESGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-5.13: Flood Incident Reporting. Support programs to facilitate reporting of flooding incidents by residents/communities to address chronic local flooding issues, especially in the low-lying valley areas where there is widespread presence of channelized waterways.	Policy S 2.5: Ensure that the mitigation of flood related property damage and loss limits impacts to biological and other resources. Policy S 2.6: Work cooperatively with public agencies with responsibility for flood protection, and with stakeholders in planning for flood and inundation hazards	**Connect SoCal** goal: Support healthy and equitable communities. **OurCounty** Goal 2: Buildings and infrastructure that support human health and resilience. **OurCounty** Action 42: Develop a plan to ensure effective, well-maintained flood risk mitigation infrastructure to communities and include a mechanism to facilitate reporting of incidents by residents/ municipalities to help identify and address any chronic local flooding issues. **OurCounty** Goal 3: Equitable and sustainable land use and development without displacement
Policy LU-5.14: Permeable Surfaces. Support the use of permeable surfaces for parking lots, walkways, and other locations traditionally covered in non-permeable surfaces like asphalt and cement, to enable water to infiltrate and soak into the ground.	Policy M 7.1: Minimize roadway runoff through the use of permeable surface materials, and other low impact designs, wherever feasible.	**Step by Step** Goal 6: Sustainability and Preservation
Policy LU-5.15: Bioswales and Rain Gardens. Support the use of bioswales and rain gardens along public rights of ways, public and private parking lots, and other facilities to enable runoff to infiltrate and soak into the ground.	Policy C/NR 9.4: Support countywide community garden and urban farming programs. Policy C/NR 6.1: Support the LID philosophy, which incorporates distributed, post-construction parcel-level stormwater infiltration as part of new development. Policy C/NR 6.2: Protect natural groundwater recharge areas and regional spreading grounds. Policy C/NR 6.3: Actively engage in stakeholder efforts to disperse rainwater and stormwater infiltration BMPs at regional, neighborhood, infrastructure, and parcel-level scales.	**2045 CAP** Measure A3: Expand Unincorporated Los Angeles County's Tree Canopy and Green Spaces **Step by Step** Goal 6: Sustainability and Preservation **OurCounty** Goal 2: Buildings and infrastructure that support human health and resilience. **OurCounty Strategy** 2D: Ensure a climate-appropriate, healthy urban tree canopy that is equitably distributed.
Policy LU-5.16: Coordinated Planning of Storm Drain Improvements. Coordinate inter-jurisdictional planning of storm drain improvements where these facilities cross municipal boundaries.	Policy C/NR 7.4: Promote the development of multi-use regional facilities for stormwater quality improvement, groundwater recharge, detention/attenuation, flood management, retaining non-stormwater runoff, and other compatible uses. Goal PS/F 4: Reliable sewer and urban runoff conveyance treatment systems. Policy PS/F 4.1: Encourage the planning and continued development of efficient countywide sewer conveyance treatment systems.	**OurCounty** Goal 2: Buildings and infrastructure that support human health and resilience. **OurCounty** Strategy 2C: Create an integrated and resilient water system. **OurCounty** Action 39: Develop incentives for residential and commercial/small business water

ESGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
	Policy PS/F 4.2: Support capital improvement plans to improve aging and deficient wastewater systems, particularly in areas where the General Plan encourages development, such as TODs. Policy PS/F 4.3: Ensure the proper design of sewage treatment and disposal facilities, especially in landslide, hillside, and other hazard areas. Policy PS/F 4.4: Evaluate the potential for treating stormwater runoff in wastewater management systems or through other similar systems and methods	conservation and stormwater retrofits, particularly those that use a multi-benefit, watershed approach.
Goal LU-6: The ESGV's natural resources and open spaces are preserved, protected, and, where possible, restored and expanded for the health, safety, and enjoyment of existing and future populations.		
Policy LU-6.1: Natural Resource Protection. Preserve existing and restore or acquire additional natural areas for the continued protection of the ESGV's natural resources.	Policy LU 1.5: In the review of a project-specific amendment(s) to convert OS-C designated lands to other land use designations, ensure that the project-specific amendment(s) does not contribute to the overall loss of open space that protects water quality, provides natural habitats, and contributes to improved air quality. Policy LU 3.1: Encourage the protection and conservation of areas with natural resources, and SEAs. Policy AQ 2.3: Support the conservation of natural resources and vegetation to reduce and mitigate air pollution impacts. Policy C/NR 1.1: Implement programs and policies that enforce the responsible stewardship and preservation of dedicated open space areas. Policy C/NR 1.2: Protect and conserve natural resources, natural areas, and available open spaces.	**Connect SoCal** goal: Promote conservation of natural and agricultural lands and restoration of habitats. **OurCounty** Goal 5: Thriving ecosystems, habitats, and biodiversity. **OurCounty** Goal 6: Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities. **Step by Step** Goal 6: Sustainability and Preservation
Policy LU-6.2: Significant Ecological Areas and Undeveloped Hillsides. Discourage development that threatens sensitive biological resources within SEAs and undeveloped hillsides in the ESGV.	Policy LU 3.1: Encourage the protection and conservation of areas with natural resources, and SEAs. Policy C/NR 3.8: Discourage development in areas with identified significant biological resources, such as SEAs. Policy C/NR 13.8: Manage development in HMAs to protect their natural and scenic character and minimize risks from natural hazards, such as fire, flood, erosion, and landslides. Policy S 1.3: Require developments to mitigate geotechnical hazards, such as soil instability and landsliding, in Hillside Management Areas through siting and development standards.	**Connect SoCal** goal: Promote conservation of natural and agricultural lands and restoration of habitats. **Los Angeles County Hillside Management Area (HMA) Ordinance** goal: to locate development outside of HMAs to the extent feasible. **OurCounty** Goal 5: Thriving ecosystems, habitats, and biodiversity. **Step by Step** Goal 6: Sustainability and Preservation

ESGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-6.3: Habitat Disturbance and Fragmentation. Direct development away from sensitive habitat areas and minimize or prevent any activity or development that will disturb or fragment natural habitat.	Policy LU 3.1: Encourage the protection and conservation of areas with natural resources, and SEAs. Policy LU 1.5: In the review of a project-specific amendment(s) to convert OS-C designated lands to other land use designations, ensure that the project-specific amendment(s) does not contribute to the overall loss of open space that protects water quality, provides natural habitats, and contributes to improved air quality. Policy LU 11.4: Encourage subdivisions to utilize sustainable design practices, such as maximizing energy efficiency through lot configuration; preventing habitat fragmentation; promoting stormwater retention; promoting the localized production of energy; promoting water conservation and reuse; maximizing interconnectivity; and utilizing public transit.	**Connect SoCal** goal: Promote conservation of natural and agricultural lands and restoration of habitats. **OurCounty** Goal 5: Thriving ecosystems, habitats, and biodiversity.
Policy LU-6.4: Natural Buffers. Require natural buffers to separate development areas from SEAs and natural resources.	Policy LU 3.1: Encourage the protection and conservation of areas with natural resources, and SEAs. Policy C/NR 3.8: Discourage development in areas with identified significant biological resources, such as SEAs.	**Connect SoCal** goal: Promote conservation of natural and agricultural lands and restoration of habitats. **OurCounty** Goal 5: Thriving ecosystems, habitats, and biodiversity. **Step by Step** Goal 6: Sustainability and Preservation
Policy LU-6.5: Limit Conversion of Agricultural and Working Lands. Limit the potential conversion of agricultural, working lands, and equestrian land to residential uses or other development.	Policy LU 6.3: Encourage low density and low intensity development in rural areas that is compatible with rural community character, preserves open space, and conserves agricultural land. Goal C/NR 8: Productive farmland that is protected for local food production, open space, public health, and the local economy. Policy C/NR 8.1: Protect ARAs, and other land identified as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance by the California Department of Conservation, from encroaching development and discourage incompatible adjacent land uses. Policy C/NR 8.2: Discourage land uses in ARAs, and other land identified as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance by the California Department of Conservation, that are incompatible with agricultural activities. Policy ED 2.9 Support zoning incentives for the operation of farms in Agricultural Resource Areas (ARAs).	**2045 CAP** Strategy 9: Conserve Agricultural and Working Lands, Forest and Working Lands **2045 CAP** Strategy 10 Sequester Carbon and Implement Sustainable Agriculture
Policy LU-6.6: Waterways. Maintain, protect, restore, and enhance stormwater channels, rivers, creeks, and waterways, as critical natural resources that link unincorporated ESGV communities together and as natural assets that characterize a historically water-rich region.	Policy C/NR 5.1: Support the LID philosophy, which seeks to plan and design public and private development with hydrologic sensitivity, including limits to straightening and channelizing natural flow paths, removal of vegetative cover, compaction of soils, and distribution of naturalistic BMPs at regional, neighborhood, and parcel-level scales.	**OurCounty** Goal 5: Thriving ecosystems, habitats, and biodiversity. **OurCounty** Goal 6: Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities.

ESGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-6.7: Open Space. Offer incentives for the voluntary creation of dedicated open space on private property.	Policy AQ 2.3: Support the conservation of natural resources and vegetation to reduce and mitigate air pollution impacts. Policy C/NR 1.1: Implement programs and policies that enforce the responsible stewardship and preservation of dedicated open space areas. Policy C/NR 1.2: Protect and conserve natural resources, natural areas, and available open spaces. Policy C/NR 2.4: Collaborate with public, non-profit, and private organizations to acquire and preserve available land for open space.	**Connect SoCal** goal: Promote conservation of natural and agricultural lands and restoration of habitats. **OurCounty** Goal 5: Thriving ecosystems, habitats, and biodiversity. **Step by Step** Goal 6: Sustainability and Preservation
Goal LU-7: Residents are engaged in a transparent and accessible planning and development process, with easy access to information presented in languages representative of community members and using wording that is clear and easy to understand.		
Policy LU-7.1: Community Outreach. Community engagement and outreach is conducted early and often in the design of development projects, public projects, and in the preparation of policy documents with attention to reaching community members not usually active in the planning process.	Goal LU 2: Community-based planning efforts that implement the General Plan and incorporate public input, and regional and community level collaboration. Policy LU 2.2: Ensure broad outreach, public participation, and opportunities for community input in community-based planning efforts. Policy LU 2.3: Consult with and ensure that applicable County departments, adjacent cities and other stakeholders are involved in community-based planning efforts. Policy LU 2.4: Coordinate with other local jurisdictions to develop compatible land uses. Policy LU 2.5: Support and actively participate in inter-jurisdictional and regional planning efforts to help inform community-based planning efforts. Policy LU 2.6: Consider the role of arts and culture in community-based planning efforts to celebrate and enhance community character. Policy LU 10.1: Encourage community outreach and stakeholder agency input early and often in the design of projects. Policy M 4.3: Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input.	**2016 Active Transportation Strategic Plan** goal: Foster health, equitable, and economically vibrant communities where all residents have greater transportation choices and access to key destination, such as jobs, medical facilities, schools, and recreation. **OurCounty** Goal 11: Inclusive, transparent, and accountable governance that facilitates participation in sustainability efforts, especially by disempowered communities **Step by Step** Goal 6: Sustainability and Preservation
Policy LU-7.2: **Project Presentations for Community Groups.** Applicants for discretionary development projects present proposed projects early in the application process to the appropriate community group, as directed by DRP, to keep community members informed and aware of potential projects. Applicants will be directed to present proposed projects on multiple occasions as needed.	Goal LU 2: Community-based planning efforts that implement the General Plan and incorporate public input, and regional and community level collaboration. Policy LU 2.2: Ensure broad outreach, public participation, and opportunities for community input in community-based planning efforts. Policy LU 2.3: Consult with and ensure that applicable County departments, adjacent cities and other stakeholders are involved in community-based planning efforts. Policy LU 2.5: Support and actively participate in inter-jurisdictional and regional planning efforts to help inform community-based planning efforts. Policy LU 10.1: Encourage community outreach and stakeholder agency input early and often in the design of projects.	**2016 Active Transportation Strategic Plan** goal: Foster health, equitable, and economically vibrant communities where all residents have greater transportation choices and access to key destination, such as jobs, medical facilities, schools, and recreation. **2016 Active Transportation Strategic Plan** objective: Develop supporting programs and policies related to education, enforcement, encouragement, and evaluation. **OurCounty** Goal 11: Inclusive, transparent, and accountable governance that facilitates participation

ESGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
		in sustainability efforts, especially by disempowered communities. **Step by Step** Goal 6: Sustainability and Preservation
Policy LU-7.3: Partnerships for a Variety of Engagement Methods. Partner with community groups, local community-based organizations (CBOs), and public agencies to support community-led programming and arts-based engagement and education initiatives.	Policy LU 2.3: Consult with and ensure that applicable County departments, adjacent cities and other stakeholders are involved in community-based planning efforts. Policy LU 2.4: Coordinate with other local jurisdictions to develop compatible land uses. Policy LU 2.5: Support and actively participate in inter-jurisdictional and regional planning efforts to help inform community-based planning efforts. Policy LU 10.1: Encourage community outreach and stakeholder agency input early and often in the design of projects.	**2016 Active Transportation Strategic Plan** objective: Work with partners to create a regional active transportation network. **OurCounty** Goal 11: Inclusive, transparent, and accountable governance that facilitates participation in sustainability efforts, especially by disempowered communities **OurCounty** Goal 12: A commitment to realize OurCounty sustainability goals through creative, equitable, and coordinated funding and partnerships. **Step by Step** Goal 6: Sustainability and Preservation
Policy LU-7.4: Resources for Public Engagement. Provide educational resources in multiple languages on the planning and development process that clarify proposed changes and their impacts, to enable improved understanding and participation in the planning decision-making process.	Policy LU 2.2: Ensure broad outreach, public participation, and opportunities for community input in community-based planning efforts. Policy LU 2.3: Consult with and ensure that applicable County departments, adjacent cities and other stakeholders are involved in community-based planning efforts. Policy LU 10.1: Encourage community outreach and stakeholder agency input early and often in the design of projects.	**2016 Active Transportation Strategic Plan** goal: Foster health, equitable, and economically vibrant communities where all residents have greater transportation choices and access to key destination, such as jobs, medical facilities, schools, and recreation. **2016 Active Transportation Strategic Plan** objective: Develop supporting programs and policies related to education, enforcement, encouragement, and evaluation. **OurCounty** Goal 11: Inclusive, transparent, and accountable governance that facilitates participation in sustainability efforts, especially by disempowered communities

SOURCE: DRP 2015a, 2015b, 2022b; SCAG 2016, 2020; County of Los Angeles 2019; DPH 2019.

Impact Analysis

Impact 4.10-1: Would the ESGVAP cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact?

Less than Significant Impact. The ESGVAP Land Use Element is a component of the Los Angeles County General Plan and is guided by the General Plan's Guiding Principles. Further, the ESGVAP "is consistent with the General Plan's goals and policies...(t)he County has established procedures to ensure internal consistency between elements." As stated in the ESGVA Land Use Element, the Los Angeles General Plan inspired the ESGVAP goals of providing efficient use of land, encouraging green building, enhancing walkability, and integrating land use and mobility throughout its communities (DRP 2022a). These statements in addition to those listed above in *Proposed Project Characteristics and ESGVAP Goals and Policies* indicate that ESGVAP is consistent with the Los Angeles County General Plan. Table 4.10-3 above shows that ESGVAP land use goals and policies are consistent with the Los Angeles County General Plan and other regional land use plans adopted to avoid or mitigation impacts on the natural or built environment. No inconsistent policies were identified, nor were any proposed ESGVAP policies found to potentially conflict with the intent of regional plans or preclude the attainment of regional plans' primary goals. Therefore, the ESGVAP would result in a less than significant impact related to the planning and land use criterion addressed in this analysis.

Cumulative Impacts

Impact 4.10-2: Would the Project, when combined with other past, present, or reasonably foreseeable projects, cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact?

Less than Significant Impact. Other projects in or near the ESGV Plan Area that have been approved in the past or will be approved in the reasonably foreseeable future include development projects that when combined, have the potential to result in potential inconsistency with the General Plan or other regional and use plans adopted to avoid or mitigation environmental impacts. These projects, like the proposed ESGVAP, would be subject to CEQA and would be required to comply with planning documents, such as the Los Angeles County General Plan, general plans prepared by nearby cities, and regional plans, such as the ESGVAP, SCAG's Regional Comprehensive Plan, and the SCAG RTP/SCS. These plans have been prepared to be consistent with each other. Projects would be approved if they meet the goals and policies of these planning documents, which have been prepared to reduce environmental impacts. The ESGVAP in combination with other cumulative growth in Los Angeles County would contribute to a less than significant impact due to inconsistency with the General Plan or other regional and use plans adopted to avoid or mitigation environmental impacts. No mitigation is required.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No significant impacts have been identified requiring mitigation and no significant and unavoidable impacts would occur.

4.10.3 References

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4.11 Noise

This section discusses the fundamentals of sound and vibration; estimates the existing sound environment; examines federal, state, and local noise guidelines, policies, and standards; reviews noise levels at existing receptor locations; evaluates potential noise impacts associated with the Proposed County of Los Angeles East San Gabriel Valley Area Plan (ESGVAP or Project); and provides mitigation to reduce noise impacts at noise sensitive receiving land uses. This evaluation uses procedures and methodologies that include those as specified by or emulate those of Caltrans and the Federal Highway Administration (FHWA). This section evaluates the potential for the Project to result in noise impacts in the unincorporated areas of the ESGVAP area. Additional information related to this section is included in the technical appendices to this Draft PEIR (**Appendix G**, *Noise Modeling Data*).

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (**Appendix A**). Comments received did not identify any substantive issues or questions related to Noise. **Table 1-1**, *Notice of Preparation and Comment Letters Summary*, in Chapter 1, *Introduction*, includes a summary of all comments received during the scoping comment period.

4.11.1 Environmental Setting

This section discusses the existing environmental setting relative to noise. As described in Chapter 3, *Project Description*, the Project is evaluated at a programmatic level and the analysis is based on information available to the County where reasonably foreseeable, direct, and indirect physical changes in the environment could be considered. As a result, this section describes generally the Project Area and, where applicable, the general areas of future potential land use changes as part of implementing the ESGVAP, as those are the areas that may result in changes to the environment that weren't already considered in previous environmental analyses or studies.

Regulatory Setting

Federal Laws, Regulations, and Policies

The Noise Control Act of 1972 establishes a national policy to promote an environment for all Americans to be free from noise that jeopardizes their health and welfare.

Information on Levels of Environmental Noise Requisite to Protect Health and Welfare with an Adequate Margin of Safety, commonly referenced as the "Levels Document," establishes an L_{dn} of 55 dBA as the requisite level, with an adequate margin of safety, for areas of outdoor uses, including residences and recreation areas (USEPA 1974). This document identifies safe levels of environmental noise exposure without consideration of costs for achieving these levels or other potentially relevant considerations.

The Federal Energy Regulatory Commission Guidelines on Noise Emissions from Compressor Stations, Substations, and Transmission Lines, require that

> *"the noise attributable to any new compressor stations, compression added to an existing station, or any modification, upgrade, or update of an existing station must not exceed a L_{dn} of 55 dBA ("A-weighted decibel") at any preexisting noise-sensitive area (such as schools, hospitals, or residences)."*

This policy was adopted based on the USEPA-identified level of significance of 55 L_{dn} dBA.

Federal Highway Administration

The purpose of the Federal Highway Administration (FHWA) Noise Abatement Procedure is to provide procedures for noise studies and noise abatement measures to help protect the public health and welfare, supply noise abatement criteria, and establish requirements for information to be given to local officials for use in the planning and design of highways. It establishes five categories of noise-sensitive receptors and prescribes the use of the hourly L_{eq} as the criterion metric for evaluating traffic noise impacts.

Department of Housing and Urban Development (HUD)

The Department of Housing and Urban Development regulations set forth the following exterior noise standards for new home construction assisted or supported by the department:

- 65 L_{dn} or less – Acceptable
- 65 L_{dn} and < 75 L_{dn} – Normally unacceptable, appropriate sound attenuation measures must be provided
- 75 L_{dn} – Unacceptable

HUD's regulations do not contain standards for interior noise levels. Rather a goal of 45 dBA is set forth, and attenuation requirement are gears to achieve that goal.

Occupational Safety and Health Administration

The Occupational Safety and Health Administration (OSHA) Occupation Noise Exposure Hearing Conservation Amendment (Federal Register 48 [46], 9738–9785, 1983) stipulate that protection against the effects of noise exposure shall be provided for employees when sound levels exceed 90 dBA over an 8-hour exposure period. Protection shall consist of feasible administrative or engineering controls. If such controls fail to reduce sound levels to within acceptable levels, personal protective equipment shall be provided and used to reduce exposure of the employee. Additionally, a Hearing Conservation Program must be instituted by the employers whenever employee noise exposure equals or exceeds the action level of an 8-hour time-weighted average sound level of 85 dBA. The Hearing Conservation Program requirements consist of periodic area and personal noise monitoring, performance and evaluation of audiograms, provision of hearing protection, annual employee training, and record keeping.

Federal Transit Administration and California Department of Transportation

The criteria for environmental impact from groundborne vibration are based on the maximum levels for a single event. **Table 4.11-1**, *Construction Vibration Damage Criteria*, lists the

potential vibration damage criteria associated with construction activities, as suggested in the *Transit Noise and Vibration Impact Assessment* (FTA 2018).

TABLE 4.11-1
CONSTRUCTION VIBRATION DAMAGE CRITERIA

Building Category	PPV (inch/sec)	Approximate L_V[a]
Reinforced-concrete, steel or timber (no plaster)	0.50	102
Engineered concrete and masonry (no plaster)	0.30	98
Non-engineered timber and masonry buildings	0.20	94
Buildings extremely susceptible to vibration damage	0.12	90

NOTES:
PPV = peak particle velocity; L_V = velocity in decibels; inch/sec = inches per second

[a] Root-mean-square velocity in decibels (VdB) re 1 microinch per second.

SOURCE: FTA 2018, Table 7-5

Federal Transit Administration (FTA) guidelines show that a vibration level of up to 102 VdB (equivalent to 0.5 inch/sec in RMS) (FTA 2018) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 inch/sec in RMS). The RMS values for building damage thresholds referenced above are shown in **Table 4.11-2**, *Guideline Vibration Damage Potential Threshold Criteria*, which is taken from the *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020).

TABLE 4.11-2
GUIDELINE VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA

	Maximum PPV (inch/sec)	
Structure and Condition	Transient Sources[a]	Continuous/Frequent Intermittent Sources[b]
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

NOTES: PPV = peak particle velocity; inch/sec = inches per second

[a] Transient sources create a single, isolated vibration event, such as blasting or drop balls.

[b] Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

SOURCE: Caltrans 2020, Table 19.

Based on Table 8-3 in the FTA's *Transit Noise and Vibration Impact Assessment* (FTA 2018), interpretation of vibration criteria for detailed analysis is 78 VdB for residential uses during daytime hours. During nighttime hours, the vibration criterion is 72 VdB. For office and office buildings, the FTA guidelines suggest that a vibration level of 84 VdB should be used for detailed analysis.

State Laws, Regulations, and Policies

California Code of Regulations

California Code of Regulations (CCR) Title 24 establishes the California Building Code (CBC). The most recent building standard adopted by the legislature and used throughout the state is the 2019 version, which took effect on January 1, 2020. The State of California's noise insulation standards are codified in the CBC (Title 24, Part 2, Chapter 12). These noise standards are for new construction in California for the purposes of interior compatibility with exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residences, schools, or hospitals, are near major transportation noises, and where such noise sources create an exterior noise level of 60 dBA CNEL, or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels.

All new multi-family housing must comply with California Code of Regulations (CCR) Title 24 – included in the California Building Code (CBC), Section 1207, "Sound Transmission". The California Building Code underwent a major reform in 2013 whereby Sections 1207.1 to 1207.13 which were in effect since 1974 were repealed and Section 1207 from the International Building Code were adopted instead. The IBC and hence the CBC, however, does not have any requirements for interior noise attributable to exterior sources, instead relying on local General Plan requirements. The California Department of Housing and Community Development later amended Section 1207 of the Code by re-incorporating, under subsection 1207.4, Allowable interior noise levels the requirement limiting interior noise to no more than 45 Ldn or CNEL, as applicable so as to be consistent with the local jurisdiction's Noise Element requirements. The new language reads as follows:

> ***1207.4 Allowable interior noise levels.*** *Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either the day-night average sound level (Ldn) or the community noise equivalent level (CNEL), consistent with the noise element of the local general plan.*

California Department of Transportation Vibration/Groundborne Noise Standards

California has not adopted statewide standards or regulations for evaluating vibration or groundborne noise impacts from land use development projects facilitated by the ESGVAP measures and actions. However, Caltrans, in its *Transportation and Construction Vibration Guidance Manual*, recommends vibration criteria that may be used for evaluating groundborne vibration impacts (Caltrans 2020). The Caltrans vibration thresholds are shown in **Table 4.11-3**, *Guideline Vibration Damage Potential Threshold Criteria*.

TABLE 4.11-3
GUIDELINE VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources[a]	Continuous/Frequent Intermittent Sources[b]
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

NOTES: in/sec = inches per second; PPV = peak particle velocity

[a] Transient sources create a single, isolated vibration event, such as blasting or drop balls.

[b] Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

SOURCE: Caltrans 2020, Table 19.

Local Laws, Regulations, and Policies

County of Los Angeles

The Project is located within unincorporated County of Los Angeles. Applicable County of Los Angeles noise standards and policies are described below.

County Noise Ordinance

Noise Ordinance. The County of Los Angeles Noise Ordinance, contained in County Code, Chapter 12.08 Noise Control, identifies exterior noise standards for any source of sound at any location within the unincorporated areas of the County, and specific noise restrictions, exemptions, and variances for exterior noise sources. Several of the ordinance requirements are applicable to aspects of the Project and are discussed below.

Section 12.08.390 – Exterior noise standards, establishes the following exterior noise standards and as summarized in **Table 4.11-4**, *Exterior Noise Standards, L_{50}*.

TABLE 4.11-4
EXTERIOR NOISE STANDARDS, L_{50}

Noise Zone	Designated Noise Zone Land Use	Time Interval	Exterior Noise Level (dBA)
I	Noise Sensitive Area	Anytime	45
II	Residential Area	10:00 p.m.-7:00 a.m.	45
		7:00 a.m. -10:00 p.m.	50
III	Commercial Area	10:00 p.m. -7:00 a.m.	55
		7:00 a.m. -10:00 p.m.	60
IV	Industrial Area	Anytime	70

As stated in the descriptions after the exterior noise levels in its Section 12.08.390 – Exterior noise standards, the above noise level limits may not be exceeded for a cumulative period of more than 30 minutes in any hour. If the existing ambient L_{50} exceeds these levels, then the ambient L_{50} becomes the exterior noise levels. For events shorter than 30 minutes, higher noise limits are used for the exterior noise standards. For example, 5, 10, and 15 dBA are added to the above noise limits for events less than 15, 5, and 1 minute, respectively. Twenty dBA above noise limits (70 dBA Lmax during the day and 65 dBA Lmax during the night) may not be exceeded for any period of time.

Similarly, for interior noise standards, the County in its County Code, Section 12.08.400 – Interior noise standards, sets an allowable interior noise level of 45 dBA for the period from 7:00 a.m. to 10:00 p.m. and 40 dBA for the period from 10:00 p.m. to 7:00 a.m. for all multifamily residential uses. In Section 12.08.400, after the identification of the above interior noise levels, it also states that, for events shorter than 5 minutes in any hour, the noise standard is increased in 5 dBA increments in each standard. For example, 5 and 10 dBA are added to these noise limits for events less than 5 minutes and 1 minute, respectively. If the measured ambient noise reflected by the L_{50} exceeds that permissible within any of the interior noise standards, the allowable interior noise level shall be increased in 5 dBA increments in each standard, as appropriate, to reflect said ambient noise level.

As part of Specific Noise Restrictions in Part 4 of the County Code, Section 12.08.440 – Construction noise, the County also has the following construction noise restrictions:

A. Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays, such that the sound there from creates a noise disturbance across a residential or commercial real-property line, except for emergency work of public service utilities or by variance issued by the health officer is prohibited.

B. Noise Restrictions at Affected Structures. The contractor shall conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed those listed in the following schedule:

    1. At Residential Structures.

        a. Mobile Equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) or of mobile equipment:

	Single-family Residential	Multi-family Residential	Semiresidential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	75 dBA	80 dBA	85 dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	60 dBA	64 dBA	70 dBA

b. Stationary Equipment. Maximum noise level for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment:

	Single-family Residential	Multi-family Residential	Semiresidential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 8:00 p.m.	60 dBA	65 dBA	70 dBA
Daily, 8:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	50 dBA	55 dBA	60 dBA

2. At Business Structures.

a. Mobile equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation of mobile equipment:

Daily, including Sunday and legal holidays, all hours: maximum of 85 dBA.

C. All mobile or stationary internal-combustion-engine powered equipment or machinery shall be equipped with suitable exhaust and air-intake silencers in proper working order.

D. In case of a conflict between this chapter [Chapter 12.08, Section 12.08.440, Construction Noise] and any other ordinance regulating construction activities, provisions of any specific ordinance regulating construction activities shall control.

For planning purposes, the 24-hour average sound levels (CNEL) are roughly equivalent to L_{eq} measurements plus 5 dBA when traffic is the dominant noise source (Office of Noise Control 1976, 21).

The Los Angeles County Noise Ordinance, Section 12.08.350, provides a presumed perception threshold of 0.01 in/sec RMS. The vibration level of 0.01 in/sec RMS is equivalent to 0.04 in/sec PPV.

County General Plan Goals and Policies

Noise Element of the General Plan. The California Government Code Section 65302(g) requires that a noise element be included in the General Plan of each county and city in the State. The Introduction paragraph on Page 1 of Chapter 11, Noise Element, states that the purpose of the Noise Element of the County of Los Angeles General Plan is to reduce and limit the exposure of the general public to excessive noise levels. The Noise Element sets the goals and policy direction for the management of noise in the unincorporated areas.

The County in its General Plan, Chapter 11: Noise Element, IV. Goals and Policies, Policy N 1.9, states "Require construction of suitable noise attenuation barriers on noise sensitive uses that would be exposed to exterior noise levels of 65 dBA CNEL, and above, when unavoidable impacts are identified." Therefore, the 65 dBA CNEL is used in this noise impact study as the exterior noise standard. This is similar to the exterior noise standard recommended for residential uses in the State's guidelines (Table C) as will be discussed below in this noise impact analysis.

Existing Environmental Conditions

Existing land uses within the Planning Area, and within the surrounding areas, include residential, commercial, schools, light industrial, vacant lots, open space, and parks.

Ambient Noise Levels

The predominant existing noise source on the Project Site and surrounding areas is traffic noise on freeways and local streets. Ambient noise levels were taken at six locations that were included in the previous noise study conducted as part of the County General Plan Update. These locations include the following:

- 15156 Gale Avenue
- Buddhist Tzu Chi Foundation
- 17175 Colima Road
- 19650 Reedview Drive
- San Angelo Park Community Center
- 15955 E. San Bernardino Road

There are 10 locations within the Plan area that were selected for short-term noise measurements. These locations include the following:

- Hollyvale Street & South Barranca Avenue
- Hollenbeck Avenue & Edna Place
- Grand Avenue & E. Puente Street
- S. Hacienda Boulevard & Colima Road
- Suzanne Road & Valley Boulevard
- S. Glendora Avenue & Francisquito Avenue
- Amar Road & Sunset Avenue
- Broken Spur Road & Baseline Road
- Sierra Madre Avenue & Barranca Avenue
- Cal Poly Pomona (W. Temple Avenue & S. Campus Drive)

The following four locations were selected for long-term noise measurements:

- Amar Road & N. Feather Avenue
- Valley Boulevard & Trafalgar Avenue
- E. Payson Street & N. Clydebank Avenue
- E. Cienega Avenue & Bonnie Cove Avenue

From March 7 to March 11, 2022, short-term (15-minute duration) daytime ambient noise measurements were conducted at 16 locations shown in **Figure 4.11-1,** *Ambient Noise Monitoring Locations*, which represent the ambient noise environment in the vicinity of noise sensitive receptors within the ESGVAP. A summary of noise measurements is provided in **Table 4.11-5**, *Summary of Ambient Short-Term Noise Measurements*. Average noise levels range from 44.8 dBA to 75.8 dBA L_{eq}. Some of the ambient noise levels measured represent the locations where the ambient noise levels were measured are occupied with sporadic development or located in a quiet neighborhood with little community traffic. Other areas where the ambient noise levels measured are higher than 65 dBA Leq are in densely developed areas or near high-volume roadways.

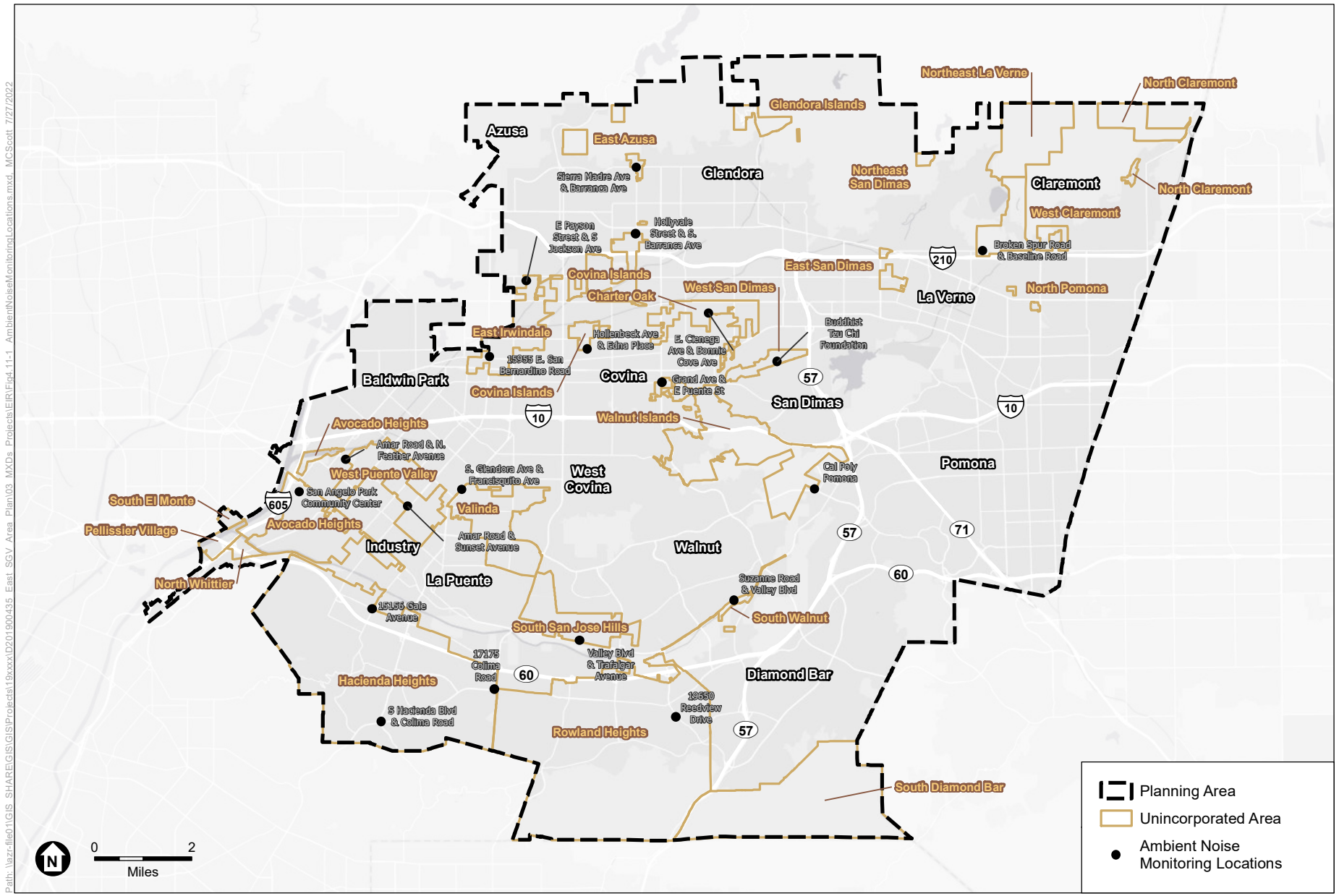
TABLE 4.11-5
SUMMARY OF AMBIENT SHORT-TERM NOISE MEASUREMENTS

Location, Duration, and Date of Measurements	Duration	Average L_{eq}
R1, Broken Spur Road & Baseline Road, 3/7/2022, (8:59 AM to 9:14 AM)	15 minutes	67.5
R2, Hollyvale Street & South Barranca Avenue, 3/7/2022, (11:05 AM to 11:20 AM)	15 minutes	66.1
R3, Buddhist Tzu Chi Foundation, 3/7/2022, (10:06 AM to 10:21 AM)	15 minutes	44.8
R4, Sierra Madre Avenue & Barranca Avenue, 3/7/2022, (10:43 AM to 10:58 AM)	15 minutes	68.3
R5, Grand Avenue & E. Puente Street, 3/8/2022, (10:22 AM to 10:37 AM)	15 minutes	70.3
R6, Hollenbeck Avenue & Edna Place, 3/8/2022, (10:55 AM to 11:10 AM)	15 minutes	69.2
R7, 15955 E. San Bernardino Road, 3/8/2022, (11:19 AM to 11:34 AM)	15 minutes	74.2
R8, S. Glendora Avenue & Francisquito Avenue, 3/9/2022, (12:30 PM to 12:45 PM)	15 minutes	71.5
R9, Amar Road & Sunset Avenue, 3/9/2022, (1:26 PM to 1:41 PM)	15 minutes	74.2
R10, San Angelo Park Community Center, 3/9/2022, (1:55 PM to 2:10 PM)	15 minutes	65.3
R11, 15156 Gale Avenue, 3/10/2022, (1:44 PM to 1:59 PM)	15 minutes	71.7
R12, S. Hacienda Boulevard & Colima Road, 3/10/2022, (2:21 PM to 2:36 PM)	15 minutes	74.2
R13, 17175 Colima Road, 3/10/2022, (2:54 PM to 3:09 PM)	15 minutes	69.9
R14, 19650 Reedview Drive, 3/10/2022, (3:43 PM to 3:58 PM)	15 minutes	52.2
R15, Suzanne Road & Valley Boulevard, 3/11/2022, (4:49 PM to 5:04 PM)	15 minutes	75.8
R16, Cal Poly Pomona (W. Temple Avenue & S. Campus Drive), 3/11/2022, (5:28 PM to 5:43 PM)	15 minutes	70.3

NOTE:
The ambient noise measurements were conducted using the Larson-Davis 820 Precision Integrated Sound Level Meter, which is a Type 1 standard instrument as defined in the American National Standard Institute S1.4. All instruments were calibrated and operated according to the applicable manufacturer specifications. The microphone was placed at a height of 5 feet above the local grade at the following locations.

SOURCE: ESA 2022

Similarly, from March 7 to March 18, 2022, long-term (24-hour duration) ambient noise measurements were conducted at 4 locations shown in Figure 4.11-1, *Ambient Noise Monitoring Locations,* and represent the ambient noise environment in the vicinity of noise sensitive receptors within the ESGVAP. A summary of noise measurements is provided in **Table 4.11-6**, *Summary of Ambient Long-Term Noise Measurements.* Average noise levels range from 60.0 dBA to 71.9 dBA L_{eq}. These noise level ranges represent ambient noise environment in the urban/suburban areas that are either developed or surrounded by developed land uses.



SOURCE: ESRI; Los Angeles County GIS; ESA, 2022.

East San Gabriel Valley Area Plan

Figure 4.11-1
Ambient Noise Monitoring Locations

TABLE 4.11-6
SUMMARY OF AMBIENT LONG-TERM NOISE MEASUREMENTS

Location, Duration, and Date of Measurements	Duration	Average L_{eq}
R17, E. Cienega Avenue & Bonnie Cove Avenue, 3/7/2022, (9:38 AM to 9:59 AM)	24 hours, 21 minutes	64.3
R18, E. Payson Street & N. Clydebank Avenue, 3/8/2022, (12:00 PM to 12:04 PM)	24 hours, 4 minutes	60.0
R19, Amar Road & N. Feather Avenue, 3/9/2022, (1:06 PM to 1:11 PM)	24 hours, 5 minutes	71.9
R20, Hollingworth St & Frankfurt Ave, 3/17/2022, (12:00 AM to 12:00 AM)	24 hours, 42 minutes	73.7

NOTE:

The ambient noise measurements were conducted using the Larson-Davis 820 Precision Integrated Sound Level Meter, which is a Type 1 standard instrument as defined in the American National Standard Institute S1.4. All instruments were calibrated and operated according to the applicable manufacturer specifications. The microphone was placed at a height of 5 feet above the local grade at the following locations.

SOURCE: ESA 2022

4.11.2 Environmental Impacts

Methodology

Key Concepts/Terminology

For Project construction, typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 feet between the equipment and a noise receptor, are taken from the FHWA Roadway Construction Noise Model (RCNM) (FHWA 2006).

During operation of the Project Site, noise generated from off-site mobile noise sources such as vehicular traffic is assessed with the Federal Highway Administration (FHWA) approved traffic noise source noise modeling guidelines.

Approach

Noise impacts were evaluated by determining the noise levels generated by the different types of on-site construction activity and equipment that would be used on the Project Site that could be operating simultaneously, calculating the construction-related noise levels at the sensitive receptor locations, and comparing these construction-related noise levels to the applicable significance thresholds.

Traffic noise attributable to Project operations was calculated and compared to noise levels that would occur under the "without Project" condition and the increase is compared to the applicable significance thresholds.

Construction Noise

Because precise descriptions and locations of activities involving the construction of site-specific projects facilitated by the East San Gabriel Valley Area Plan are not known at this time, predictions of construction noise impacts were based on noise from conventional heavy

construction equipment from the FHWA Roadway Construction Noise Model based on maximum sound levels (L_{max}) and average sound levels using default "acoustical usage factors" as presented in Table 1 of the *Roadway Construction Noise Model User's Guide* (FHWA 2006). The EIR also evaluates the potential for future projects facilitated by East San Gabriel Valley Area Plan measures and actions to exceed the Los Angeles County Noise Ordinance, per Section 12.08.440 of the Los Angeles County Code, for construction noise with respect to potential projects lasting 10 days or less in total duration, or greater than 10 days in total duration.

Roadway Traffic Noise

Implementation of the East San Gabriel Valley Area Plan is expected to reduce overall Countywide vehicle trips and vehicle miles traveled (VMT). However, the localized impact on roadway traffic volumes in specific areas may increase or decrease. Because precise descriptions and locations of activities involving a change in roadway traffic volumes for site-specific projects facilitated by the East San Gabriel Valley Area Plan are not known at this time, it is not possible to quantitatively evaluate traffic noise on specific roadways. Hence, this analysis considers the potential for future projects facilitated by implementation of East San Gabriel Valley Area Plan measures and actions to contribute to localized roadway traffic volumes. For the purposes of this noise analysis, roadway traffic noise impacts are considered significant when they cause an increase of 3 dBA from existing noise levels, which is a barely perceivable difference outside of a controlled laboratory environment (Caltrans 2013). An increase of 3 dBA would result from an approximate doubling of the traffic volumes on local roadways.

Stationary-Source Noise

Because precise descriptions and locations of projects facilitated by the East San Gabriel Valley Area Plan are not known at this time, it is not possible to quantitatively evaluate stationary-source noise. Hence, this analysis considers the potential for future projects facilitated by East San Gabriel Valley Area Plan measures and actions to contribute to stationary-source noise. Stationary sources would not be exempted by Los Angeles County Code Section 12.08.570, and would be subject to LA County's exterior noise limits in Part 3, Section 12.08.390, or to the specific noise criteria in Part 4. For the purposes of this noise analysis, stationary-source noise impacts are considered significant when they exceed the specified applicable limits in the Los Angeles County Noise Ordinance.

Groundborne Vibration and Groundborne Noise

While Los Angeles County Noise Ordinance Section 12.08.350 establishes a perception threshold for vibration, LA County does have quantified groundborne vibration velocity criteria for establishing significance. As described, the FTA and Caltrans have developed guidance that includes criteria for evaluating groundborne vibration and groundborne noise impacts. Because precise descriptions and locations of projects facilitated by the East San Gabriel Valley Area Plan are not known at this time, predictions of groundborne vibration and groundborne noise impacts were based on vibration levels from conventional heavy construction equipment and common stationary equipment in the FTA *Transit Noise and Vibration Impact Assessment Manual* and Caltrans *Transportation and Construction Vibration Guidance Manual* (FTA 2018; Caltrans 2020). For the purposes of this noise analysis, groundborne vibration and groundborne noise

impacts are considered significant when they exceed the specified applicable limits in the FTA *Transit Noise and Vibration Impact Assessment Manual* and Caltrans *Transportation and Construction Vibration Guidance Manual*.

Significance Thresholds

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, the Project would have a significant impact to noise and vibration if it would:

a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

b) Generate excessive groundborne vibration or groundborne noise levels; or

c) Expose people residing or working in the Project area to excessive noise levels (for a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport).

Thresholds of Significance for Noise

Consistent with provisions of the County of Los Angeles Noise Ordinance as described above, construction activities lasting more than 10 days would result in a significant noise impact should on-site construction activities exceed the applicable noise threshold established by the Los Angeles County Code (LACC) Chapter 12.08 – Noise Control, of 60 dBA L_{eq} at single-family residences and mobile homes, 65 dBA L_{eq} at multi-family residences, or 70 dBA L_{eq} at semi-residential/commercial land uses. Off-site construction traffic impacts would be considered significant if Project construction traffic noise would exceed 75 dBA L_{eq} at single-family residences and mobile homes, 80 dBA L_{eq} at multi-family residences, or 85 dBA L_{eq} at transient lodging.

Vehicle traffic noise during Project operation would have a significant noise impact if it would increase existing without Project traffic noise levels by 5 dBA CNEL or more at a sensitive land use currently experiencing “normally acceptable” or “conditionally acceptable” noise levels; or increase ambient noise levels by 3 dBA CNEL or more at a sensitive land use currently experiencing “normally unacceptable” or “clearly unacceptable” noise levels.

Brackett Field Airport is located within the East San Gabriel Valley Area, but the airport 60, 65 and 70 dBA CNEL noise contours do not affect off-airport land uses within the unincorporated County of Los Angeles area. The Ontario International Airport is located approximately four miles to the east of the East San Gabriel Valley Area boundary. The East San Gabriel Valley Area is affected by the overflight of airplanes from these airports, but is not within the 60 dBA CNEL of any of these airports. Therefore, implementation of the proposed East San Gabriel Valley Area Plan would not expose people residing or working in the project area to excessive noise levels. The Project would result in no impacts relevant to airport land use plans, airports, or private airstrips.

Thresholds of Significance for Vibration

Federal Transit Administration and California Department of Transportation

The criteria for environmental impact from groundborne vibration are based on the maximum levels for a single event. Table 4.11-1 and Table 4.11-2, above, lists the potential vibration damage criteria associated with construction activities, as suggested in the *Transit Noise and Vibration Impact Assessment* (FTA 2018).

FTA guidelines show that a vibration level of up to 102 VdB (equivalent to 0.5 inch/sec in RMS) (FTA 2018) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 inch/sec in RMS). The RMS values for building damage thresholds referenced above are shown in Table 4.11-2, above, which is taken from the *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020).

Based on Table 8-3 in the FTA's *Transit Noise and Vibration Impact Assessment* (FTA 2018), interpretation of vibration criteria for detailed analysis is 78 VdB for residential uses during daytime hours. During nighttime hours, the vibration criterion is 72 VdB. For office and commercial buildings, the FTA guidelines suggest that a vibration level of 84 VdB should be used for detailed analysis.

County of Los Angeles

The Los Angeles County Noise Ordinance, Section 12.08.350, provides a presumed perception threshold of 0.01 in/sec RMS. The vibration level of 0.01 in/sec RMS is equivalent to 0.04 in/sec PPV. In addition, guidelines recommended by the FTA and Caltrans on structural damages and human annoyance are also referenced in this impact analysis.

Proposed Project Characteristics and Relevant ESGVAP Goals and Policies

The ESGVAP is intended to the guide long-term growth of the ESGV Planning Area, enhance community spaces, promote a stable and livable environment that balances growth and preservation, and improve the quality of life in the ESGV through the creation of vibrant, thriving, safe, healthy, and pleasant communities.

Because the ESGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time.

ESGVAP Goals and Policies

Chapter 2. Land Use Element

The Land Use Element of the ESGVAP changes the General Plan land use and zoning designations of select parcels in the Plan Area to provide for focused growth and preservation areas (as presented in the Land Use Policy Map) and includes land use goals and policies that articulate how the focused growth and preservation of these areas will address land use issues, implement the Vision Statements (found in Chapter 1 of the ESGVAP), enhance the existing land

uses and, as a result, quality of life in the ESGV. The following goals and policies of the Land Use Element are relevant to the analysis of noise impacts:

Goal LU-3: Growth areas in the ESGV that offer diversity and accessibility of land uses, preserving and providing a variety of housing options, jobs, services, and amenities within walking distance for residents and employees in the ESGV.

Policy LU-3.21: Residential/Industrial Interface. Ensure that industrial developments incorporate adequate landscape and noise buffers to minimize any negative impacts to surrounding neighborhoods and development, and adequately address on-site lighting, noise, odors, vibration, toxic materials, truck access, and other elements that may impact adjoining uses.

Policy LU-3.30: Park Placement and Design. Locate parks away from freeways and major sources of traffic, air pollution, and noise (e.g., major corridors). Design parks to be friendly for all ages, abilities, and cultures. Design parks with wide entrances and visibility from the street to promote safety.

Chapter 5. Natural Resources, Conservation, and Open Space Element

The Natural Resources, Conservation, and Open Space Element provides goals and policies intended to protect and improve aesthetic resources within the ESGV Plan Area. The following goals and policies are relevant to the analysis of noise impacts:

Goal NR-7: Development in areas near conservation land and lands with biological resources prioritizes resource preservation, buffers resource-rich lands, and supports local biodiversity.

Policy NR-7.2: Protection from Light and Noise Pollution. Screen SEAs, open space, conservation areas, and lands with sensitive biological resources from direct and spillover lighting and noise pollution from land uses in their vicinity.

Impact Analysis

Impact 4.11-1: Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction

Significant and Unavoidable Impact. Because the Proposed Project is the planning of future growth within the Plan Area, no actual development is being proposed at this time. This section includes an overview of the typical methods, equipment, and work force that would be used for construction of the individual project within the Plan Area. As a program EIR, this Draft PEIR does not speculate on the specific environmental impacts of individual projects that could be facilitated by adoption of the ESGVAP.

In general, short-term noise impacts for any of the future projects within the ESGVAP area would be associated with excavation, grading, paving, and underground construction during construction of the individual project within the ESGVAP area. Construction-related short-term noise levels would be higher than current existing ambient noise levels in the vicinity of each individual

project within the Plan Area but would no longer occur once construction of the individual project is completed.

Construction crew commutes and the transport of construction equipment and materials to the individual project site within the ESGVAP area would incrementally increase noise levels on access roads leading to the individual project site. Although there would be a relatively high single-event noise-exposure potential causing intermittent noise nuisance (passing trucks at 50 feet would generate up to a maximum of 87 dBA L_{max} over a few seconds), the effect on longer-term (hourly or daily) ambient noise levels in the project vicinity would be small when averaged over a long period of time (an hour, 8 hours, or 24 hours) with much lower ambient noise levels. Therefore, short-term construction-related impacts associated with worker commute and equipment transport to the individual project site would be less than significant and not require mitigation.

Short-term noise impact would also be related to noise generated during site preparation and on-site construction on individual project sites within the ESGVAP area. Construction is completed in discrete steps, each of which has its own mix of equipment, and consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on each individual project site within the ESGVAP area, and therefore, the noise levels surrounding the individual project sites as construction of future development progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. **Table 4.11-7**, *RCNM Default Noise Emission Reference Levels and Usage Factors*, lists construction equipment expected to be used during most project construction, and the noise levels are taken from the *RCNM Default Noise Emission Reference Levels and Usage Factors* which lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 feet between the equipment and a noise receptor. These noise levels are taken from the FHWA Roadway Construction Noise Model (RCNM) (FHWA 2006). The RCNM is a national model based on the noise calculations and extensive construction noise data compiled for the Central Artery/Tunnel (CA/T) project, one of the largest urban construction projects in the United States where it replaced Boston's deteriorating six-lane elevated Central Artery (I-93) in 1982. The basis for the national model is a spreadsheet tool developed in support of the CA/T project.

TABLE 4.11-7
RCNM DEFAULT NOISE EMISSION REFERENCE LEVELS AND USAGE FACTORS

Equipment Description	Impact Device?	Acoustical Usage Factor	Spec. 721.560 L_{max} at 50 Feet (dBA, slow) [a]	Actual Measured L_{max} at 50 Feet (dBA, slow) [b]	Number of Actual Data Samples (Count)
All other equipment >5 HP	No	50	85	N/A	0
Backhoe	No	40	80	78	372
Compressor (air)	No	40	80	78	18
Concrete mixer truck	No	40	85	79	40
Concrete pump truck	No	20	82	81	30

Equipment Description	Impact Device?	Acoustical Usage Factor	Spec. 721.560 L_{max} at 50 Feet (dBA, slow) [a]	Actual Measured L_{max} at 50 Feet (dBA, slow) [b]	Number of Actual Data Samples (Count)
Crane	No	16	85	81	405
Dozer	No	40	85	82	55
Dump truck	No	40	84	76	31
Excavator	No	40	85	81	170
Flatbed truck	No	40	84	74	4
Frontend loader	No	40	80	79	96
Generator	No	50	82	81	19
Generator (<25 kVA, variable-message signs)	No	50	70	73	74
Grader	No	40	85	N/A	0
Paver	No	50	85	77	9
Pickup truck	No	40	55	75	1
Roller	No	20	85	80	16
Scraper	No	40	85	84	12
Tractor	No	40	84	N/A	0
Welder/torch	No	40	73	74	5

dBA = A-weighted decibels; HP = horsepower; N/A = not applicable

[a] The specification "Spec" limit for each piece of equipment expressed as an Lmax level in dBA "slow" at a reference distance of 50 foot from the loudest side of the equipment;

[b] The measured "Actual" emission level at 50 feet for each piece of equipment based on hundreds of emission measurements performed on CA/T work sites.

SOURCE: FHWA 2006, Table 9.1.

As stated previously, sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source, such as highway traffic or railroad operations, the sound decreases 3 dBA for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dBA for each doubling of distance. Each of these existing residential uses are with property lines located 70 feet (-3 dBA relative to the noise level at 50 feet) or more from the Project Site boundary.

The exact locations of future projects and construction that would be implemented under the proposed ESGVAP are not known at this time, though it is assumed that some of the activities would take place in close proximity to sensitive receptors given that the ESGVAP area includes a wide range of receptors. The severity of construction-related noise impacts depends on the proximity of construction activities to sensitive receptors, the presence of intervening barriers, the number and types of equipment used, and the duration of the activity. While the details of these factors are not available for future projects under the proposed ESGVAP, it is assumed that

individual projects would be implemented in compliance with County standards. Future development under the proposed ESGVAP would be required to comply with the restrictions of the County Noise Ordinance, as feasible. In addition, future development under the proposed ESGVAP would be required to conduct their own CEQA analysis and would determine significance based on the individual project specifics. Through each project's individual environmental review process, potential impacts would be identified and compared against relevant thresholds. Individual projects that exceed the thresholds would normally result in a potentially significant impact and require mitigation. Therefore, the impact from construction noise would be potentially significant.

To comply with the County Code, all construction, maintenance, or demolition activities within the County's jurisdiction be limited to the hours between 7:00 a.m. and 7:00 p.m., Monday through Saturday with no construction work occurring on Sundays and federal holidays, except for emergency work of public service utilities or by variance issued by the health officer in accordance with the County Code. In addition, the County has adopted numeric thresholds for mobile (less than 10 days) construction equipment; for single family residences, it is 75 dBA L_{eq}; for multifamily residences, it is 80 dBA L_{eq}. For stationary (periods of 10 days or more) construction equipment; for single family residences, it is 60 dBA L_{eq}; for multifamily residences, it is 65 dBA L_{eq}. If construction on individual project sites within the ESGVAP area would potentially expose adjacent residences or other sensitive uses to construction noise levels exceeding the County's 60 (periods of 10 days or more) or 75 (less than 10 days) dBA L_{eq} noise threshold for single family residences, temporary mitigation measures, including limiting construction equipment use within a certain buffer zone of the adjacent sensitive uses and temporary construction noise attenuation barriers with sufficient height to block the line-of-sight between the Project construction area and adjacent sensitive receiver, would be required during construction activities. Because construction noise is temporary and would cease after completion of individual project construction, County of Los Angeles Noise Ordinance Section 12.08.570 states that exemptions to the standards set forth in Section 12.08.440 of the County of Los Angeles Municipal Code may be requested for construction-related events, which would be considered by the County's Department of Public Health.

Future projects within the ESGVAP area would be required to conduct its own applicable CEQA analysis, which would determine significance based on each individual project's specific circumstances. Even with mandatory compliance with the Los Angeles County Noise Ordinance, it is possible that some future projects facilitated by adoption of the ESGVAP would be large in scale and/or intensity, such as large mixed-use or light industrial developments, or located near noise-sensitive receptors such that many pieces of heavy-duty construction equipment and/or heavy-duty trucks may be required and that construction-period noise levels would exceed the significance threshold. Therefore, construction activities for future projects facilitated by adoption of the ESGVAP could result in significant construction noise levels in excess of standards and result in a significant impact. Despite implementation of mitigation measures **NOI-4.11-1** and **NOI-4.11-2**, this impact would remain significant and unavoidable.

Operation

This section describes the activities relating to the operation of future development that could occur with adoption of the ESGVAP, including from vehicular traffic and potential future on-site noise-generating equipment and activity at each individual project site.

Traffic Noise Impacts on Off-Site Land Uses

Less than Significant Impact (Traffic Noise). The ESGVAP promotes transit facilities and operations as well as non-automotive pedestrian and bicycle transportation to reduce vehicle fuel use by encouraging a shift in the mode of transportation that people use. As stated in Chapter 3, *Project Description*, the primary objectives of the ESGVAP include promoting economic development via an active regional hub near transportation centers with diverse options for housing, shopping, entertainment, recreation, and public services; developing goals, policies, and implementation programs that support smart growth, sustainable development, and thoughtful enhancement of residential neighborhoods while preserving the area's rural and equestrian character; and establishing more public spaces and create walkable communities linked by paths and greenways.

To characterize the Project area's noise environment, the noise levels attributed to project-generated traffic volumes on local roadways were estimated using a spreadsheet model developed based on the methodologies provided in FHWA Traffic Noise Model (TNM) Technical Manual (FHWA 1998). In addition, the Caltrans Technical Noise Supplement (TeNS) document states that the peak hour traffic noise level would be equivalent to the L_{dn} level based on the assumptions of (1) the peak hour traffic volume would be 10 percent of the average daily traffic volume, and (2) the split of daytime and nighttime average daily traffic volume is 85/15 percent (Caltrans 2013). Further, the CNEL level would be 0.3 dBA higher than L_{dn} level based on the assumption of 80 percent in daytime and 5 percent in evening time.

The Project's Vehicle Miles Traveled Analysis was prepared by Fehr & Peers for the arterials within the ESGVAP Plan Area (**Appendix H**) and was used to obtain the Project's contribution to the traffic volumes on these arterials for future 2035 No Project scenario and future 2035 With Project scenario development conditions.

Table 4.11-8, *2035 Roadway with and without Project Traffic Noise Levels*, lists the year 2035 baseline (future 2035 No Project) and with Project (future 2035 With Project) traffic noise levels. Adding the 2035 With Project traffic to the 2035 No Project scenario conditions would result in changes in the traffic noise levels from less than 1 dBA increase compared to the corresponding baseline traffic noise level along most of the roadway segments analyzed, to traffic noise levels less than their corresponding baseline levels due to re-distribution of area traffic. The 2035 baseline plus Project traffic noise levels along these roadway segments would have noise level changes less than the 3 dBA increase normally considered to have potentially significant noise impact and would not have any Project-related traffic noise impact.

With respect to existing conditions, as discussed in Section 4.15, *Transportation*, under the 2035 With Project scenario, the total VMT per service population generated by the changes in land uses proposed by the ESGVAP within the Planning Area would increase from baseline conditions

by 28 percent. However, under the 2035 With Project Scenario, total VMT per service population would decrease from what was estimated in the Los Angeles County General Plan under the 2035 No Project Scenario by approximately 1 percent. As shown in Table 4.11-8, roadway segment traffic noise levels from the 2035 With Project scenario would be similar to the roadway segment traffic noise levels under the 2035 No Project scenario—noise level increases would be much less than 1 dBA and many segments would have no increase in noise or a small reduction in noise levels. This is consistent with the transportation finding of an approximately 1 percent reduction in per service population VMT under the 2035 With Project Scenario compared to the 2035 No Project Scenario. With respect to existing conditions, and approximately 28 percent increase in per service population VMT under the 2035 With Project Scenario compared to existing conditions would be expected to yield a similar increase in overall roadway traffic noise levels.

As previously discussed, for the purposes of this noise analysis, roadway traffic noise impacts are considered significant when they cause an increase of 3 dBA from existing noise levels, which is a barely perceivable difference outside of a controlled laboratory environment (Caltrans 2013). An increase of 3 dBA would result from an approximate doubling of the traffic volumes on local roadways. Based on the available information, it is not anticipated that roadway volumes under the 2035 With Project Scenario compared to existing conditions would double. Therefore, an increase of 3 dBA is not anticipated.

Therefore, traffic noise impacts under the 2035 With Project scenario as a result of future development that could occur from adoption of the ESGVAP would be less than significant and no mitigation is required.

TABLE 4.11-8
2035 ROADWAY WITH AND WITHOUT PROJECT TRAFFIC NOISE LEVELS

Roadway Segment	Future With Project Distance (feet) to Centerline to			Future No Project Noise Levels	Future With Project Noise Levels	Increase
	60 dBA CNEL Contour	65 dBA CNEL Contour	70 dBA CNEL Contour	dBA CNEL at 50 Feet from Centerline		
7th Ave between Clark Ave and Salt Lake Ave	775	245	75	71.9	72.1	0.2
7th Ave between Don Julian Rd and Proctor Ave	1,445	455	145	74.6	74.3	-0.3
7th Ave between Gale Ave and Clark Ave	775	245	75	71.9	72.1	0.2
7th Ave between Palm Ave and Gale Ave	810	255	80	72.1	72.3	0.2
7th Ave between Proctor Ave and Valley Blvd	1,015	320	100	73.1	72.9	-0.2
7th Ave between Salt Lake Ave and Don Julian Rd	1,170	370	115	73.7	73.7	0.0
Amar Rd between Ardilla Ave and Willow Ave	745	235	75	71.7	71.8	0.1
Amar Rd between Baldwin Park Blvd and Vineland Ave	510	160	50	70.1	69.9	-0.1
Amar Rd between Bess Ave and Frazier St	155	50	15	64.9	65.0	0.1
Amar Rd between Lark Ellen Ave and S Azusa Ave	1,560	495	155	74.9	75.1	0.1
Amar Rd between Meadow Pass Rd and Grand Ave	1,400	445	140	74.5	74.5	0.0
Amar Rd between Milbury Ave and Puente Ave	560	180	55	70.5	70.5	-0.1
Amar Rd between N California Ave and N Unruh Ave	725	230	75	71.6	72.0	0.4
Amar Rd between N Orange Ave and N Sunset Ave	675	215	65	71.3	71.4	0.1
Amar Rd between N Sunset Ave and N California Ave	695	220	70	71.4	71.7	0.3
Amar Rd between N Unruh Ave and N Hacienda Blvd	660	210	65	71.2	71.2	0.0
Amar Rd between Puente Ave and Ardila Ave	685	215	70	71.4	71.5	0.1
Amar Rd between S Azusa Ave and E Temple Ave	1,965	620	195	75.9	76.0	0.0
Amar Rd between S Ridgewood Dr and Shadow Oak Dr	2,570	815	255	77.1	77.2	0.1
Amar Rd between Shadow Oak Dr and N Nogales St	2,685	850	270	77.3	77.4	0.1
Amar Rd between Temple Ave and Shadow Oak Dr	2,570	815	255	77.1	77.2	0.1
Amar Rd between Valinda Ave and S Azusa Ave	1,295	410	130	74.1	74.3	0.1

Roadway Segment	Future With Project Distance (feet) to Centerline to			Future No Project Noise Levels	Future With Project Noise Levels	Increase
	60 dBA CNEL Contour	65 dBA CNEL Contour	70 dBA CNEL Contour	dBA CNEL at 50 Feet from Centerline		
Amar Rd between Vineland Ave and Milbury Ave	510	160	50	70.1	69.9	-0.1
Amar Rd between Baldwin Park Blvd and Vineland Ave	510	160	50	70.1	69.9	-0.1
Arrow Highway between Bonnie Cove Ave and N Sunflower Ave	1,460	460	145	74.6	74.8	0.1
Arrow Highway between D St and Fairplex Dr	2,310	730	230	76.6	76.6	0.0
Arrow Highway between Fair Ave and Fulton Rd	730	230	75	71.6	71.4	-0.2
Arrow Highway between Fairplex Dr and N White Ave	1,735	550	175	75.4	75.4	0.0
Arrow Highway between Fulton Rd and N Garey Ave	990	315	100	73.0	72.4	-0.6
Arrow Highway between Glendora Ave and Bonnie Cove Ave	1,415	450	140	74.5	74.6	0.1
Arrow Highway between N Garey Ave and N Towne Ave	1,585	500	160	75.0	74.7	-0.3
Arrow Highway between N Grand Ave and Glendora Ave	1,305	410	130	74.2	74.3	0.2
Arrow Highway between N Sunflower Ave and N Valley Center Ave	1,310	415	130	74.2	74.2	0.0
Arrow Highway between N Towne Ave and S Indian Hill Blvd	1,465	465	145	74.7	74.4	-0.2
Arrow Highway between N White Ave and Fulton Rd	1,240	390	125	73.9	73.8	-0.1
Arrow Highway between S Indian Hill Blvd and S Mills Ave	570	180	55	70.6	70.2	-0.3
Arrow Highway between S Mills Ave and Monte Vista Ave	845	265	85	72.3	71.7	-0.6
Arrow Highway between S San Dimas Ave and S San Dimas Canyon Rd	1,500	475	150	74.8	74.7	-0.1
Arrow Highway between S San Dimas Canyon Rd and Wheeler Ave	1,475	465	150	74.7	74.7	0.0
Arrow Highway between Wheeler Ave and D St	1,430	450	145	74.6	74.5	-0.1
Arrow Hwy between Hollenbeck Ave and N Citrus Ave	1,575	500	155	75.0	75.0	0.0
Arrow Hwy between Mountain Ave and S Indian Hill Blvd	1,185	375	120	73.7	73.5	-0.2
Arrow Hwy between N Citrus Ave and Baranca Ave	1,430	450	145	74.6	74.5	-0.1
Arrow Hwy between N Lake Ellen Ave and N Azusa Ave	1,225	385	120	73.9	73.7	-0.2
Arrow Hwy between N Lone Hill Ave and W Bonita Ave	1,300	410	130	74.2	74.2	0.1
Arrow Hwy between N Towne Ave and Mountain Ave	1,135	360	115	73.6	73.3	-0.2

Roadway Segment	Future With Project Distance (feet) to Centerline to			Future No Project Noise Levels	Future With Project Noise Levels	Increase
	60 dBA CNEL Contour	65 dBA CNEL Contour	70 dBA CNEL Contour	dBA CNEL at 50 Feet from Centerline		
Arrow Hwy between N Valley Center Ave and S Lone Hill Ave	930	295	95	72.7	72.7	0.0
Arrow Hwy between S Azusa Ave and Hollenbeck Ave	1,590	505	160	75.0	75.0	0.0
Arrow Hwy between S Rennel Ave and S Lone Hill Ave	930	295	95	72.7	72.7	0.0
Arrow Hwy between Vincent Ave and N Lake Ellen Ave	1,485	470	150	74.7	74.8	0.1
Arrow Hwy between W Bonita Ave and W Cienega Ave	515	165	50	70.1	69.9	-0.2
Arrow Hwy between W Cienega Ave and W Covina Blvd	965	305	95	72.9	72.5	-0.3
Arrow Hwy between W Covina Blvd and S San Dimas Ave	1,430	450	145	74.6	74.4	-0.2
Arroyo Grand Cir between Barance Ave and Grand Ave	1,240	390	125	73.9	74.0	0.0
Athol St between Bess Ave and Frazier St	155	50	15	64.9	65.0	0.1
Avenida Rancheros between Golden Springs Dr and Santa Clara Dr	1,295	410	130	74.1	73.9	-0.2
Avenue Rancheros between W Mission Blvd and SR-57	1,870	590	185	75.7	75.7	0.0
Azusa Ave between Amar Rd and E Temple Ave	1,065	335	105	73.3	73.5	0.2
Azusa Ave between Anaheim and Puente Rd and Hurley St	2,165	685	215	76.4	76.4	0.0
Azusa Ave between Boulay St and Main St	2,200	695	220	76.4	76.5	0.0
Azusa Ave between E Aroma Dr and Fairgrove Ave	1,430	450	145	74.6	74.6	0.0
Azusa Ave between E Aroma Dr and Giambi Ln	1,290	410	130	74.1	74.2	0.1
Azusa Ave between E Cameron Ave and E Vine Ave	1,280	405	130	74.1	74.0	-0.1
Azusa Ave between E Cortez St and E Cameron Ave	1,140	360	115	73.6	73.6	0.0
Azusa Ave between E Francisquito Ave and E Aroma Dr	1,600	505	160	75.0	75.1	0.0
Azusa Ave between E Garvey Ave and E Cortez St	1,150	365	115	73.6	73.6	0.0
Azusa Ave between E Greenville Dr and E Merced Ave	1,350	425	135	74.3	74.3	0.0
Azusa Ave between E Merced Ave and E Aroma Dr	1,600	505	160	75.0	75.1	0.0
Azusa Ave between E Merced Ave and E Francisquito Ave	1,600	505	160	75.0	75.1	0.0
Azusa Ave between E Temple Ave and Gemini St	2,200	695	220	76.4	76.5	0.0

Roadway Segment	Future With Project Distance (feet) to Centerline to			Future No Project Noise Levels	Future With Project Noise Levels	Increase
	60 dBA CNEL Contour	65 dBA CNEL Contour	70 dBA CNEL Contour	dBA CNEL at 50 Feet from Centerline		
Azusa Ave between E Vine Ave and E Merced Ave	1,350	425	135	74.3	74.3	0.0
Azusa Ave between Gale Ave and Pepperbrook Way	3,345	1,060	335	78.3	78.3	0.0
Azusa Ave between Gemini St and Industry Hills Pkwy	2,200	695	220	76.4	76.5	0.0
Azusa Ave between Giambi Ln and Amar Rd	1,290	410	130	74.1	74.2	0.1
Azusa Ave between Main St and Hurley St	2,715	860	270	77.3	77.5	0.2
Azusa Ave between Pepperbrook Way and Colima Rd	3,075	970	305	77.9	77.9	0.1
Azusa Ave between Railroad St and Gale Ave	2,440	770	245	76.9	77.0	0.1
Badillo St between Holenbeck Ave and 4th Ave	555	175	55	70.4	70.5	0.0
Badillo St between N Azusa Ave and Hollenbeck Ave	725	230	75	71.6	71.7	0.1
Badillo St between N Lake Ellen Ave and N Azusa Ave	850	270	85	72.3	72.3	0.0
Badillo St between N Orange Ave and N Sunset Ave	880	280	90	72.4	72.4	-0.1
Badillo St between N Sunflower Ave and S Valley Center Ave	865	275	85	72.4	72.4	0.1
Badillo St between N Sunset Ave and N Vicent Ave	1,405	445	140	74.5	74.5	0.0
Badillo St between Puente Ave and N Orange Ave	685	215	70	71.4	71.4	0.1
Badillo St between Ramona Blvd and Puente Ave	385	120	40	68.9	69.0	0.1
Badillo St between S 4th Ave and S Citrus Ave	180	55	20	65.5	65.5	0.0
Badillo St between S Barranca Ave and S Grand Ave	1,285	405	130	74.1	74.2	0.0
Badillo St between S Citrus Ave and S Barranca Ave	260	80	25	67.2	67.3	0.1
Badillo St between S Glendora Ave and N Reeder Ave	1,510	475	150	74.8	75.0	0.2
Badillo St between S Grand Ave and S Glendora Ave	1,495	475	150	74.8	74.8	0.0
Badillo St between S Valley Center Ave and E Covina Blvd	765	240	75	71.8	71.9	0.0
Baseline Rd between Dawn Ave and Live Oak Canyon Rd	495	155	50	70.0	69.4	-0.6
Bonita Ave between Damien Ave and Wheeler Ave	540	170	55	70.3	69.7	-0.6
Bonita Ave between N White Ave and Fulton Rd	315	100	30	68.0	67.9	-0.1

Roadway Segment	Future With Project Distance (feet) to Centerline to			Future No Project Noise Levels	Future With Project Noise Levels	Increase
	60 dBA CNEL Contour	65 dBA CNEL Contour	70 dBA CNEL Contour	dBA CNEL at 50 Feet from Centerline		
Bonita Ave between S San Dima Canyon Rd and Damien Ave	605	190	60	70.8	70.2	-0.6
Bonita Ave between Wheeler Ave and N White Ave	170	55	15	65.3	65.0	-0.2
Claremont Ave between Monte Vista Ave and Foothill Blvd	215	70	20	66.3	66.7	0.4
Claremont Blvd between E 1st St and Arrow Hwy	570	180	55	70.6	70.4	-0.2
Claremont Blvd between E 1st St and W Arrow Route	570	180	55	70.6	70.7	0.1
Claremont Blvd between W Arrow Route and Arrow Hwy	570	180	55	70.6	70.4	-0.2
Claremont Blvd between W Arrow Route and Foothill Blvd	485	155	50	69.9	70.0	0.1
Colima Rd between Dawn Haven Rd (Haliburton Rd) and S Azusa Ave	2,400	760	240	76.8	76.8	0.0
Colima Rd between Camino Del Sur and S Hacienda Blvd	2,865	905	285	77.6	77.6	0.0
Colima Rd between S Azusa Ave and Fullerton Rd	1,795	570	180	75.6	75.2	-0.3
Colima Rd between S Hacienda Blvd and S Stimson Ave	2,030	640	205	76.1	76.1	0.0
Colima Rd between S Stimson Ave and Dawn Haven Rd (Haliburton Rd)	2,345	740	235	76.7	76.6	-0.1
Covina Blvd between S Lone Hill Ave and S 57	780	245	80	71.9	72.0	0.0
Covina Blvd between transition from Badillo St to Covina Blvd and S Lone Hill Ave	930	295	95	72.7	72.8	0.1
E Campus Dr between Kellogg Dr and S Campus Dr	75	25	10	61.9	60.7	-1.2
Fairplex Blvd between Murchison Ave and Gillete Rd	1,485	470	150	74.7	74.7	0.0
Fairplex Dr between Arroyo Ave and Elwood St	510	160	50	70.1	70.0	0.0
Fairplex Dr between Arroyo Ave and W Orange Grove Ave	550	175	55	70.4	70.4	0.0
Fairplex Dr between Gillete Rd and Murchison Ave	1,150	365	115	73.6	73.6	0.0
Fairplex Dr between I-10 and Via Verde Dr	1,100	345	110	73.4	73.4	0.0
Fairplex Dr between Mckinley Ave and Gilette Rd	730	230	75	71.6	71.7	0.0
Fairplex Dr between Murchinson Ave and Avalon Ave	510	160	50	70.1	70.0	0.0
Fairplex Dr between Murchinson Ave and Gillete Rd	1,035	330	105	73.2	73.1	-0.1
Fairplex Dr between Murchinson Ave and W Holt Ave	510	160	50	70.1	70.0	0.0

Roadway Segment	Future With Project Distance (feet) to Centerline to			Future No Project Noise Levels	Future With Project Noise Levels	Increase
	60 dBA CNEL Contour	65 dBA CNEL Contour	70 dBA CNEL Contour	dBA CNEL at 50 Feet from Centerline		
Fairplex Dr between W Orange Grove Ave and W Holt Ave	1,300	410	130	74.1	74.1	0.0
Foothill Blvd between Amelia Ave and N San Dimas Ave	1,180	375	120	73.7	73.5	-0.3
Foothill Blvd between Georgia Ave and N Vernon Ave	955	300	95	72.8	72.8	0.0
Foothill Blvd between Irwindale Ave and N Todd Ave	1,945	615	195	75.9	75.9	0.0
Foothill Blvd between N Angeleno Ave and N San Gabriel Ave	450	140	45	69.5	69.5	0.0
Foothill Blvd between N Cerritos Ave and N Citrus Ave	635	200	65	71.0	71.1	0.0
Foothill Blvd between N Lemon Ave and N Angeleno Ave	665	210	65	71.2	71.2	0.0
Foothill Blvd between N Pasadena Ave and N Cerritos Ave	635	200	65	71.0	71.1	0.0
Foothill Blvd between N San Dimas Ave and N Walnut Ave	1,145	365	115	73.6	73.3	-0.3
Foothill Blvd between N San Dimas Canyon Rd and Baseline Rd	735	235	75	71.7	71.2	-0.5
Foothill Blvd between N San Gabriel Ave and N Azusa Ave	625	200	60	71.0	71.0	0.0
Foothill Blvd between N Todd Ave and N Vernon Ave	890	280	90	72.5	72.5	0.0
Foothill Blvd between N Vernon Ave and N Orange Ave	665	210	65	71.2	71.2	0.0
Foothill Blvd between N Walnut Ave and N San Dima Canyon Rd	1,145	365	115	73.6	73.3	-0.3
Foothill Blvd transition to Route 66 between N Azusa Ave and N Pasadena Ave	615	195	60	70.9	70.9	0.0
Gale Ave between S Azusa Ave and Stoner Creek Rd	495	155	50	69.9	69.6	-0.4
Gale Ave between Stoner Creek Rd and Fullerton Rd	950	300	95	72.8	72.9	0.1
Golden Hills Rd between Wheeler Ave and Stephens Ranch Rd	20	5	>5	55.8	55.8	0.0
Grand Ave between Arrow Hwy and E Cienega Ave	1,000	315	100	73.0	72.8	-0.2
Grand Ave between Badillo St and El Puente St	1,335	420	135	74.3	74.3	0.0
Grand Ave between E Cameron Ave and W Temple Ave	1,940	615	195	75.9	75.9	0.0
Grand Ave between E Cienega Ave and E Covina Blvd	1,040	330	105	73.2	73.3	0.1
Grand Ave between E Covina Blvd and E Cypress St	900	285	90	72.5	72.6	0.0
Grand Ave between E Cypress St and E San Bernardino Rd	1,040	330	105	73.2	73.2	0.0

Roadway Segment	Future With Project Distance (feet) to Centerline to			Future No Project Noise Levels	Future With Project Noise Levels	Increase
	60 dBA CNEL Contour	65 dBA CNEL Contour	70 dBA CNEL Contour	dBA CNEL at 50 Feet from Centerline		
Grand Ave between E Holt Ave and E Cameron Ave	1,370	435	135	74.4	74.4	0.0
Grand Ave between E Rowland St and E Garvey St	1,215	385	120	73.9	73.9	0.1
Grand Ave between E San Bernardino Rd and Badillo St	830	260	85	72.2	72.2	0.0
Grand Ave between El Puente St and E Covina Hils Rd	1,395	440	140	74.5	74.6	0.1
Grand Ave between Golden Springs Dr and S Diamond Bar Blvd	1,405	445	140	74.5	74.4	-0.1
Grand Ave between I-10 and E Holt Ave	1,095	345	110	73.4	73.4	0.0
Grand Ave between Valley Blvd and Golden Springs Dr	2,005	635	200	76.0	76.0	0.0
Grand Ave between W Baseline Rd and W Gladstone St	1,395	440	140	74.4	74.3	-0.1
Grand Ave between W Gladstone St and Arrow Hwy	1,425	450	140	74.5	74.3	-0.2
Grand Ave between W Historic Route 66 and W Mauna Loa Rd	965	305	95	72.8	72.7	-0.1
Grand Ave between W Mauna Loa Ave and W Baseline Rd	965	305	95	72.8	72.7	-0.1
Holt Ave between Erie St and N Dudley St	255	80	25	67.1	67.1	0.0
Holt Ave between Fairplex Dr and Union Ave	255	80	25	67.1	67.1	0.0
Holt Ave between N Dudley St and N Lewis St	310	100	30	67.9	68.0	0.0
Holt Ave between N East End Ave and S Mills Ave	1,705	540	170	75.3	75.3	0.0
Holt Ave between N Garey Ave and N Towne Ave	610	195	60	70.9	70.8	0.0
Holt Ave between N Hamilton Blvd and N White Ave	330	105	35	68.2	68.3	0.1
Holt Ave between N Lewis St and N Hamilton Blvd	310	100	30	67.9	68.0	0.0
Holt Ave between N Main St and Garey Ave	395	125	40	69.0	68.8	-0.1
Holt Ave between N Park Ave and N Main St	410	130	40	69.1	69.1	-0.1
Holt Ave between N Reservoir St and N East End Ave	450	140	45	69.5	69.4	-0.2
Holt Ave between N San Antonio Ave and N Resevoir St	625	195	60	71.0	70.8	-0.1
Holt Ave between N Towne Ave and N San Antonio Ave	545	170	55	70.4	70.3	-0.1
Holt Ave between N White Ave and N Park Ave	385	120	40	68.9	68.7	-0.1

Roadway Segment	Future With Project Distance (feet) to Centerline to			Future No Project Noise Levels	Future With Project Noise Levels	Increase
	60 dBA CNEL Contour	65 dBA CNEL Contour	70 dBA CNEL Contour	dBA CNEL at 50 Feet from Centerline		
Holt Ave between Union Ave and N Dudley St	255	80	25	67.1	67.1	0.0
Irwindale Ave between 210 and W Gladstone St	915	290	90	72.6	72.2	-0.4
Irwindale Ave between Cypress St and E San Bernardino Rd	870	275	85	72.4	72.4	0.0
Irwindale Ave between E San Bernardino Rd and Badillo St	890	280	90	72.5	72.5	0.0
La Verne Ave between Fair Ave and Fulton Rd	340	110	35	68.3	68.4	0.1
Mills Ave between Arrow Hwy and Moreno St	125	40	15	64.0	64.2	0.2
Mission Blvd between Buena Vista Ave and S Hamilton Blvd	850	270	85	72.3	72.3	-0.1
Mission Blvd between Humane Way and Westmont Ave	1,520	480	150	74.8	74.8	0.0
Mission Blvd between S 71 and S Dudley St	1,605	505	160	75.1	75.0	-0.1
Mission Blvd between S Dudley St and Buena Vista Ave	850	270	85	72.3	72.3	-0.1
Mission Blvd between S East End Ave and Ramona Ave	590	185	60	70.7	70.6	-0.1
Mission Blvd between S East End Ave and Ramona Ave	590	185	60	70.7	70.6	-0.1
Mission Blvd between S Garey Ave and S Towne Ave	320	100	30	68.1	67.9	-0.1
Mission Blvd between S Hamilton Blvd and S White Ave	505	160	50	70.0	70.1	0.1
Mission Blvd between S Park Ave and S Garey Ave	420	135	40	69.2	69.2	0.0
Mission Blvd between S Resevoir St and S East End Ave	400	125	40	69.0	68.9	-0.1
Mission Blvd between S Towne Ave and S Resevoir St	390	125	40	68.9	68.8	-0.1
Mission Blvd between S White Ave and S Park Ave	420	135	40	69.2	69.2	0.0
Mission Blvd between W Phillips Dr and Humane Way	1,585	500	160	75.0	75.0	0.0
Mission Blvd between W Temple Ave and Rancho Laguna Dr	1,585	500	160	75.0	75.0	0.0
Mission Blvd between W Temple Ave and W Phillips Dr	1,585	500	160	75.0	75.0	0.0
Mission Blvd between Westmont Ave and N 71	1,620	510	160	75.1	75.1	0.0
Monte Vista Ave between Base Line Rd and Foothill Blvd	810	255	80	72.1	72.4	0.3
Monte Vista Ave between Base Line Rd and Route 66	810	255	80	72.1	72.4	0.3

Roadway Segment	Future With Project Distance (feet) to Centerline to			Future No Project Noise Levels	Future With Project Noise Levels	Increase
	60 dBA CNEL Contour	65 dBA CNEL Contour	70 dBA CNEL Contour	dBA CNEL at 50 Feet from Centerline		
Monte Vista Ave between N Claremont Blvd and Route 66	865	275	85	72.4	72.6	0.2
N Claremont Ave between Foothill Blvd and Monte Vista Ave	260	80	25	67.2	67.2	0.1
Peck Rd between Pellissier Pl and Workman Mill Rd	1,715	540	170	75.3	75.4	0.0
Peck Rd between Workman Mill Rd and Rooks Rd	1,945	615	195	75.9	76.0	0.1
Philadelphia St between Garey Ave and S Towne Ave	300	95	30	67.8	67.7	-0.1
Ramona Blvd between Baldwin Park Blvd and Maine Ave	570	180	55	70.6	70.7	0.1
Ramona Blvd between Bogart Ae and Downing Ave	575	185	60	70.6	70.7	0.1
Ramona Blvd between Downing Ave and Badillo St	950	300	95	72.8	72.9	0.1
Ramona Blvd between Durfee Ave and Syracuse Ave	1,180	375	120	73.7	73.8	0.1
Ramona Blvd between Foster Ave and Kenmore Ave	750	240	75	71.8	71.9	0.1
Ramona Blvd between Francisquito Ave and Foster Ave	850	270	85	72.3	72.4	0.1
Ramona Blvd between Maine Ave and Bogart Ave	575	185	60	70.6	70.7	0.1
Ramona Blvd between Monterey Ave and Merced Ave	750	240	75	71.8	71.9	0.1
Ramona Blvd between Stewart Ave and Baldwin Park Blvd	505	160	50	70.0	70.1	0.0
Ramona Blvd between Syracuse Ave and Franscisquito Ave	1,220	385	120	73.9	74.0	0.1
Rio Rancho Rd between 71 and Rancho Valley Dr	640	200	65	71.1	71.0	0.0
Rio Rancho Rd between Phillips Ranch Rd and Rancho Camino Rd	470	150	45	69.7	69.8	0.1
Rio Rancho Rd between Ranch Valley Dr and S Park Ave	705	220	70	71.5	71.4	0.0
Rio Rancho Rd between Rancho Camino Rd and 71	590	185	60	70.7	70.8	0.0
Rio Rancho Rd between S Park Ave and S Garey Ave	520	165	50	70.2	70.1	0.0
Rivergrade Rd between Los Angeles St and Brooks Dr	290	90	30	67.6	67.7	0.1
Riverside Dr between Ficus St and Resevoir Ave	1,175	370	120	73.7	73.6	-0.1
Riverside Dr between S Towne Ave and Hillcrest Dr	1,175	370	120	73.7	73.6	-0.1
Route 66 between Baranca Ave and S Vecino Dr	990	310	100	73.0	72.9	0.0

Roadway Segment	Future With Project Distance (feet) to Centerline to			Future No Project Noise Levels	Future With Project Noise Levels	Increase
	60 dBA CNEL Contour	65 dBA CNEL Contour	70 dBA CNEL Contour	dBA CNEL at 50 Feet from Centerline		
Route 66 between Foothill Blvd and N Citrus Ave	480	155	50	69.8	69.6	-0.3
Route 66 between Glendora Ave and S Loraine Ave	1,365	430	135	74.4	74.3	0.0
Route 66 between Grand Ave and Glendora Ave	905	285	90	72.6	72.5	-0.1
Route 66 between N Cerritos Ave and N Citrus Ave	420	135	40	69.3	68.9	-0.4
Route 66 between N Citrus Ave and Barranca Ave	600	190	60	70.8	70.7	-0.1
Route 66 between S Elwood Ave and S Loraine Ave	1,365	430	135	74.4	74.3	0.0
Route 66 between S Lone Hill Ave and Amelia Ave	715	225	70	71.5	71.3	-0.3
Route 66 between S Loraine Ave and S Lone Hill Ave	1,215	385	120	73.9	73.9	0.1
Route 66 between S Loraine Ave and S Lone Hill Ave	1,215	385	120	73.9	73.9	0.1
Route 66 between S Loraine Ave and S Lone Hill Ave	1,215	385	120	73.9	73.9	0.1
Route 66 between S Vecino Dr and S Grand Ave	990	310	100	73.0	72.9	0.0
Route 66 between S Vemont Ave and Glendora Ave	905	285	90	72.6	72.5	-0.1
S 7th Ave between Los Robles Ave and Palm Ave	575	180	55	70.6	71.1	0.5
S 7th Ave between Palm Ave and Gale Ave	620	195	60	70.9	71.3	0.3
S Azusa Ave between E 1st St and E Gladstone St	805	255	80	72.1	72.0	0.0
S Azusa Ave between E Cortez St and E Workman Ave	430	135	45	69.4	69.3	-0.1
S Grand Ave between E Holt Ave and I-10	855	270	85	72.3	72.2	-0.1
S Grand Ave between W Baseline Rd and W Gladstone St	970	305	95	72.9	72.8	-0.1
S Vincent Ave between E Workman Ave and W Covina Pkwy	680	215	70	71.3	71.4	0.1
San Dimas Canyo Rd between E Bonita Ave and Arrow Hwy	110	35	10	63.5	63.0	-0.4
San Dimas Canyon Rd between E Allen Ave and E Gladstone St	365	115	35	68.6	68.2	-0.4
San Dimas Canyon Rd between E Baseline Rd and E Allen Ave	265	85	25	67.3	67.3	0.0
San Dimas Canyon Rd between E Gladstone St and Juanita Ave	435	140	45	69.4	68.9	-0.6
San Dimas Canyon Rd between Foohill Blvd and E Allen Ave	305	95	30	67.8	67.7	-0.2

Roadway Segment	Future With Project Distance (feet) to Centerline to			Future No Project Noise Levels	Future With Project Noise Levels	Increase
	60 dBA CNEL Contour	65 dBA CNEL Contour	70 dBA CNEL Contour	dBA CNEL at 50 Feet from Centerline		
San Dimas Canyon Rd between Golden Hills Rd and Foothill Blvd	55	20	5	60.5	60.7	0.2
San Dimas Canyon Rd between Juanita Ave and E Bonita Ave	435	140	45	69.4	68.9	-0.6
SE End Ave between 9th St and E Grand Ave	315	100	30	68.0	68.1	0.1
SE End Ave between E Grand Ave and Philips Blvd	430	135	45	69.4	69.5	0.1
SE End Ave between E Mission Ave and 9th St	355	115	35	68.5	68.6	0.1
Sheperd St between Rose Hills Rd and N 605	225	70	20	66.5	66.3	-0.2
Sunset Ave between Amar Rd and E Temple Ave	1,415	445	140	74.5	74.6	0.1
Sunset Ave between Badillo St and W Puente Ave	845	265	85	72.3	72.3	0.0
Sunset Ave between E Temple Ave and Nelson Ave	1,725	545	175	75.4	75.4	0.0
Sunset Ave between Nelson Ave and Valley Blvd	980	310	100	72.9	72.9	0.0
Sunset Ave between W Cameron Ave and W Vine Ave	1,015	320	100	73.1	73.0	-0.1
Sunset Ave between W Covina Pkwy and W Cameron Ave	1,305	415	130	74.2	74.1	-0.1
Sunset Ave between W Faigrove Ave and Amar Rd	985	310	100	72.9	72.8	-0.1
Sunset Ave between W Francisquito Ave and W Fairgrove Ave	1,020	320	100	73.1	73.0	-0.1
Sunset Ave between W Garvey Ave and W Covina Pkwy	1,030	325	105	73.1	73.0	-0.1
Sunset Ave between W Garvey Ave and W Covina Pkwy	1,030	325	105	73.1	73.0	-0.1
Sunset Ave between W Merced Ave and W Durness St	1,115	355	110	73.5	73.4	-0.1
Sunset Ave between W Puente Ave and W Rowland Ave	705	225	70	71.5	71.5	0.0
Sunset Ave between W Rexwood St and W Francisquito Ave	1,175	370	115	73.7	73.6	-0.1
Sunset Ave between W Rowland Ave and W Workman Ave	1,045	330	105	73.2	73.2	0.0
Sunset Ave between W Vine Ave and W Merced Ave	1,015	320	100	73.1	73.0	-0.1
Sunset Ave between W Workman Ave and W Garvey Ave	1,035	325	105	73.2	73.1	0.0
Sunset Ave between W Yarnel St and W Durness St	1,115	355	110	73.5	73.4	-0.1
Temple Ave between Bonita Dr and S Campus Dr	1,085	345	110	73.4	73.5	0.1

Roadway Segment	Future With Project Distance (feet) to Centerline to			Future No Project Noise Levels	Future With Project Noise Levels	Increase
	60 dBA CNEL Contour	65 dBA CNEL Contour	70 dBA CNEL Contour	dBA CNEL at 50 Feet from Centerline		
Temple Ave between Grand Ave and Bonita Dr	1,085	345	110	73.4	73.5	0.1
Temple Ave between N Grand Ave and Bonita Dr	1,085	345	110	73.4	73.5	0.1
Temple Ave between Pomona Blvd and S 71	955	300	95	72.8	73.2	0.4
Temple Ave between S 71 and N Diamond Bar Blvd	1,625	515	165	75.1	75.2	0.1
Temple Ave between S Campus Dr and Valley Blvd	1,260	400	125	74.0	74.5	0.5
Temple Ave between Valley Blvd and Pomona Blvd	965	305	95	72.9	73.3	0.4
Towne Ave between 9th St and E Grand Ave	525	165	55	70.2	70.3	0.1
Towne Ave between Arrow Hwy and E La Verne Ave	625	195	60	71.0	71.0	0.0
Towne Ave between Base Line Rd and Foothill Blvd	440	140	45	69.4	69.4	-0.1
Towne Ave between Base Line Rd and Foothill Blvd	440	140	45	69.4	69.4	-0.1
Towne Ave between E 2nd St and E 3rd St	695	220	70	71.4	71.4	0.0
Towne Ave between E 3rd St and E Mission Blvd	695	220	70	71.4	71.4	0.0
Towne Ave between E Alvarado St and E Kingsley Ave	775	245	80	71.9	71.9	-0.1
Towne Ave between E Bonita Ave and Arrow Hwy	970	305	95	72.9	73.0	0.1
Towne Ave between E County Rd and Riverside Dr	525	165	50	70.2	70.3	0.1
Towne Ave between E Franklin Ave and E Lexington Ave	570	180	55	70.6	70.6	0.0
Towne Ave between E Grand Ave and Phillips Blvd	530	165	55	70.2	70.3	0.0
Towne Ave between E Harrison Ave and E Bonita Ave	805	255	80	72.1	72.3	0.2
Towne Ave between E Holt Ave an E Monterey Ave	795	250	80	72.0	72.0	0.0
Towne Ave between E Kingsley Ave and E Holt Ave	775	245	80	71.9	71.9	-0.1
Towne Ave between E La Verne Ave and San Bernardino Ave	1,145	360	115	73.6	73.6	0.0
Towne Ave between E Lexington Ave and Philadelphia St	410	130	40	69.1	69.2	0.1
Towne Ave between E Mckinley Ave and Lincoln Ave	745	235	75	71.7	71.7	0.0
Towne Ave between E Mission Blvd and 9th St	680	215	70	71.3	71.4	0.0

Roadway Segment	Future With Project Distance (feet) to Centerline to			Future No Project Noise Levels	Future With Project Noise Levels	Increase
	60 dBA CNEL Contour	65 dBA CNEL Contour	70 dBA CNEL Contour	dBA CNEL at 50 Feet from Centerline		
Towne Ave between E Monterey Ave and E Mission Blvd	800	255	80	72.0	71.9	-0.1
Towne Ave between E Olive St and E County Rd	415	130	40	69.2	69.2	0.0
Towne Ave between Foothill Blvd and E Harrison Ave	580	185	60	70.6	70.9	0.2
Towne Ave between Lincoln Ave and E Kingsley Ave	745	235	75	71.7	71.7	0.0
Towne Ave between N San Antonio Ave and E La Verne Ave	535	170	55	70.3	70.4	0.1
Towne Ave between Phildelphia St and E Olive St	415	130	40	69.2	69.2	0.0
Towne Ave between Phllips Blvd and E Franklin Ave	560	180	55	70.5	70.6	0.1
Towne Ave between San Bernardino Ave and E Holt Ave	720	225	70	71.6	71.5	0.0
Valley Blvd between Durfee Ave and E Temple Ave	1,245	395	125	74.0	73.9	-0.1
Valley Blvd between E Temple Ave and Durfee Ave	1,325	420	130	74.2	73.9	-0.3
Valley Blvd between Faure Ave and Grand Ave	1,090	345	110	73.4	73.5	0.1
Valley Blvd between Grand Ave and Pomona Blvd	1,090	345	110	73.4	73.5	0.1
Valley Blvd between Grand Ave and S Brea Canyon Rd	1,700	535	170	75.3	75.3	0.0
Valley Blvd between Humane Way and Fairplex Dr	1,350	425	135	74.3	74.3	0.0
Valley Blvd between Kellogg Dr and W Temple Ave	1,130	355	115	73.5	73.6	0.1
Valley Blvd between N Orange Ave and S 7th St	1,565	495	155	75.0	74.6	-0.3
Valley Blvd between Pierre Rd and S Lemon Ave	865	275	85	72.4	72.3	-0.1
Valley Blvd between Pomona Blvd and Faure Ave	1,220	385	120	73.9	74.0	0.1
Valley Blvd between Ridgeway St and S 71	965	305	95	72.9	72.8	-0.1
Valley Blvd between S 7th st and N California Ave	1,470	465	145	74.7	74.3	-0.4
Valley Blvd between S Brea Canyon Rd and S Lemon Ave	1,640	520	165	75.2	75.2	0.0
Valley Blvd between S Covina Ave and Vineland Blvd	1,265	400	125	74.0	73.5	-0.6
Valley Blvd between S San Angelo Ave and S Covina Blvd	1,265	400	125	74.0	73.5	-0.6
Valley Blvd between Vineland Ave and N Orange Ave	1,730	545	175	75.4	75.0	-0.4

Roadway Segment	Future With Project Distance (feet) to Centerline to			Future No Project Noise Levels	Future With Project Noise Levels	Increase
	60 dBA CNEL Contour	65 dBA CNEL Contour	70 dBA CNEL Contour	dBA CNEL at 50 Feet from Centerline		
Valley Blvd between W Temple Ave and Pomona Blvd	1,085	345	110	73.4	73.5	0.2
Valley Blvd between W Temple Ave and Ridgeway St	1,130	355	115	73.5	73.6	0.1
Village Loop Dr between Rustice Glen Dr and Phillips Ranch Rd	560	175	55	70.5	70.3	-0.2
Village Loop Rd between Avenida Rancheros and Rustic Glen Dr	560	175	55	70.5	70.3	-0.2
Vincent Ave between E Puente Ave and W Rowland Ave	675	215	65	71.3	71.5	0.2
Vincent Ave between W Rowland Ave and Workman Ave	945	300	95	72.8	72.9	0.1
W Arrow Highway between N Lone Hill Ave and W Bonita Ave	1,120	355	110	73.5	73.6	0.1
W Covina Blvd between S Lone Hill Ave and SR-57	780	245	80	71.9	72.0	0.0
W Holt Ave between Fairplex Dr and Union Ave	965	305	95	72.9	72.9	0.0
W Temple Ave between SR-57 and Pomona Blvd	1,155	365	115	73.6	74.1	0.5

SOURCES: ESA 2022; Appendix H

Traffic Noise Impacts on On-site Land Uses

The County in its General Plan, Chapter 11: Noise Element, IV. Goals and Policies, Policy N 1.9, states that the County shall "Require construction of suitable noise attenuation barriers on noise sensitive uses that would be exposed to exterior noise levels of 65 dBA CNEL, and above, when unavoidable impacts are identified." Therefore, while CEQA does not consider the impact of the environment on a project, in order to demonstrate that the Project does not conflict with the General Plan's standards with respect to noise, the following analysis discusses potential noise exposures to the proposed residential units and identifies mitigation measures to mitigate exterior noise levels to comply with the County's exterior noise standard of 65 dBA CNEL exterior noise levels for new residential uses.

Because no specific development has been proposed at this time, there is no information on the location, the type of residential uses, the specific design of a particular development, and whether or not there will be any proposed outdoor living areas exposed to high traffic noise levels, no specific noise impacts or mitigation measures can be determined at this time. However, the following roadway segments within the Plan Area that have projected 2035 traffic noise level of 70 dBA CNEL extending to 100 feet or more from the roadway centerline, would have future proposed residential development along these roadway segments potentially exposed to relatively high traffic noise levels: 7th Avenue, Amar Road, Arrow Highway, Arroyo Grand Circle, Azusa Avenue, Badillo Street, Baseline Road, Bonita Avenue, Claremont Avenue, Colima Road, Fairplex Boulevard, Fairplex Drive, Foothill Boulevard, Grand Avenue, Holt Avenue, Mission Boulevard, Peck Road, Ramona Boulevard, Riverside Drive, Route 66, Sunset Avenue, Temple Avenue, Towne Avenue, and Valley Boulevard.

Based on the U.S. EPA Protective Noise Levels, Condensed Version of EPA Levels Document (USEPA 1978), standard buildings in warm climate areas would provide a 24 dBA exterior-to-interior noise attenuation with windows and doors closed, and 12 dBA noise attenuation with windows open. In order to meet the 45 dBA CNEL interior noise standard for residential uses, residences proposed within the impact zone of 57 dBA CNEL and with a direct line-of-sight of traffic should be equipped with mechanical ventilation (e.g., air conditioning) to ensure that windows can remain closed for prolonged periods of time. For residences proposed within the impact zone of 69 dBA CNEL with a direct line-of-sight of traffic, building façade upgrades (e.g., windows upgrades with sound transmission class ratings higher than the STC-28 standard building design would provide) would be required.

Therefore, traffic noise impacts on on-site land uses from future development that could occur from adoption of the ESGVAP are considered less than significant and no mitigation is required.

Stationary Sources Noise Impacts on Off-site Land Uses

Significant and Unavoidable Impact (Stationary Source Noise). Adoption of the ESGVAP would promote the construction of new developments or renovations to existing developments to achieve the objectives of the Project as outlined in Chapter 3, *Project Description*. Future development within the ESGVAP area could introduce new stationary sources of noise, such as new mechanical equipment (e.g., heating, ventilation, and air conditioning equipment), new active open space or other recreational facilities, loading docks associated with new facilities, or

other noise sources typical of residential, commercial, and light industrial uses. The types of equipment and locations of these future projects would dictate whether the level of stationary-source noise during operations would be above or below the significance thresholds. Stationary noise sources may be located at existing developments, but there is also the potential that the new developments may be built near noise-sensitive receptors.

Even with mandatory compliance with the Los Angeles County Noise Ordinance and General Plan Noise Element Policy N-1.3, it is possible that some future projects associated with adoption of the ESGVAP would be large enough in scale and/or intensity, or located near noise-sensitive receptors, such that stationary-source noise levels would exceed the significance threshold. Therefore, stationary noise associated with future projects facilitated by adoption of the ESGVAP could result in significant operational noise levels in excess of standards. Despite implementation of mitigation measure **NOI-4.11-1** and **NOI-4.11-2**, this impact would remain significant and unavoidable.

Impact 4.11-2: Would the Project generate excessive groundborne vibration or groundborne noise levels?

Construction

Significance and Unavoidable Impact. As discussed above, adoption of the ESGVAP would promote the construction of new developments or renovations to existing developments to achieve the objectives of the Project as outlined in Chapter 3, *Project Description*. The exact locations of future projects and construction that would be implemented under the proposed ESGVAP are not known at this time, though it is assumed that some of the activities would take place in close proximity to sensitive receptors given that the ESGVAP area includes a wide range of receptors. The severity of construction-related vibration impacts depends on the proximity of construction activities to sensitive receptors, the types of equipment used, and the duration of the activity.

Vibration levels measured in RMS are best for characterizing human response to vibration and vibration levels measured in PPV are best for characterizing the potential for building or structure damage. Therefore, vibration impact analyses describe the potential for human annoyance impacts using vibration levels in VdB and the potential for building damages using vibration levels in PPV (inch/sec).

Groundborne vibration impacts occur normally within building interiors or at a physical structure. Therefore, groundborne vibration impacts are normally assessed based on the distance to the nearest building or structure and the construction area boundary. Reference vibration levels in PPV (inch/sec) and VdB for construction equipment at a reference distance of 25 feet are provided in **Table 4.11-9,** *Vibration Source Amplitudes for Construction Equipment*.

TABLE 4.11-9
VIBRATION SOURCE AMPLITUDES FOR CONSTRUCTION EQUIPMENT

	Reference PPV/L_V at 25 Feet	
Equipment	**PPV (inch/sec)**	**L_V (VdB)**
Pile Driver (impact), upper range	1.518	112
Pile Driver (impact), typical	0.644	104
Pile Driver (sonic), upper range	0.734	105
Pile Driver (sonic), typical	0.170	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill (slurry wall), in soil	0.008	66
Hydromill (slurry wall), in rock	0.017	75
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

NOTES: PPV = peak particle velocity; L_V = velocity in decibels; inch/sec = inches per second; VdB = vibration velocity decibels

SOURCE: FTA 2018, Table 7-4

Structural Damage

Based on Table 4.11-1 and Table 4.11-2, a vibration level of more than 0.12 inch/sec PPV, 0.2 inch/sec PPV, 0.3 inch/sec PPV, or 0.5 PPV inch/sec to potentially result in building damage, depending on the building category, with fragile buildings at the lowest end of the range and reinforced buildings at the higher end of the range. Table 4.11-9 shows that most construction equipment would not result in a vibration level that would exceed 0.12 inch/sec PPV measured at a distance of 25 feet with the exception of certain types of pile driving. However, if equipment operate closer than 25 feet to a building or structure, groundborne vibration levels would be higher than shown in Table 4.11-9 and may exceed the threshold levels, depending on the actual distance.

Depending on the proximity of the future developments to vibration-sensitive receptors, construction activities could generate excessive ground vibration and potentially exceed damage criteria for surrounding existing structures. Construction-generated groundborne vibration may exceed the criteria for structural damage at structures near future projects, and this would result in a significant impact. The size, intensity, and locations of the future projects would dictate whether the level of groundborne vibration and groundborne noise during construction would be above or below the significance thresholds. Any future project facilitated by adoption of the ESGVAP would be required to conduct its own applicable CEQA analysis and would determine significance based on the individual project's specifics. It is possible that some future projects

facilitated by adoption of the ESGVAP would be large enough in scale and/or intensity, or located near vibration-sensitive receptors, such that multiple pieces of equipment or other sources of groundborne vibration and/or groundborne noise would cause levels to exceed the specified limits in the FTA *Transit Noise and Vibration Impact Assessment Manual* and Caltrans *Transportation and Construction Vibration Guidance Manual*. Therefore, construction activities for future projects facilitated by adoption of the ESGVAP could result in significant construction groundborne vibration and groundborne noise levels in excess of standards and result in a significant and unavoidable impact.

Human Annoyance

Based on the reference vibration levels from construction equipment shown in Table 4.11-9, shows that some equipment could exceed groundborne vibration human annoyance criteria. As previously discussed, Table 8-3 in the FTA's *Transit Noise and Vibration Impact Assessment* (FTA 2018) states that the vibration criteria for analysis is typically 78 VdB for residential uses during daytime hours. During nighttime hours, the vibration criterion is 72 VdB. For office and commercial buildings, the FTA guidelines suggest that a vibration level of 84 VdB should be used for detailed analysis. Table 4.11-9 shows that some equipment would exceed these values at a reference distance of 25 feet.

- Vibration level (VdB) attenuation through soil is represented by the following equation:

$$\text{LvdB (D)} = \text{LvdB (25 feet)} - 30 \text{ Log (D/25)}$$

The variable "D" represents the distance between the vibration source and the receiver. LvdB (25 feet) is the source vibration level measured at 25 feet. A vibration level at 50 feet is 9 VdB lower than the vibration level at 25 feet. Vibration at 100 feet from the source is 18 VdB lower than the vibration level at 25 feet.

Depending on the proximity of the future developments to vibration-sensitive receptors, construction activities could generate excessive ground vibration and potentially exceed the human annoyance criteria for surrounding receptors. The size, intensity, and locations of the future projects would dictate whether the level of groundborne vibration and groundborne noise during construction would be above or below the significance thresholds. Any future project facilitated by adoption of the ESGVAP would be required to conduct its own applicable CEQA analysis and would determine significance based on the individual project's specifics. It is possible that some future projects facilitated by adoption of the ESGVAP would be large enough in scale and/or intensity, or located near vibration-sensitive receptors, such that multiple pieces of equipment or other sources of groundborne vibration and/or groundborne noise would cause levels to exceed the specified limits in the FTA *Transit Noise and Vibration Impact Assessment Manual* and Caltrans *Transportation and Construction Vibration Guidance Manual*. Therefore, construction activities for future projects facilitated by adoption of the ESGVAP could result in significant construction groundborne vibration and groundborne noise levels in excess of standards and result in a significant and unavoidable impact.

Despite implementation of mitigation measure **NOI-4.11-3**, this impact would remain significant and unavoidable during construction.

Operation

Less than Significant Impact. Caltrans has studied the impacts of propagation of vehicle vibration on sensitive land uses and notes that "heavy trucks, and quite frequently buses, generate the highest earthborne vibrations of normal traffic" (Caltrans 2013). Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Their study finds that "vibrations measured on freeway shoulders (5 m [meters] from the centerline of the nearest lane) have never exceeded 2 mm/s [millimeters per second], with the worst combinations of heavy trucks" (Caltrans 2013). "This amplitude coincides with the maximum recommended 'safe level' for ruins and ancient monuments (and historic buildings)" (Caltrans 2013). A vibration level of 2 millimeters per second is approximately 0.08 in/sec. Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Vehicles traveling along freeways and state routes would cause infrequent and inconsistent vibration events that would attenuate quickly after onset. Sensitive receptors would likely be located further away than 15 meters from a freeway or highway and would therefore experience levels lower than 0.08 in/sec. Further, the FTA guidelines state that buildings that are extremely susceptible to building damage (e.g., historic buildings) could experience structural damage at 0.12 in/sec and Caltrans defines its threshold for extremely fragile buildings at 0.08 in/sec from continuous or frequent intermittent sources (FTA 2018; Caltrans 2020). Thus, roadway traffic is not expected to generate excessive vibration in excess of the FTA's threshold of 0.12 in/sec or Caltrans' threshold of 0.08 in/sec for extremely susceptible buildings and associated impacts would be less than significant. Similarly, the infrequent and inconsistent vibration events combined with typical distances of buildings from freeways and highways would ensure impacts related to human annoyance would be less than significant and no mitigation is required.

According to the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE), stationary equipment such as pumps and compressors generate groundborne vibration levels of 0.5 in/sec PPV at 1 foot (ASHRAE 1999). At 25 feet, this vibration level drops to approximately 0.004 in/sec PPV at 25 feet (approximately 60 VdB). Furthermore, any future project that includes stationary equipment would locate such equipment on building rooftops or within or near buildings such that the equipment would not generate groundborne vibration off the project site. Therefore, groundborne vibration from the operation of such mechanical equipment is not expected to generate excessive vibration; associated impacts would be less than significant and no mitigation is required.

Impact 4.11-3: Would the Project expose people residing or working in the Project area to excessive noise levels (for a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport)?

Less than Significant Impact. The Project would result in no impacts relevant to airport land use plans, airports, or private airstrips as the ESGVAP area is not located within the vicinity of a private airstrip, airport land use plan, or public or public use airport. Brackett Field Airport is located within the East San Gabriel Valley Area, but the airport 60, 65 and 70 dBA CNEL noise contours do not affect off-airport land uses within the unincorporated County of Los Angeles area. The Ontario International Airport is located approximately four miles to the east of the

ESGVAP area boundary. The ESGVAP area is affected by the overflight of airplanes from these airports, but is not within the 60 dBA CNEL of any of these airports. Therefore, implementation of the proposed East San Gabriel Valley Area Plan would not expose people residing or working in the project area to excessive noise levels, and thus this impact would be less than significant and no mitigation is required.

Cumulative Impacts

Impact 4.11-4: Would future projects facilitated by adoption of the ESGVAP make a cumulatively considerable contribution to a significant cumulative impact related to the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Significant and Unavoidable Impact. The geographic context for the analysis of cumulative noise impacts is the unincorporated County within the ESGVAP area, which included the sites of future development facilitated by adoption of the ESGVAP. More specifically, the geographic context for the evaluation of cumulative construction noise impacts and stationary source operational noise impacts is generally very small (i.e., a few hundred feet). Noise diminishes rapidly with distance: 6 dBA per doubling of distance for point and stationary sources over acoustically "hard" sites such as asphalt and concrete surfaces, and 7.5 dBA per doubling of distance over acoustically "soft" sites such as soft dirt, grass or scattered bushes and trees. For cumulative operational noise impacts from traffic, the geographic context is generally larger; thus, overall growth in the East San Gabriel Valley region of Los Angeles County is considered when assessing potential cumulative traffic noise impacts. Cumulative impacts could result at various locations within this area from initiation of on-the-groundwork in furtherance of a project facilitated by adoption of the ESGVAP and could last in perpetuity.

Past, present, and reasonably foreseeable future projects, including projects implemented in accordance with General Plan and municipal code requirements (see, for example, DRP 2014, 2015; Los Angeles County 2021), have affected and can be expected to continue to affect the noise environment in locations that could be affected by the construction and operation of projects facilitated by adoption of the ESGVAP. Portions of Los Angeles County are noisier, and others quieter, under baseline conditions (see Table 4.11-5 for a summary of ambient noise levels measured at representative locations within the unincorporated County within the ESGVAP area). If the combination of the incremental noise impacts of future development under the ESGVAP and the incremental impacts of cumulative projects would not exceed established thresholds, then no significant cumulative impact would exist. However, the Project's incremental significant impact could cause a significant cumulative impact to occur if multiple projects facilitated by adoption of the ESGVAP were to generate noise in sufficient geographic proximity to one another and one or more noise-sensitive receptors. For example, past, present, or reasonably foreseeable future projects built near a project facilitated by adoption of the ESGVAP could contribute traffic noise levels that, when combined with the incremental increase of future projects, could result in a doubling of traffic volumes and result in noise levels greater than the 3 dBA threshold, and thus, a significant cumulative impact. Similarly, if incremental noise impacts of the Project were to combine with the incremental impacts of

cumulative projects so as to exceed established thresholds, then a significant cumulative impact also would occur.

Construction

With respect to construction, an increase in noise at sensitive uses would occur as a result of the construction of specific development projects allowed under the proposed ESGVAP along with other construction in the vicinity. Where projects in the vicinity adjoin the construction of specific development projects allowed under the proposed ESGVAP, the combined construction noise levels would have a cumulative effect on nearby sensitive uses. Noise is not strictly additive, and a doubling of noise sources would not cause a doubling of noise levels, but would result in a 3 dBA increase over a single source. However, cumulative construction noise levels could be in excess of the County's noise standards, thus potentially resulting in a cumulative construction noise impact.

Determining the exact location and potential noise levels of future construction activities would be considered speculative at this time. Further, construction noise levels would be considered a temporary nuisance, as the increase in noise levels would only occur during the use of construction equipment associated with each specific development project. As discussed earlier, construction at each site within the ESGVAP area will be required to comply with the County's noise ordinance. Nonetheless, it is possible that construction of future projects under the ESGVAP and other projects in the vicinity could occur at the same time and in proximity to each other and sensitive receptors. Therefore, cumulative construction noise impacts could be potentially significant. Cumulative impacts during construction are considered significant and unavoidable.

Operation

Permanent increases in noise would occur primarily as a result of increased traffic on local roadways due to development under the proposed ESGVAP and ambient growth throughout the region. Related development in adjacent jurisdictions may contribute traffic to the roadway network. Table 4.11-8 shows that with the implementation of the proposed Project, the 2035 With Project scenario traffic noise level changes compared to the 2035 No Project scenario traffic noise levels would be less than an increase of 1 dBA, which is less than the normally perceptible level of a change of 3 dBA for the human ear in an outdoor environment. Along some roadway segments, traffic noise level would decrease from their corresponding 2035 No Project scenario conditions, due to redistribution of the area traffic trips. Additionally, as previously discussed, based on the available information, it is not anticipated that roadway volumes under the 2035 With Project Scenario compared to existing conditions would double. Therefore, an increase of 3 dBA is not reasonably anticipated when compared to existing conditions. As a result, it is reasonably determined that projects facilitated by adoption of the ESGVAP would not result in a cumulatively considerable increase in traffic noise impacts and such impacts would be less than significant.

With respect to stationary operational noise, an increase in noise at sensitive uses would occur as a result of the operation of specific development projects allowed under the proposed ESGVAP along with other projects in the vicinity. Where projects in the vicinity adjoin the operation of

specific development projects allowed under the proposed ESGVAP, the combined operational noise levels would have a cumulative effect on nearby sensitive uses. Noise is not strictly additive, and a doubling of noise sources would not cause a doubling of noise levels, but would result in a 3 dBA increase over a single source. However, cumulative operational noise levels could be in excess of the County's noise standards, thus potentially resulting in a cumulative operational noise impact.

Determining the exact location and potential noise levels of future operational activities would be considered speculative at this time. As discussed earlier, stationary operational noise sources at each site within the ESGVAP area will be required to comply with the County's noise ordinance. Nonetheless, it is possible that the operation of future projects under the ESGVAP and other projects in the vicinity could occur in proximity to each other and sensitive receptors. Therefore, the cumulative stationary operational noise impacts could be potentially significant. Despite implementation of mitigation measures **NOI-4.11-1** and **NOI-4.11-2**, cumulative impacts would remain significant and unavoidable. As such, cumulative impacts during future operations are considered significant and unavoidable.

Impact 4.11-5: Would future projects facilitated by adoption of the ESGVAP make a cumulatively considerable contribution to a significant cumulative impact relating to the generation of excessive groundborne vibration or groundborne noise levels from construction activities?

Significant and Unavoidable Impact. Vibration attenuates rapidly from the source. For example, vibration levels of 2 mm/s (i.e., approximately 0.08 in/sec) represent a worst-case scenario for vibration propagated by vehicles (Caltrans 2013) and, according to ASHRAE, stationary equipment such as pumps and compressors generate groundborne vibration levels of 0.5 in/sec PPV at 1 foot (ASHRAE 1999). At 25 feet, this vibration level drops to approximately 0.004 in/sec PPV at 25 feet (approximately 60 VdB). Therefore, to cause or contribute to a significant cumulative vibration impact, sources of vibration would have to be generating vibration at the same time sufficiently close to a vibration-sensitive receptor.

Past, present, and reasonably foreseeable future projects, including projects implemented in accordance with the ESGVAP and municipal code requirements (see, e.g., DRP 2014, 2015; Los Angeles County 2021), have affected and can be expected to continue to affect vibration levels in the unincorporated areas. Construction and operation of projects facilitated by adoption of the ESGVAP could combine with the incremental vibration impacts of other cumulative projects, which may include truck and bus routes; projects near active railroad tracks (within 200 feet, according to the FTA's vibration screening distances); projects that use construction vehicles or heavy-duty construction equipment typically associated with substantial vibrational impacts (such as pile drivers, jackhammers, impact hammers, and earth compaction tools), or could cause or contribute to a significant impact related to localized groundborne vibration and/or groundborne noise, and thus, disturb nearby receptors or cause structural damage.

Determining the exact location and potential noise levels of future operational activities would be considered speculative at this time. Nonetheless, it is possible that construction of future projects under the ESGVAP and other projects in the vicinity could occur at the same time and in

proximity to each other and sensitive receptors. Despite implementation of mitigation measure **NOI-4.11-3**, cumulative impacts during construction would remain significant and unavoidable. Therefore, cumulative construction vibration impacts are considered significant and unavoidable.

Mitigation Measures

NOI-4.11-1: Commercial/Industrial/Accessory Commercial Unit (ACU) Operational Noise. Prior to issuance of a building permit for any future commercial, industrial, mixed-use, or ACU development projects within the East San Gabriel Valley Area Plan that are located within 500 feet of sensitive receptors, project applicant shall submit a noise mitigation plan to DPH for review and approval. The noise mitigation plan shall be prepared by a sound engineer and be sufficient for DPH to make a determination of whether the project will be in compliance with all applicable County Noise standards and regulations. At minimum, the noise mitigation plan shall include the following information: a list of all electro-mechanical equipment (HVAC, refrigeration systems, generators, etc.) that will be installed at the project site; sound level that would be produced by each equipment; noise-reduction measures, as necessary; and sufficient predictive analysis of project operational noise impact. All noise-reduction measures approved by DPH shall be incorporated into the project building plans and be implemented during project construction. Potential noise-reduction measures may include, but are not limited to, one or more of the following, as applicable to the project:

- Install permanent noise-occluding shrouds or screens on operating equipment.
- Maintain all equipment and noise control features in accordance with the manufacturer's specifications.
- Orient equipment vents and other sources of sound emissions away from noise-sensitive receptors and/or behind structures, containers, or natural features.
- Increase distance between the operating equipment and the noise-sensitive receptor(s) of concern, to the maximum extent feasible.
- Install portable sound-occluding barriers to attenuate noise between the source(s) and the noise-sensitive receptor(s).

This mitigation measure shall not apply and is superseded once a Countywide noise ordinance goes into effect that establishes operational noise standards for commercial, industrial, mixed-use, or ACU development projects within the East San Gabriel Valley Area Plan.

NOI-4.11-2: Construction Noise. Applicants for future development projects pursuant to implementation of the East San Gabriel Valley Area Plan that are within 500 feet of sensitive receptors (e.g., residences, hospitals, schools) shall submit a noise study to DPH for review and approval prior to issuance of a grading or building permit. The study shall include noise-reduction measures, if necessary, to ensure project construction noise will be in compliance with the County of Los Angeles Noise Ordinance standards (i.e., LACC 12.08.440). All noise-reduction measures approved by DPH shall be incorporated into appropriate construction-related plans (e.g., demolition plans, grading plans and building plans) and implemented during construction activities. Potential noise-reduction

measures may include, but are not limited to, one or more of the following, as applicable to the project:

- Install temporary sound barriers for construction activities that occur adjacent to occupied noise-sensitive receptors.
- Equip construction equipment with effective mufflers, sound-insulating hoods or enclosures, vibration dampers, and other Best Available Control Technology (BACT).
- Limit non-essential idling of construction equipment to no more than five minutes per hour.

This mitigation measure shall not apply and is superseded once a Countywide noise ordinance goes into effect that establishes construction noise standards for noise-reduction measures that ensures project construction noise compliance with the County of Los Angeles Noise Ordinance standards (i.e., LACC 12.08.440) for development projects within the East San Gabriel Valley Area Plan.

NOI-4.11-3: Construction Vibration. For future development projects that utilize vibration-intensive construction equipment (e.g., pile drivers, jack hammers, and vibratory rollers) within 300 feet of sensitive receptors within the East San Gabriel Valley Area Plan, project applicant shall submit a vibration impact evaluation to DPH for review and approval prior to issuance of a grading or building permit. The evaluation shall include a list of project construction equipment and the associated vibration levels and a predictive analysis of potential project vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the County's standard of 0.01 inches per second RMS vibration velocity [within the range of 1 to 100 Hz frequency]), project-specific measures shall be required to ensure project compliance with vibration standards. All project-specific measures approved by DPH shall be incorporated into appropriate construction-related plans (e.g., demolition plans, grading plans and building plans) and implemented during project construction.

Examples of equipment vibration source-to-receptor distances at which impact evaluation should occur vary with equipment type (based on FTA reference vibration information) and are as follows:

- Jackhammer: 23 feet.
- Dozer, hoe-ram, drill rig, front-end loader, tractor, or backhoe: 43 feet.
- Roller (for site ground compaction or paving): 75 feet.
- Impact pile-driving: 280 feet.

This mitigation measure shall not apply and is superseded once a Countywide groundborne vibration ordinance goes into effect that establishes construction groundborne vibration standards for vibration-reduction measures that ensures project construction groundborne vibration compliance with the County of Los Angeles standard of 0.01 inches per second RMS vibration velocity [within the range of 1 to 100 Hz frequency]) for development projects within the East San Gabriel Valley Area Plan.

Level of Significance After Mitigation

Project Construction

Mitigation measure **NOI-4.11-2** would reduce impacts associated with construction activities. However, because of the potential for construction activities to occur near sensitive uses, and because of the potential intensity of construction activities, it may not be feasible to reduce the impact to a less-than-significant level, and the impact would remain significant and unavoidable. No additional feasible mitigation measures have been identified to further reduce incremental contributions to significant noise impacts. Noise barriers are not always capable of blocking noise at noise-sensitive receptors, particularly those that are elevated above a construction work site, such as residential units that are above grade of a specific project site. It may not be feasible in all circumstances to install noise barriers with height sufficient block the line-of-sight for all noise-sensitive receptors due to barrier foundation and wind load restrictions. Therefore, construction noise impacts would be significant and unavoidable.

Mitigation measure **NOI-4.11-3** would reduce groundborne vibration impacts associated with construction activities. Further reductions of vibration impacts from a construction site could be achieved with the installation of a wave barrier, which is typically a trench or a thin wall made of sheet piles installed in the ground (essentially a subterranean sound barrier to reduce noise). However, wave barriers must be very deep and long to be effective and are not considered feasible for temporary applications, such as a typical land use development project (Caltrans 2020). Per the Caltrans Transportation and Construction Vibration Guidance Manual, the wave barrier would need to be at least two-thirds of the seismic wavelength and the length of the barrier must be at least one wavelength (typical wavelength can be up to 500 feet). In addition, constructing a wave barrier to reduce a project's construction-related vibration impacts would, in and of itself, generate groundborne vibration from the excavation equipment. In addition, it may not be possible in all circumstances to prohibit the use of construction equipment within certain distances of sensitive receptors as such equipment would be required to be used to construct the various components of a project at the proposed locations. Thus, it is concluded that there are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from on-site construction. Therefore, vibration impacts from construction activities would be significant and unavoidable.

Project Operation

Mitigation measure **NOI-4.11-1** would reduce impacts associated with stationary-source noise, but because exterior noise levels may still exceed the County's noise land use compatibility criteria despite exterior noise attenuation (i.e., noise controls, sound walls, and/or berms), the impact would remain significant and unavoidable.

4.11.3 References

ASHRAE (American Society of Heating, Refrigerating and Air-Conditioning Engineers). 1999.

California Code of Regulations, Title 14, Section 15168(c).

Caltrans (California Department of Transportation). 2013. *Technical Noise Supplement* (TeNS), September 2013. http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf.

Caltrans. 2020. *Transportation and Construction Vibration Guidance Manual.*

County of Los Angeles, Noise Element and County Code.

DRP (County of Los Angeles, Department of Regional Planning). 2014.

DRP. 2015.

Los Angeles County. 2021.

FHWA (Federal Highway Administration). 1998. *Federal Highway Administration's Traffic Noise Model, Version 1.0 Technical Manual* (February 1998). https://www.fhwa.dot.gov/environment/noise/traffic_noise_model/old_versions/tnm_version_10/tech_manual/index.cfm.

FHWA. 2006. *Roadway Construction Noise Model User's Guide*.

FTA (Federal Transit Administration). 2018. *Transit Noise and Vibration Impact Assessment Manual*. September 2018.

Office of Noise Control. 1976.

Thalheimer, E. 2000. Construction Noise Control Program and Mitigation Strategy at the Central Artery/Tunnel Project. Noise Control Engineering Journal, Vol. 48, No. 5, pp 157-165, September - October 2000.

USEPA (U.S. Environmental Protection Agency). 1974. *EPA Identifies Noise Levels Affecting Health and Welfare*. April 1974.

USEPA. 1978. *Protective Noise Levels, Condensed Version of EPA Levels Document*. EPA 550/9-79-100. November 1978.

4.12 Population and Housing

This section evaluates issues related to Population and Housing to determine whether the East San Gabriel Valley Area Plan (ESGVAP or Project) would result in a significant impact due to (1) direct or indirect unplanned population growth or (2) population or housing displacement, especially affordable housing. This section describes the physical environmental and regulatory setting, the thresholds used to evaluate the significance of potential impacts, the methods used in evaluating these impacts, and the results of the impact assessment. According to Section 15382 of the California Environmental Quality Act (CEQA) Guidelines, "An economic or social change by itself shall not be considered a significant impact on the environment." Socioeconomic characteristics are therefore considered in this PEIR to the extent that they create adverse impacts on the physical environment.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (**Appendix A**). Comments received did not identify any substantive issues or questions related to Population and Housing. **Table 1-1**, *Notice of Preparation and Comment Letters Summary*, in Chapter 1, *Introduction*, includes a summary of all comments received during the scoping comment period.

4.12.1 Environmental Setting

As shown in Figure 3-1, *ESGVAP Communities*, in Chapter 3, *Project Description*, the "study area" for this analysis of impacts to Population and Housing consists of the ESGVAP area (Plan Area) [i.e., the approximately 32,826-acre (approximately 51-square-mile) area that comprises the easternmost portions of Los Angeles County (County)].

Regulatory Setting

Federal Laws, Regulations, and Policies

There are no applicable federal policies or regulations related to population and housing.

State Laws, Regulations, and Policies

Government Code Section 65580 et seq.

Government Code Article 10.6. Housing Elements, Section 65580, states that the availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every Californian, including farmworkers, is a priority of the highest order. Governments and private sectors should work cooperatively to expand housing opportunities and accommodate housing needs in California. Furthermore, designating and maintaining a supply of land and adequate sites suitable, feasible, and available for the development of housing sufficient to meet the locality's housing need for all income levels is essential to achieving the state's housing goals and the purposes of this article (California Government Code Section 65580 et seq.).

California Relocation Assistance Act

The California Relocation Assistance Act (California Government Code Section 7260) provides for administrative recovery for moving and related expenses incurred by individuals and businesses displaced by public projects.

Regional Laws, Regulations, and Policies

Regional Growth Management Policies: Southern California Association of Governments (SCAG)

SCAG is recognized by the state and federal governments as the regional planning agency for the six-county south coast region that includes Los Angeles County. The SCAG Regional Growth Forecast is used as a key guide for developing regional plans and strategies mandated by federal and state governments such as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the Program Environmental Impact Report (PEIR) for the RTP/SCS, the Air Quality Management Plan (AQMP), the Federal Transportation Improvement Program (FTIP) and the Regional Housing Needs Assessment (RHNA). The RTP/SCS provides detailed growth forecasts by city and county and for the unincorporated area (SCAG 2016).

Sustainable Communities Program (Compass Blueprint Grant Program)

In 2004, SCAG adopted a voluntary regional growth strategy known as the Compass Blueprint. SCAG's Compass Blueprint is an advisory or voluntary plan that promotes mixed-use development, better access to jobs, conservation of open space, public/private partnerships, and user-fee infrastructure financing, improving the capacity and efficiency of movement of goods, reducing vehicle miles traveled, improving air quality, improving housing availability and affordability, renovating urban cores, and creating over 500,000 high–paying jobs. The Compass Blueprint Growth Vision was replaced by the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy adopted on April 4, 2012 (SCAG 2004).

Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal; RTP/SCS)

Connect SoCal is a long-range plan that embodies a collective vision for the region's future and balances future mobility and housing needs with economic, environmental, and public health goals of the region. Connect SoCal was developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. This document contributed to the identification of the ESGV growth and opportunity areas as informed by the SCAG-identified priority growth areas and High-Quality Transit Areas. Additionally, relevant goals, policies, and actions were informed by the Sustainable Communities Strategy. Connect SoCal was adopted in 2016 to increase mobility for the region's residents and visitors and is committed to reducing emissions from transportation sources to comply with Senate Bill 375, improving public health, and meeting the National Ambient Air Quality Standards. The SCS envisions combining transportation and land use elements in order to achieve emissions reduction targets set by the California Air Resources

Board (SCAG 2020). The RTP/SCS includes population, jobs, and housing forecasts up to 2045 (SCAG 2016). Connect SoCal 2024 (2024–2050 RTP/SCS) is currently in development.

Regional Housing Needs Allocation

As part of Connect SoCal, SCAG assigns a number of housing units that the County is required to plan for in the eight-year Housing Element cycle. That number of units is called the Regional Housing Needs Allocation (RHNA), and it is broken down by income category, ensuring that all economic groups are accommodated. The County's existing inventory of residential sites is insufficient to accommodate the 90,052 units in its RHNA for 2021–2029 assigned to the unincorporated area of the County. The 6th Cycle Final RHNA Allocation plans for a total housing production need of 90,052 units for the unincorporated Los Angeles County (SCAG 2021). **Table 4.12-1**, *SCAG Regional Housing Needs Allocations*, shows the allocated housing needs assessment for the San Gabriel Valley COG, unincorporated Los Angeles County, and Los Angeles County as a whole.

TABLE 4.12-1
SCAG REGIONAL HOUSING NEEDS ALLOCATIONS (HOUSING UNITS)

Area	Total	Very Low Income	Low Income	Moderate	Above Moderate
San Gabriel Valley COG	89,616	25,208	13,400	14,074	36,934
Unincorp. L.A. County	90,052	25,648	13,691	14,180	36,533
Los Angeles County	812,060	217,273	123,022	131,381	340,384

NOTES: COG = Council of Governments.

SOURCE: SCAG 2021.

Local Laws, Regulations, and Policies

Los Angeles County General Plan and Housing Element

The Los Angeles County General Plan provides the policy framework and establishes the long-range vision for how and where the unincorporated areas will grow, and establishes goals, policies, and programs to foster healthy, livable, and sustainable communities. The Los Angeles County General Plan Housing Element is one of seven mandatory elements of the County's General Plan. The Housing Element provides an overview of demographics, household, housing stock, economic, and regulatory factors affecting housing development and affordability within Los Angeles County. The Housing Element sets forth a series of goals and implementing policies to address a variety of housing issues, including identifying vacant and underutilized sites to accommodate the County's RHNA. The Housing Element guides housing development through 2029. The following Los Angeles County General Plan Housing Element policies and implementation programs are relevant to population and housing:

> ***Policy 1.1:*** Identify and maintain an adequate inventory of sites to accommodate the County's RHNA.

> ***Policy 2.2:*** Encourage multifamily residential and mixed use developments along major commercial and transportation corridors.
>
> ***Policy 3.1:*** Promote mixed income neighborhoods and a diversity of housing types throughout unincorporated Los Angeles County to increase housing choices for all economic segments of the population.
>
> ***Policy 6.3:*** Invest public and private resources to rehabilitate and support long-term affordability of naturally-occurring affordable rental housing.

The following Los Angeles County General Plan Land Use Element policies and implementation programs are relevant to population and housing:

> ***Policy LU 5.1:*** Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types and styles.
>
> ***Policy LU 5.10:*** Encourage employment opportunities and housing to be developed in proximity to one another.

Los Angeles County Zoning Ordinance

Los Angeles County Code Title 22 (Planning and Zoning Code) sets forth zoning requirements for the County, including the Planning Area. The ESGVAP would amend Title 22 (Planning and Zoning Code) to:

- Make changes to the zoning map. The zone changes under consideration would be targeted within a one-mile radius of major transit stops and near high-quality transit corridors as follows:
  - A-1 (Light Agriculture) to R-1 (Single-Family Residence, R-2 (Two-Family Residence), R-A (Residential Agricultural), C-1 (Restricted Business), or MXD (Mixed Use Development)
  - C-1 (Restricted Business), C-2 (Neighborhood Business), C-3 (General Commercial), or C-H (Commercial Highway) to MXD (Mixed Use Development)
  - R-A (Residential Agriculture) to R-2 (Two-Family Residence), R-3 (Limited Multiple Residence), C-1 (Restricted Business), or MXD (Mixed Use Development)
  - R-1 (Single-Family Residence) to R-2 (Two-Family Residence or MXD (Mixed Use Development).
- Incorporate the proposed rezoning as identified in the Housing Element 2021–2029 to meet the RHNA goals for the County.
- Re-zone agricultural zones that are developed with residential uses from A-1 (Light Agriculture) to an appropriate residential zone, such as R-1 (Single-family residence) or R-A (Residential Agricultural), so that zoning would reflect the existing use and be consistent with the General Plan land use policy designations.

Proposed changes to land use and zoning that would increase growth in the Planning Area are summarized in Table 3-1 in Chapter 3. The proposed zoning modifications would allow higher densities of growth (greater capacity for housing units) focused within one mile of major transit

stops, within a half-mile of high-quality transit corridors, and within one quarter-mile of established or new commercial centers that would have access to frequent transit services.

Los Angeles County Inclusionary Housing Ordinance

The Los Angeles County Inclusionary Housing Ordinance requires new residential projects to set aside a percentage of units for affordable housing. The inclusionary housing requirement varies based on housing type, project size, project location, and affordability level. Projects may also satisfy the requirement through off-site new construction (DRP 2020a).

Los Angeles County Interim and Supportive Housing Ordinance

The Los Angeles County has adopted the Interim and Supportive Housing Ordinance to encourage the development of housing that is critical to ending homelessness. Interim housing provides short-term stays and various services for people experiencing homelessness until they are connected with permanent housing. Supportive housing is affordable housing combined with a comprehensive array of services that help people who face the most complex challenges to live with stability, autonomy, and dignity (DRP 2022b).

San Gabriel Valley Council of Governments 2022 Strategic Plan Update

The San Gabriel Valley Council of Governments (SGVCOG) is a joint powers authority that includes 31 incorporated cities, unincorporated communities in Los Angeles County that are located in the San Gabriel Valley, and three San Gabriel Valley Municipal Water Districts (San Gabriel Valley Municipal Water District, Three Valleys Municipal Water District, and Upper San Gabriel Valley Municipal Water District). The SGVCOG includes the ESGV Planning Area. The SGVCOG Strategic Plan contains goals related to transportation, homelessness and housing, water, environment, collaboration (SGVCOG 2022).

Existing Environmental Conditions

This section presents population and housing levels and trends for the Planning Area, in support of this CEQA evaluation.

Population

Los Angeles County estimates that in 2018, 1.1 million people lived in unincorporated areas of the County, representing approximately one-tenth of Los Angeles County's total population (SCAG 2019a). During the period 2000 to 2018, the population of unincorporated Los Angeles County increased faster compared to the previous decade, a result of the housing construction boom and increasing household sizes throughout Southern California in the early 2000s. Population in the unincorporated County grew slightly slower between 2000 and 2018 compared to Los Angeles County as a whole (see **Table 4.12-2,** *Population and Housing Estimates and Projections*). SCAG's population forecasts indicate that unincorporated Los Angeles County is estimated to grow from 1.11 million in 2020, to 1.22 million in 2035, and again to 1.27 million in 2040 (SCAG 2022).

TABLE 4.12-2
POPULATION AND HOUSING ESTIMATES AND PROJECTIONS

Jurisdiction/Measure	East San Gabriel Valley (24 Communities)	Unincorporated Los Angeles County	Los Angeles County
2010 Population	N/A	986,050	9,519,330
2018 Population	245,181	1,057,162	10,283,729
2010-2018 AAGR (Population)	N/A	0.9%	1.0%
2040 Projected Population	295,401*	1,273,700	11,514,811
2018-2040 Projected AAGR (Population)	N/A	0.9%	0.5%
2010 Households	N/A	279,781	3,133,771
2018 Households	61,576	294,730	3,338,658
2010-2018 AAGR (Households)	N/A	0.7%	0.8%
2040 Projected Households	81,982*	392,400	3,946,600
2018-2040 Projected AAGR (Households)	N/A	1.3%	0.8%

NOTES: N/A = Not available. Households = Occupied Housing Units. AAGR = Annual Average Growth Rate.
* = Projected by applying the Unincorporated County AAGR to 2018 estimates.
SOURCE: SCAG 2022a, 2022b.

The Planning Area is a subregion of the San Gabriel Valley in the eastern portion of Los Angeles County and is one of the planning areas established by the General Plan. South of the Angeles National Forest, west of San Bernardino County, north of Orange County, and generally east of the Interstate-605 and the San Gabriel River, the Planning Area includes 13 cities and 21 unincorporated communities (DRP 2022c). The ESGVAP would add three communities to the existing 21 communities.

If projected population growth rates for unincorporated Los Angeles County were applied to the Planning Area, population would be expected to grow to 295,401 residents by 2040 (see Table 4.12-2). For comparison, The Los Angeles County General Plan Housing Element Update Buildout Projections due to Rezoning: East San Gabriel Valley (Post 2035) indicate that by post-2035, the ESGV will have 70,097 housing units and 255,952 residents (DRP 2015).

Table 4.12-3, *ESGV Population and Housing Characteristics*, includes current population levels and density for the 24 Planning Area communities. Population levels range from 7 to approximately 56,000 people, and density ranges from 18 to 14,100 persons per square mile. The Planning Area is home to approximately 245,181 people, representing more than one-fifth of the Los Angeles County unincorporated population.

TABLE 4.12-3
ESGV POPULATION AND HOUSING CHARACTERISTICS

ESGV Community	Population	Pop. Density (persons/sq. mile)	No. of Housing Units	Percent Owner Occupied	Percent Renter Occupied	Percent Vacant
Avocado Heights	14,064	5,652	3,550	72%	25%	3%
Charter Oak	10,078	9,888	3,329	60%	37%	3%
Covina Islands	16,104	12,332	3,955	61%	36%	3%
East Azusa	243	554	76	86%	7%	8%
East Irwindale	16,700	11,250	76	74%	24%	3%
East San Dimas	1,316	6,246	421	62%	36%	1%
Glendora Islands	7	18	2	100%	0%	0%
Hacienda Heights	55,695	4,697	16,980	75%	22%	3%
North Claremont	150	175	75	85%	7%	8%
North Pomona	567	11,118	218	65%	28%	7%
Northeast La Verne	N/A	N/A	N/A	N/A	N/A	N/A
Northeast San Dimas	N/A	N/A	N/A	N/A	N/A	N/A
Rowland Heights	50,448	3,869	15,546	63%	32%	5%
South Diamond Bar	N/A	N/A	N/A	N/A	N/A	N/A
South San Jose Hills	21,300	14,123	4,336	69%	23%	3%
South Walnut	N/A	N/A	N/A	N/A	N/A	N/A
Valinda	23,603	11,634	5,176	74%	23%	3%
Walnut Islands	5,165	1,366	1,175	77%	19%	4%
West Claremont	1,166	955	392	89%	8%	3%
West Puente Valley	24,905	13,305	5,341	71%	26%	3%
West San Dimas	330	882	112	90%	9%	1%
Pellissier Village	877	2,781	202	81%	18%	1%
Unincorp. South El Monte	1,715	13,182	394	38%	56%	6%
Unincorp. North Whittier	748	3,878	220	83%	13%	4%
ESGV	245,181	-	61,576			
Unincorp. Los Angeles Co.	1,057,162			-	-	-

NOTES: N/A = Data not available.

SOURCE: ESGVAP Community Profiles. https://planning.lacounty.gov/site/esgvap/communities/

The Planning Area is currently developed with predominately single-family residential land uses, with little land devoted to other types of housing, making it difficult to fulfill the housing needs of the demographically diverse resident population. There is a particular need for more affordable housing options. Lack of diversity in housing types and affordability leaves older adults, special-needs populations, and residents with lower incomes vulnerable to housing displacement. The increasing number of people who cannot afford a single-family home are left with few options for places to live, resulting in homelessness, overcrowding, and unstable or unsafe living conditions (DRP 2022b).

Housing

Between 2000 and 2018, the total number of households in unincorporated Los Angeles County increased by 14,949 units, or 0.7 percent per year, slower than the same measure for the County as a whole (see Table 4.12-2). Household sizes (number of members) tend to be higher in unincorporated areas, with approximately 23 percent of all households in the unincorporated area having 5 people or more members of the household.

While in 2000, the number of housing permits relative to the number of residents was higher in unincorporated County when compared to incorporated County, in 2018, that trend has shifted. For the unincorporated area in 2018, there were 0.7 permits per 1,000 residents, while in the incorporated County, there were 2.2 permits per 1,000 residents. In 2018, permits were issued for 542 single family homes (SCAG 2022b).

Approximately 295,000 households existed within unincorporated Los Angeles County in 2018, representing less than one-tenth of housing units within Los Angeles County (see Table 4.12-2). By 2040, the number of households in unincorporated Los Angeles County is projected to reach 392,400, reflecting growth of approximately 1.3 percent per year, while the number of households in the overall County is forecasted to reach 3.9 million, reflecting slower growth compared to the unincorporated area. If projected household growth rates for unincorporated Los Angeles County were applied to the Planning Area, the number of households would be expected to grow to 81,982 residents by 2040 (see Table 4.12-2).

In the County as a whole, almost half of all units were single family detached units in 2018, while another 43 percent were multifamily (see **Table 4.12-4**, *ESGV Los Angeles County Composition of Housing Stock by Type*). In the unincorporated area, by comparison, single-family detached units represented a much larger share of housing units, with a smaller share of single family attached and multifamily units, reflecting the current suburban nature of several unincorporated areas. Table 4.12-4 summarizes the different types of housing units by percentage in unincorporated Los Angeles County (LAGP PEIR 2022; Housing Element).

TABLE 4.12-4
ESGV LOS ANGELES COUNTY COMPOSITION OF HOUSING STOCK BY TYPE (2018)

Jurisdiction	Unincorporated Los Angeles County	Los Angeles County
Single-family Detached	70.6	48.7
Single-family Attached	5.7	6.6
Multifamily: 2-4 Units	5.7	8.1
Multifamily: 5+ Units	14.6	35.0
Mobile Homes	3.4	1.6

SOURCE: SCAG 2019a, 2019b. (LA County Housing Element Update PEIR)

The Planning Area is home to approximately 245,181 people and contains 61,576 housing units. Table 4.12-3 shows that there is a wide range of numbers of housing units in the 24 Planning Area communities, with most units owner-occupied. Vacancy rates range from 1 percent to 8 percent. Today, the Planning Area is made up of predominately residential uses, with one-story single-family units the most prominent housing type. There are a few examples of multi-family housing, particularly in southern Planning Area communities. Streets in single-family residential neighborhoods typically end in cul-de-sacs, with no connectivity to an adjacent public or private right-of-way. Fences, hedges, or other landscaping are typical along all parcel lines to divide single-family lots. Parking conditions for single-family homes vary by community, but typically are a combination of attached and detached garages, driveways with parking in the front yard, and street parking. Many residential neighborhoods lack sidewalks and allow street parking on both sides of the street, forcing pedestrians and moving vehicles to share the same street space (DRP 2022a).

4.12.2 Environmental Impacts

Methodology

The Planning Area's population and housing characteristics are examined in the context of comparing existing and projected data and policies for the Planning Area, as well as Los Angeles County as a whole. The unplanned population growth analysis considers whether the ESGVAP would result in a significant population increase in areas not planned for increases. Also considered is whether the policies and land use and zoning changes as part of the ESGVAP would induce population growth not consistent with forecasted population growth for the region. Increases in allowable housing unit density and varying the housing unit types allowed will support population growth in the region, even while the ESGVAP would not directly lead to the construction of housing units.

Additionally, an analysis of whether the ESGVAP could potentially result in substantial displacement of residents would be completed by presenting information about causes for displacement, risks, and policies specific to the ESGVAP that can minimize the potential for displacement. If the ESGVAP has the potential to result in significant unplanned population growth or the displacing of populations therefore necessitating the construction new housing elsewhere, mitigation measures can be provided to reduce potential impacts.

Significance Thresholds

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, the Project would have a significant impact to population and housing if it would:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or

b) Displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere.

Proposed Project Characteristics and Relevant ESGVAP Goals and Policies

Unplanned Population Growth

ESGVAP Characteristics

As a policy document, ESGVAP adoption would not result in a direct increase in population or housing development. Implementation of ESGVAP policies would accommodate development required to contribute to the County meeting the RHNA allocation. The ESGVAP updates zoning to increase allowable housing density near village centers, commercial centers, and transit areas, which would lead to long-term increased housing development and therefore population. **Table 3-1**, *Land Use and Zoning Change Summary for Proposed Growth,* summarizes proposed changes to land use and zoning that would increase growth in the Plan Area. **Table 4.12-5**, *Build-out Population and Housing*, shows the estimated build-out population in areas with housing density increases, by community, based on the number of acres of converted zoning and on the average household size for the unincorporated area in 2018 (SCAG 2022). As shown in Table 4.12-5, the ESGVAP estimated build-out would increase the housing supply by approximately 13,825 units and would increase population by approximately 47,380 individuals by 2035. In comparison, SCAG's forecasted growth, which distributes the expected growth evenly across the region, predicts an increase in housing supply of 735 units and an increase in population of 1,787 individuals (Appendix H; Forecasted 2035 SED from SCAG, with adjustment to match ESGV boundary). The ESGVAP encourages indirect increases in population near community centers through zoning and other policies discussed below. Additional zoning changes in other areas of the communities are not expected to result in growth, thus minimizing the potential for unplanned growth to occur elsewhere. Zoning regulations limit the density of development, which will guide future development to be consistent with the ESGVAP goals.

The ESGVAP would not require new construction or expansion of existing roadway infrastructure (e.g., new roads) and the rezoning took into account accessibility to existing infrastructure and utilities. Therefore, the ESGVAP is not expected to result in extension of roads or infrastructure that would be sized to accommodate additional population growth beyond the growth planned for in the ESGVAP.

The population at build-out based on the analysis in Table 4.12-5 would contribute to, but not exceed, the RHNA Allocation for unincorporated Los Angeles County.

TABLE 4.12-5
BUILD-OUT POPULATION AND HOUSING

ESGV Community	Existing Land Use Designation	Proposed Land Use Designation	Existing Zoning	Proposed Zoning for Housing Increases[1]	Additional Residential Unit Capacity Per Acre	Acres	Additional Unit Capacity	Population at Build-out[2]
Avocado Heights	H9	H18	A-1 C-1 (Restricted Businesses)	R-2 or R-4 MXD (Mixed-Use Development).	12.0	186	2,235	7,666
Charter Oak	H9	CG (General Commercial), H18	A-1 A-1 A-1 A-1, C-1, C-2, C-3	C-3 R-2 R-2 MXD	33.8	138	4,667	16,008
Covina Islands	H9	CG, H18, H30	R-A A-1 R-A A-1 C-1	R-3 R-2 C-1 C-1 C-3	3.19	113	360	1,235
East Azusa	No Change	No Change	No Change	No Change	0	0	0	0
East Irwindale	H9	H18, H30	A-1 A-1 A-1	R-1, R-2 R-2, R-4, MXD R-1	12.4	34.8	431	1,478
East San Dimas	H9	CG, H18	R-A R-A	R-2 C-1	5.33	49.2	262	899
Glendora Islands	No Change	No Change	No Change	No Change	0	0	0	0
Hacienda Heights	H2 H5	H30 H30	R-1 and R-A R-A C-2	R-2 R-2 C-2	25.9	90.3	2,337	8,016
North Claremont	No Change	No Change	No Change	No Change	0	0	0	0
North Pomona	No Change	No Change	No Change	No Change	0	0	0	0
Northeast La Verne	No Change	No Change	No Change	No Change	0	0	0	0
Northeast San Dimas	No Change	No Change	No Change	No Change	0	0	0	0

ESGV Community	Existing Land Use Designation	Proposed Land Use Designation	Existing Zoning	Proposed Zoning for Housing Increases[1]	Additional Residential Unit Capacity Per Acre	Acres	Additional Unit Capacity	Population at Build-out[2]
Rowland Heights	U1 U2	H18 H18	C-3 R-1 C-1, C-2, C-3 A-1	MXD R-2 MXD R-2	27.4	35.2	966	3,313
South Diamond Bar	No Change	No Change	No Change	No Change	0	0	0	0
South San Jose Hills	H9	CG	A-1 C-2	C-1 MXD	4.37	199	870	2,984
South Walnut	No Change	No Change	No Change	No Change	0	0	0	0
Valinda	H9 H18	CG CG	R-1 C-1 C-2 and C-H	MXD MXD MXD	5.84	265	1,547	5,306
Walnut Islands	No Change	No Change	No Change	No Change	0	0	0	0
West Claremont	No Change	No Change	No Change	No Change	0	0	0	0
West Puente Valley	CG	MU (Mixed-Use Development)	C-1	MXD	114	1.56	178	610
West San Dimas	No Change	No Change	No Change	No Change	0	0	0	0
Pellissier Village	No Change	No Change	No Change	No Change	0	0	0	0
Unincorp. South El Monte	No Change	No Change	No Change	No Change	0	0	0	0
Unincorp. North Whittier	No Change	No Change	No Change	No Change	0	0	0	0
ESGV					12.5	1,112	13,825	47,380

NOTES:

1 Zone change location defined in Table 3-1 in Chapter 3, Project Description.

2 Based on projected persons per household in 2035. Calculations based on ESGVAP rezones and GIS analysis.

SOURCE: ESGVAP Zoning; Forecasted SCAG 2035 persons per household as calculated in Appendix H.

ESGVAP Goals and Policies

The ESGVAP addresses minimizing unplanned growth through policies in its Land Use Element, Community Character and Design Element, and Mobility Element. Policies support sustainable growth patterns that target growth areas, complete communities, land use diversity, affordable housing, increased land use intensities near public transportation and everyday services, job growth, and the equitable distribution of amenities, including parks, healthy food options and other services.

Chapter 2. Land Use Element

The ESGVAP Land Use Element lists strategies that plan for the orderly and sustainable growth of ESGV and focus growth within a mile from major transit stops, a half mile from high-quality transit corridors (HQTCs), and a quarter mile from established or new commercial centers where there is accessibility to existing or proposed frequent transit and commercial services. ESGVAP policies ensure that growth occurs in a coordinated manner with planned mobility improvements and growth in adjacent jurisdictions. The following ESGVAP goals and policies are relevant to the unplanned population growth impact topic:

Goal LU-1: Growth is planned to facilitate sustainable patterns and is targeted to areas with existing and future transit opportunities and commercial services, to facilitate transit use and accessibility to everyday goods and services within walking distance.

Policy LU-1.1: Sustainable Growth. Plan for the orderly and sustainable growth of the ESGV. Focus growth within a mile from major transit stops, a half mile from high-quality transit corridors, and a quarter mile from established or new commercial centers where there is access to existing or proposed frequent transit and everyday services within walking and biking distance.

Policy LU-1.2: Complete Communities. Foster a land use pattern that brings everyday needs and amenities within walking distance of residential neighborhoods, including public transit, parks, schools, commercial services, and other daily needs.

Policy LU-1.3: Targeted Growth Communities. Target growth toward neighborhoods in unincorporated communities that have access to transit, are proximate to major roads and commercial resources and away from communities that lack these resources. The following nine unincorporated communities include neighborhoods with targeted growth areas, each with community-specific goals and policies provided in Chapter 8 of this plan:

- Avocado Heights
- Hacienda Heights
- Covina Islands
- Rowland Heights
- Charter Oak
- South San Jose Hills
- East Irwindale
- Valinda
- East San Dimas

Policy LU-1.4: Preservation of Communities. Avoid growth in neighborhoods and communities that are not designated as growth areas unless conditions change where growth can be done in accordance with the ESGV's sustainable growth policy.

Policy LU-1.5: Complementary Growth. Accommodate growth in a way that complements community scale and character, while accommodating for a diversity of land uses.

Policy LU-1.6: Hazardous Facilities. Prohibit or strictly control land uses that pose potential health or environmental risk to ESGV residents or the environment, preventing any human or environmental harm or disproportionate impact on any member of the community.

Policy LU-1.7: Coordination with Adjacent Cities. Coordinate with adjacent cities on plans and growth initiatives to support the needs of unincorporated ESGV communities and inform future planning decisions and priorities.

Goal LU-3: Growth areas in the ESGV that offer diversity and accessibility of land uses, preserving and providing a variety of housing options, jobs, services, and amenities within walking distance for residents and employees in the ESGV.

Policy LU-3.13: Commercial Redevelopment. Encourage the evolution of existing single-purpose commercial projects into mixed-use community-oriented centers that foster convenient everyday life for residents.

Policy LU-3.20: Industrial- and Manufacturing-Supporting Uses. Allow for the integration of compatible land uses within industrial and manufacturing centers to service the needs of businesses and employees, foster creativity, and reduce the need to travel off-site during business hours, including such uses as administrative office space, financial services, business support services, restaurants, tasting rooms, health services, and recreational services.

Chapter 4. Community Character and Design Element

This Community Character and Design Element of the ESGVAP supports the conservation of the character of the 24 unincorporated communities of the ESGV, which can be characterized as having quiet residential street and lower scales. The Community Character and Design Element of the ESGVAP supports this vision by first observing and summarizing at a high-level existing residential, commercial, and public realm character. Based on these observations and findings, community character goals and policies are included to articulate how growth within the unincorporated communities of the ESGV may transition to and fit the existing community character. The following ESGVAP goals and policies are relevant to the unplanned population growth impact topic:

Goal CC-4: Improve the commercial character of ESGV major streets and centers.

Policy CC-4.4: Revitalization. Rehabilitate existing commercial corridors to prioritize pedestrian accessibility to sidewalks and public rights-of-way, and improve visual appearance.

Appendix G. Mobility Action Plan

The ESGVAP Mobility Action Plan (MAP) identifies strategies and projects to make it easier and safer to walk, bike, and use transit in and between the 24 unincorporated communities located in the ESGV. The MAP includes the following policy relevant to the unplanned population growth impact topic:

> **Policy 7:** Support integrated land use and transportation planning to support a more sustainable and multimodal East San Gabriel Valley.

Population or Housing Displacement

ESGVAP Characteristics

The Planning Area is currently developed with predominately single-family land uses, with a need to better serve the demographically diverse resident population, including a need for more affordable housing options. The ESGVAP would contain zoning changes that would support a more varied housing stock and additional housing development. These upzones in specific areas are listed in Table 3-1 and include increases in residential units per acres as well as conversion of agricultural residential or light agricultural in developed areas to residential, or restricted commercial to mixed-used commercial, which would allow residential uses together with commercial in the same building. In a few instances, residential or agricultural is converted to commercial, or a more intense commercial zone is proposed, to preserve commercial uses near intersections or other high-intensity areas. This serves to set aside space for commercial use and discourage their development elsewhere.

ESGVAP Goals and Policies

The ESGVAP addresses increasing opportunities for adequate housing and land use diversity through policies in the Land Use Element, Economic Development Element, Community Character and Design Element, and Appendix G: Mobility Action Plan. These components of the ESGVAP support affordable housing and increased residential land use intensities near public transportation and everyday services.

Chapter 2. Land Use Element

The Land Use Element of the ESGVAP changes the General Plan land use and zoning designations of select parcels in the Plan Area to provide for focused growth and preservation areas (as presented in the Land Use Policy Map) and includes land use goals and policies that articulate how the focused growth and preservation of these areas will address land use issues, implement the Vision Statements (found in Chapter 1 of the ESGVAP), enhance the existing land uses and, as a result, quality of life in the ESGV. The following ESGVAP goals and policies support minimizing displacement by increasing housing options and supporting vulnerable populations:

> **Goal LU-2:** Growth is closely coordinated with infrastructure and public facility needs to ensure adequate capacity and a high level of service for existing and future development.
>
> > **Policy LU-2.1: Coordinated Infrastructure and Capital Facilities.** Ensure that new growth is closely coordinated with the need for new or upgraded capital facilities and

infrastructure to support capacity needs for existing and new development. Prioritize disproportionately affected communities.

Policy LU-2.2: Coordinated Land Use and Mobility. Coordinate mobility investments, including bike lanes, sidewalk improvements, streetscape, and transit investments, with land use intensification in targeted opportunity areas. Prioritize mobility investments in disproportionately affected communities to increase pedestrian, transit, and bicycle access and mobility.

Goal LU-3: Growth areas in the ESGV that offer diversity and accessibility of land uses, preserving and providing a variety of housing options, jobs, services, and amenities within walking distance for residents and employees in the ESGV.

Policy LU-3.1: Land Use Diversity. Enable a more diverse land use pattern to meet the needs of residents and employees, including increased housing options, viable commercial uses, a variety of employment opportunities, ample parks and open spaces, and a range of superior community services and amenities to support the mental, physical, emotional, economic, and social well-being of the community.

Policy LU-3.2: Housing for all Ages, Stages, and Incomes. Provide a wide variety of housing options for residents and employees in the ESGV by increasing housing choices, thereby enabling residents to find appropriate housing for their income, age, and stage in life.

Policy LU-3.3: Residential Neighborhoods. Preserve the character of the ESGV's established residential neighborhoods and equestrian districts, and ensure that any new development contributes to the preservation and enhancement of the character and scale of these communities.

Policy LU-3.4: Affordable Housing. Equitably distribute affordable housing throughout ESGV communities and encourage units to be designed to accommodate aging in place.

Policy LU-3.5: Older Adult Housing. Encourage the development of housing affordable to older adults in areas with access to public transit, commercial services, healthcare, and community facilities.

Policy LU-3.6: Workforce Housing. Support housing types that serve the existing and future workforce in the ESGV, including live-work housing developments and workforce housing.

Policy LU-3.7: Compatible Uses in Residential Neighborhoods. Allow for uses in or near the edges of established residential neighborhoods that are compatible with residential development and will bring amenities closer to homes, such as child and adult day cares, educational facilities, houses of worship, and corner markets.

Policy LU-3.14: Mixed-Use Development. Allow for a mix of housing with office space, community-oriented commercial uses, and pedestrian-oriented amenities in areas designated as "Mixed-Use," and allow higher land use intensities to enable ESGV residents to live close to businesses and employment, reduce vehicular travel, and interact socially.

Policy LU-3.21: Residential/Industrial Interface. Ensure that industrial developments incorporate adequate landscape and noise buffers to minimize any negative impacts to surrounding neighborhoods and development, and adequately address on-site lighting,

noise, odors, vibration, toxic materials, truck access, and other elements that may impact adjoining uses.

Chapter 3. Economic Development Element

This Economic Development Element provides a framework to attract investment, develop a resilient workforce, reduce economic and financial distress in vulnerable communities, and provide for an economically and fiscally sustainable ESGV. The following ESGVAP goals and policies support minimizing displacement by increasing housing options and supporting vulnerable populations:

Goal ED-2: Economic development goals are prioritized through a lens of equity.

Policy ED-2.1: Equitable Investment. Prioritize disproportionately affected communities for capital improvements to support private investment, economic development, and sustainability. Ensure that investments in community services, facilities, and programs are equitably distributed throughout the Planning Area.

Chapter 4. Community Character and Design Element

This Community Character and Design Element of the ESGVAP strives to preserve the character of the 24 unincorporated communities of the ESGV, which can be characterized as having quiet residential street and lower scales. The following ESGVAP goals and policies support minimizing displacement by increasing housing options and supporting vulnerable populations:

Goal CC-3: Accommodate households with a full range of multifamily and missing middle residential building types.

Policy CC-3.1: Higher-Intensity Types. Direct higher-intensity residential building types toward high-quality transit corridors and stops as well as major streets, while providing setbacks and built-form transitions to lower-scale communities.

Policy CC-3.3: Mansionization. Discourage mansionization by requiring building scale, massing, front façade articulation, and setbacks to be compatible with existing neighborhoods. Incorporate building breaks, roofscapes varying in height and shape, and other building details to ensure new development is in scale with its context.

Goal CC-4: Improve the commercial character of ESGV major streets and centers.

Policy CC-4.6: Sustainability. Ensure resilient and sustainable commercial and mixed-use projects that are energy- and water-efficient, more compact or encouraging of compact lifestyles, and connect to everyday activities of surrounding communities.

Appendix G. Mobility Action Plan

The ESGVAP Mobility Action Plan (MAP) identifies strategies and projects to make it easier and safer to walk, bike, and use transit in and between the 24 unincorporated communities located in the ESGV. The MAP includes the following policy that supports minimizing displacement by increasing housing options and supporting vulnerable populations:

Policy 7: Support integrated land use and transportation planning to support a more sustainable and multimodal East San Gabriel Valley.

Impact Analysis

Impact 4.12-1: Would the Project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less-Than-Significant Impact. Although the ESGVAP would not build new housing that results in direct population increases, it would create higher density residential zones, which would allow for construction of additional units and therefore result in indirect population growth. This planned growth would occur near areas already identified as community-serving and central to Planning Area communities and would be consistent with existing RHNA allocations.

The ESGVAP would encourage development by implementing zoning and policies that support efficient development application processes and approvals, and by planning for infrastructure improvements and utilities provision that can be provided based on the adoption of the ESGVAP. By targeting the location of housing and therefore population growth within Planning Area communities, the ESGVAP addresses the SCAG-assigned growth targets to ensure that not only would the Planning Area communities have capacity for this growth, but it would have policies, zoning, and related development regulations in place to minimize growth at unplanned levels and in unplanned locations.

Outside of the areas of focused growth, land use strategies will focus on preserving sensitive natural resources and open space and industrial areas, as well as on enhancing access to transit, commercial services, and other amenities.

The growth and increases in density that are proposed in the ESGVAP were guided by the SCAG Connect SoCal and the Los Angeles County General Plan. The ESGVAP would place growth near planned or existing transit stations and areas, commercial retail service areas, and active transportation corridors, consistent with goals and policies of the County General Plan. While the ESGVAP would result in increases in density and development intensity which could result in population growth, this growth would not be unplanned and would be consistent with existing regional planning document assumptions regarding population growth. Unplanned population or housing growth in areas not targeted for growth or at unanticipated levels would be less than significant. No mitigation is required.

Impact 4.12-2: Would the Project displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?

Less-Than-Significant Impact. Providing a greater diversity of housing stock for communities within the Planning Area, as described in the ESGVAP, is key to creating affordable housing options for existing and future residents and reducing the potential for displacement. The ESGVAP would target community-serving growth near planned or existing transit stations, commercial retail service areas, high-quality transit areas, and active transportation corridors, tailored to meet the needs of the Planning Area community consistent with goals and policies of

the County General Plan. While the ESGVAP would not directly displace people or existing housing, it contains zoning and policy updates that propose increases in density which are likely to result in the construction of new housing.

Displacement can happen in many ways, including direct displacement, in which residents are forced to move out because of rent increases, building rehabilitation, or a combination of both; exclusionary displacement, in which housing choices for low-income residents are limited; and displacement pressures, when an entire neighborhood changes over time and the services and support system that low-income families relied on are no longer available to them (HUD 2018). Displacement has also been described as occurring when a household is forced to move from its residence due to conditions that affect the dwelling or immediate surroundings, and which (1) are beyond the household's reasonable ability to control or prevent, (2) occur despite the household's having met all previously imposed conditions of occupancy, and (3) make continued occupancy by that household impossible, hazardous, or unaffordable (Zuk et al. 2018). Communities wanting to prevent displacement recommend increasing opportunities for involvement, fostering ongoing positive relationships, recognizing government's responsibilities for planning for the needs of the disparately underserved and underrepresented, and prioritizing policy mandates based on need to achieve greater equity for those most adversely impacted by livability improvements that could lead to displacement. Best practices to prevent displacement can include preserving existing affordable housing; encouraging more housing development, including but not limited to affordable housing; engaging existing community residents; and looking at regional, rather than localized, strategies (EPAP 2015). The ESGVAP contains policies that support these practices, as listed under *Population or Housing Displacement*.

In 2016, researchers at University of California Los Angeles (UCLA) used gentrification and sociodemographic indicators from 2015 U.S. Census American Community Survey to prepare the UCLA Urban Displacement Project, the results of which showed certain areas of the ESGV Planning Area that have experienced or are experiencing neighborhood transformations, which increase vulnerability to gentrification and displacement. UCLA's 2020 updates to this work and additional consideration of COVID vulnerabilities indicated that among the three southern California counties studied, Los Angeles County exhibited the highest rates of gentrification, with 10 percent of tracts classified as At Risk of Gentrification, Early/Ongoing Gentrification, or Advanced Gentrification. Five percent of census tracts in Los Angeles County were not gentrifying but experienced Ongoing Displacement of Low-Income Households.

Although anti-displacement policies can mitigate the impacts of investment and disinvestment on communities and many local governments have innovative approaches to keep residents and businesses in place (UCLA 2020), the extent to which public investments result in residential displacement is not well-defined, agreed upon, or quantified in social science research. Public investment can range from direct (e.g., urban redevelopment, open space revitalization, and construction of infrastructure) to indirect policy actions (e.g., land assembly, subsidies, and zoning) (Zuk et al. 2018). ESGVAP policies as discussed above in *Population or Housing Displacement*, support reducing the potential for displacement. Increasing density can help to

mitigate profit-loss developers may face when offering units at reduced prices (Crispell et al. 2016). The ESGVAP zoning changes would increase density and would therefore reduce the potential for slowed development interest due to requirements for affordable housing.

The ESGVAP policies together with Los Angeles County's recent housing initiatives related to inclusionary housing and interim and supportive housing will minimize the potential for exclusionary displacement and displacement pressures. The ESGVAP contains policies and enacts zoning changes that will offer additional housing unit type options and ensure communities retain their character, amenities, and access to services and infrastructure. The ESGVAP would not result in the direct displacement of Planning Area residents or housing. Potential displacement impacts associated with individual proposed development projects in the Planning Area will be analyzed and, if required, mitigated in accordance with CEQA. Displacement associated with the proposed ESGVAP would be less than significant. No mitigation is required.

Cumulative Impacts

Impact 4.12-3: Would the Project, when combined with other past, present, or reasonably foreseeable projects, induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less-Than-Significant Impact. Other projects in or near the ESGV Planning Area that have been approved in the past or will be approved in the reasonably foreseeable future include housing development projects that when combined, have the potential to directly or indirectly induce substantial population growth or result in displacements. These projects, similar to the proposed ESGVAP, would be subject to CEQA and would comply with planning documents, such as the Los Angeles County General Plan, general plans prepared by nearby cities, and regional plans, such as the ESGVAP, SCAG's Regional Comprehensive Plan, and the SCAG RTP/SCS. These plans have been prepared to be consistent with each other. Projects would be approved if they meet the goals and policies of these planning documents, which have been prepared to reduce environmental impacts, including induced, unplanned growth. The ESGVAP in combination with other cumulative growth in Los Angeles County would contribute to a less than significant cumulative-induced population increase. No mitigation is required.

Impact 4.12-4: Would the Project, when combined with other past, present, or reasonably foreseeable projects, displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?

Less-Than-Significant Impact. When combined with other past, present, or reasonably foreseeable projects, the ESGVAP policies together with Los Angeles County's recent housing initiatives related to inclusionary housing and interim and supportive housing, will minimize the potential for exclusionary displacement and displacement pressures. The ESGVAP contains policies and enacts zoning changes that will offer additional housing unit type options and ensure communities retain their character, amenities, and access to services and infrastructure. The

ESGVAP would not result in the direct displacement of Planning Area residents or housing. Potential displacement impacts associated with all proposed development projects in the Planning Area will be analyzed and, if required, mitigated in accordance with CEQA. Projects would be approved if they meet the goals and policies of the ESGVAP, SCAG's Regional Comprehensive Plan, and the SCAG RTP/SCS, which have been prepared to reduce environmental impacts, including housing and population displacement. The ESGVAP in combination with other cumulative growth in Los Angeles County would contribute to a less than significant cumulative housing displacement. No mitigation is required.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No significant impacts have been identified requiring mitigation and no significant and unavoidable impacts would occur.

4.12.3 References

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4.13 Public Services

This section addresses the potential impacts of the East San Gabriel Valley Area Plan (ESGVAP or Project) on public services including fire protection and emergency services, law enforcement, school services, and library services. Park services are addressed in Section 4.14, *Recreation*. This section describes the physical environmental and regulatory setting, the criteria and thresholds used to evaluate the significance of impacts, the methods used in evaluating these impacts, and the results of the impact assessment.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (**Appendix A**). These comments identified various substantive issues and questions related to Public Services, as follows: impacts to Los Angeles County library and law enforcement services as a result of residential land use changes which could induce population growth. **Table 1-1**, *Notice of Preparation and Comment Letters Summary*, in Chapter 1, *Introduction*, includes a summary of all comments received during the scoping comment period.

4.13.1 Environmental Setting

The "study area" for this analysis of impacts to Public Services consists of the ESGVAP area (Plan Area), i.e., the approximately 32,826-acre (approximately 51-square-mile) area that comprises the easternmost portions of Los Angeles County (County).

Fire Protection and Emergency Services

The Los Angeles County Fire Department (LACoFD) serves 59 cities and the unincorporated areas of Los Angeles County. The LACoFD provides safety, fire and emergency medical services to the County's 4.1 million residents, across 2,311 square miles. (LACoFD 2020, 2021)

The LACoFD is comprised of 177 fire stations, 288 engine companies, 112 paramedic units and 34 truck companies. Specialized resources include 3 hazardous materials squads, 6 swift water rescue units, 2 urban search and rescue squads, and 2 fire boats (LACoFD 2021). According to the LACoFD statistical summary, as of 2020, there were a total of 4,775 personnel employed across all divisions. The LOCoFD service area is divided into three regions: North, Central, and East. Within these regions there are 9 divisions and 22 battalions (LACoFD 2021). The East Region serves East San Gabriel Valley and Consists of Divisions II, IV, VIII, and IX (LACoFD 2021).

In addition to fire protection and management, the LACoFD also provides hazardous materials mitigation, search and rescue and emergency medical services. These services are provided through the following divisions: Fire Prevention, Health and Hazardous Materials, Forestry, Lifeguard and Air and Wildland Divisions. (LACoFD 2021)

The LACoFD created a response time standard to ensure that adequate fire protection is available in each district. The following response times are outlined in the Los Angeles County General Plan EIR (DRP 2014):

- **Urban Areas:** 5 minutes or less
- **Suburban Areas:** 8 minutes or less
- **Rural Areas:** 12 minutes or less

Sheriff Protection

The Los Angeles County Sheriff's Department (LASD) is the largest Sheriff's department in the world serving approximately 10 million people over 4,084 square miles (LASD 2022). The LASD provides services to 42 cities and 141 unincorporated communities, with approximately 18,000 employees (LASD 2022).

The Sheriff's department also services facilities operated by Los Angeles County. These facilities include parks, government buildings, nine community colleges, the Metropolitan Transit Authority, hospitals, marinas and 37 Superior Courts. The LASD also operates the county jail system which has approximately 18,000 daily inmates in 7 custody facilities. (LASD 2022)

According to the Los Angeles County General Plan EIR, in order to provide sufficient services to its service area, an officer to population ratio of one officer for every 1,000 residents is desired. Additionally, the LASD has created a standard response time for three incident categories. For an emergency response which includes life or death situations or a crime happening in real time, the response time is 10 minutes or less. For a crime that is currently occurring but not a life-or-death situation, the response time is 20 minutes or less. The response time for a routine incident, which is categorized as a crime that has already occurred and is not a life-or-death situation, the response time is 60 minutes or less. The response time begins once the call has been placed and ends when an officer arrives at the incident site.

School Services

While local school districts are largely responsible for developing and managing educational facilities, the Los Angeles Office of Education (COE) is responsible for mediation between the California Department of Education and local school districts. The COE is run by the seven-members on the Board of Education, who are appointed by the Board of Supervisors. The COE assesses facility needs and monitors opportunities for facility development. The County also requires developers to evaluate the need for educational facilities through the County's subdivision approval process. In certain cases, developers are required to provide land for the development of public education facilities or pay a development fee. Based on the size of the development, development impact fees are collected and distributed to school districts for the construction of new school facilities. The development impact fee is collected and distributed before building permits are issued.

According to the COE, Los Angeles County Office of Education is the largest regional education agency in the nation serving 1.4 million students. The County has 80 K-12 school districts, 27 elementary schools, and 5 high schools. Throughout the 80 school districts there are 1,840 schools, 372 charters, and 73,737 teachers. The Los Angeles Unified School District is the largest, with 440,465 students enrolled.

Parks

Parks and Recreation services are described in Section 4.14, *Recreation.*

Libraries

The County of Los Angeles has one of the largest public library systems in the country. The library system is a special fund County department, which operates under the supervision of the Board of Supervisors. The Los Angeles County Library system serves over 3.4 million residents over 3,000 square miles. The service area includes 49 of the 88 incorporated cities and all unincorporated areas of the County (County of Los Angeles 2022a)

The Los Angeles County library system has 86 libraries and a 7.5 million volume book collection. The network also offers an expansive online data base, newspapers, magazines, and government publications. (DRP 2015; County of Los Angeles 2022a) The majority of the 86 libraries do not meet the standards needed to properly serve the County. The current guidelines require minimum facility space of 0.5 square feet per capita. Additional service level planning guidelines require an inventory of 2.75 items per capita (DRP 2015). A study that was conducted by the library in 2001 found that by 2020, 89 percent of existing facilities will not be large enough to meet the guidelines for facility space and 77 percent will not have enough inventory to meet the standard of 2.75 items per capita (DRP 2015).

In efforts to keep up with population increases and new developments impact on the library system, the County implemented a library mitigation fee that applies to new residential development in the unincorporated areas of the County.

Regulatory Setting

Federal Laws, Regulations, and Policies

National Fire Protection Association

The National Fire Protection Association (NFPA) is a non-profit organization with a mission to eliminate death, economic loss, and property damage from fire, electrical and associated hazards. The NFPA design, building, and installation criteria includes 300 codes and standards that enact to minimize the risk of fire incidents.

NFPA 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, establishes a recommended response time for dispatched incidents. NFPA recommends that fire departments respond to emergency calls within 6 minutes of receiving the call, 90 percent of the time.

State Laws, Regulations, and Policies

California Health and Safety Code (Section 13000 et seq.)

Section 13000 et seq. of the California Health and Safety Code outlines state fire regulations such as building standards, fire notification systems, fire protection devices (extinguishers and smoke alarms), high-rise building standards and childcare facilities standards. All state-occupied buildings, state owned buildings and state institutions must comply with these regulations and building standards. The State Fire Marshall is responsible for enforcing the regulations and standards outlined in Section 13000 et seq. of the California Health and Safety Code

California Code of Regulations Title 24, Part 2 and Part 9

Part 2 of title 24 California Code of Regulations contains regulations and building standards set forth by state agencies. These regulations and standards include fire and life safety and field inspection guidelines. Part 9 was updates in 2021 and refers to the California Fire Code, which outlines fire safety related building standards.

California Public Resource Code, Section 4201–4204

California Public Resource Code, Section 4201–4204, was amended in 1982 and requires all land within State Responsibility Areas to be classified into fire hazard severity zones. Each fire hazard severity zone is given a rating which reflects the severity of fire hazards that can be expected in each zone. This information is used to inform response tactics and reduce the spreading and intensity of uncontrolled fires.

State Responsibility Area Fire Safe Regulations (Title 14 Natural Resources, Department of Forestry and Fire Protection)

Title 14, also known as the State Responsibility Area Fire Safe Regulations, was amended by the California Board of Forestry and Fire Protection in 2020. These regulations guild basic wildfire protection standards in California. Title 14 establishes minimum wildfire protection to support building and development in State Responsibility Areas. These measures require sufficient emergency access, sufficient and accessible water supply for containing fires, clear building signage and numbering and vegetation modification to reduce fire risk.

California Government Code 66000

California Government Code 66000 allows for a local agency to instate a development fee with the purpose of mitigating the impact the development will have on the agency's facilities and services.

Senate Bill 50

The Leroy F. Green School Facilities Act of 1988, also known as Senate Bill 50, is a program for funding school facilities with a 50/50 state and local match funding. Senate Bill 50 allows for schools to collect a fee from any development project within its jurisdiction. Senate Bill 50 also sets a maximum amount developer are required to pay out. Pursuant to Government Code Section 65995, the developer fees aim to mitigate the burden that new development will have on school facilities and services.

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

2019 California Fire Code

The California Fire Code is contained within Title 24, Chapter 9 of the California Code of Regulations. Based on the International Fire Code, the California Fire Code is created by the California Buildings Standards Commission and regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. Similar to the International Fire Code, the California Fire Code and the California Building Code (CBC) use a hazards classification system to determine the appropriate measures to incorporate to protect life and property. Section 1206 of the California Fire Code outlines provisions for applicable stationary and mobile energy storage systems, including threshold quantities.

The California Public Resources Code includes fire safety provisions that apply to either mountainous, forest, brush, and/or grass covered lands that are deemed necessary by the director or agency with primary responsibility for fire protection in the area. During the fire hazard season, these regulations restrict the use of equipment that may produce a spark, flame, or fire; require the use of spark arrestors on equipment that has an internal combustion engine; specify requirements for the safe use of gasoline-powered tools in fire hazard areas; and specify fire-suppression equipment that must be provided on-site for various types of work in fire-prone areas. Additional codes provided in Public Resources Code Sections 4294–4296 require that any person who owns, controls, operates, or maintains any electrical transmission or distribution line upon any mountainous land, or in forest-covered land, brush-covered land, or grass-covered land shall, during such times and in such areas as are determined to be necessary by the director or the agency which has primary responsibility for the fire protection of such areas, and maintain a firebreak clearing around and adjacent to any pole, tower, and conductors that carry electric current as specified in Public Resources Code Sections 4292 and 4293. Section 4292 requires that PG&E maintain a 10-foot firebreak clearance around the base of a utility pole, with tree limbs within the 10-foot radius of the pole being removed up to 8-feet above ground. The State's Fire Prevention Standards for Electric Utilities (14 California Code of Regulations Sections 1250–1258) provide specific exemptions from electric pole and tower firebreak and electric conductor clearance standards and specifies when and where standards apply.

Regional Laws, Regulations, and Policies

There are no regional laws, regulations, and/or policies that are specifically applicable to public services. See below for a discussion of the local laws, regulations, and policies.

Local Laws, Regulations, and Policies

Los Angeles County Operational Area Emergency Response Plan

Adopted in 2012, the LA County Operational Area Emergency Response Plan identifies how the emergency response plan aligns with other local, state, and federal authorities. The Plan identifies various emergency management phases, incident management systems, and identifies operational priorities.

2021 LACoFD Strategic Plan

LACoFD is one of six contract counties that have executed a contract with the State of California to provide wildland fire protection on State Responsibility Areas. The Department has the responsibility as a contract County to implement the State Strategic Fire Plan and functionally operates as a unit of CAL FIRE and is responsible for Strategic Fire Plan activities in the county. The 2021 LACoFD Strategic Plan includes three goals: emergency operations, public service, and organizational effectiveness. The 2021 LACoFD Strategic Plan includes goals for the Department related to analyzing the threat of wildfire to communities in the wildland urban interface (WUI), fuel reduction projects, developing battalion specific asset maps, strategies and tactics, and identifying fire prevention strategies that are consistent with the County's land use planning strategies. The Department also includes goals to support local Fire Safe Councils and to work with communities to develop Community Wildfire Protection Plans (LACoFD 2021).

Los Angeles County Code of Ordinances, Title 4 Chapter 4.52

Title 4 Chapter 4.52 of the Code of Ordinances is known as the interim school facilities' financing ordinance of Los Angeles County (County of Los Angeles, 2022c). This ordinance allows for school districts to notify the Board of Supervisors that conditions of overcrowding exist. Once the Board of Supervisors confirms these conditions do exist the department of public works and planning department are notified and must stop issuing permits within the geographic boundary of the affected area. The school district must then create a detailed analysis of how these issues can be resolved by means of fees or use of land. Developers of a proposed residential development will be subject to pay a fee in accordance with provisions of Section 4.52.120 or make land available in accordance with provisions of Section 4.52.130. The fees or land made available must be use for interim classrooms and facilities. (County of Los Angeles 2022c)

Community Plan

Hacienda Heights Community Plan

The Hacienda Heights Community Plan is a comprehensive, long-range plan to guide development in Hacienda Heights. The Plan was created through a participatory process and seeks to achieve the shared vision and future desired by Hacienda Heights residents through goals, policies, a land use map, and implementation actions that will guide future development. The Plan was adopted in May 2011 and replaced the previously adopted 1978 Hacienda Heights Community General Plan.

Rowland Heights Community Plan

The Rowland Heights Community General Plan, adopted in September 1981 and updated in 2008, establishes a direction and form for the future development of Rowland Heights, setting forth broad guide1ines for the extent and nature of growth. It is an element of the Los Angeles County General Plan, delineating more clearly and in greater detail than is possible in the Countywide General Plan, policies and standards for development in Rowland Heights. The plan is comprehensive, being based on an analysis of such physical features of the Community as geology, seismicity, slope and vegetation as well as of the social environment and its relationship to physical features. Study of these interrelationships provides a basis for determining the kinds of growth which can be accommodated and for setting a framework for the future. Based on a long-range view, the plan provides a rationale for the effective coordination of the development of needed facilities. This report contains a summary of the problems and issues facing Rowland Heights and the policy recommendations developed to respond to these community concerns.

Los Angeles County General Plan

The following goals and policies from the Safety Element of the General Plan are relevant to Public Services:

Goal S 3: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to fire hazards.

Policy S 3.12: Support efforts to incorporate systematic fire protection improvements for open space, including facilitation of safe fire suppression tactics, standards for adequate access for firefighting, fire mitigation planning with landowners and other stakeholders, and water sources for fire suppression.

Goal S 4: Effective County emergency response management capabilities.

Policy S 4.1: Ensure that residents are protected from the public health consequences of natural or man-made disasters through increased readiness and response capabilities, risk communication, and the dissemination of public information.

Policy S 4.2: Support County emergency providers in reaching their response time goals.

Policy S 4.3: Coordinate with other County and public agencies, such as transportation agencies, and health care providers on emergency planning and response activities, and evacuation planning.

Policy S 4.4: Encourage the improvement of hazard prediction and early warning capabilities.

Policy S 4.5: Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.

Policy S 4.6: Ensure that essential public facilities are maintained during natural disasters, such as flooding.

The following goals and policies for the Public Services and Facilities Element of the General plan are relevant to Public Services:

Goal PS/F 1: Coordinated, reliable and equitable network of public facilities that preserves resources, ensures public health and safety, and keeps peace with planned development.

Policy PS/F 1.1: Discourage development in areas without adequate public services and facilities.

Policy PS/F 1.2: Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms.

Policy PS/F 1.3: Ensure coordinated service provision through collaboration between County departments and service providers.

Policy PS/F 1.4: Ensure adequate maintenance of infrastructure.

Policy PS/F 1.5: Focus infrastructure investment, maintenance and expansion efforts where the General Plan encourages development.

Policy PS/F 1.6: Support multi-faceted public facility expansion efforts, such as substations, mobile units, and satellite offices.

Policy PS/F 1.7: Consider resource preservation in the planning of public facilities.

Goal PS/F 7: A County with adequate educational facilities.

Policy PS/F 7.1: Encourage the joint-use of school sites for community activities and other appropriate uses.

Policy PS/F 7.2: Proactively work with school facilities and education providers to coordinate land use and facilities planning.

Policy PS/F 7.3: Encourage adequate facilities for early care and education.

Goal PS/F 8: A comprehensive public library system.

Policy PS/F 8.1: Ensure a desired level of library services through coordinated land use and facilities planning.

Policy PS/F 8.2: Support library mitigation fees that adequately address the impacts of new development.

Developers Fee for the Consolidated Fire Protection District of Los Angeles County

In order to provide adequate fire protection services, the county has implemented a Developers Fee Program, to help fund new facilities, equipment and staffing shortages created by new development in the County (County of Los Angeles 2022a). The developers' fees are paid directly to the Fire Protection District of Los Angeles and support the expansion of services as the County grows. The Fire District Developers Fee is charged to all residential development, commercial development and additions over 2,000 square feet (County of Los Angeles 2022a).

Los Angeles County Title 22 Planning and Zoning Codes – Mitigation Fees

Library Facilities Mitigation Fee

New residential development in the unincorporated areas of Los Angeles County is subject to a library mitigation fee. The fee is intended to supplement facilities needs and mitigating the impact that new residential development will have on the library system. The Library Facility Mitigation Fee differs across the seven library planning areas. East San Gabriel Valley is in planning area 4 and has a fee of $967.00 per dwelling unit (County of Los Angeles 2022b).

Law Enforcement Facilities Fee

According to Chapter 22.14, Definitions, of Los Angeles County's Title 22 Planning and Zoning Code, law enforcement facilities fees help to fund facility improvement that are needed as a result of new residential, office, commercial or industrial development projects. The three-law enforcement facility fee zones are as follows (County of Los Angeles 2022b):

- Zone 1: Santa Clarita Zone
- Zone 2: Newhall Zone
- Zone 3: Gorman Zone

Existing Environmental Conditions

The San Gabriel Valley is one of the major geographic areas of Southern California. The Valley is bounded by the San Gabriel Mountains to the north, the Chino Hills and San Jose Hills to the east, the Puente Hills to the South, and the San Rafael Hills to the west. The Valley is named after the southward flowing San Gabriel River, which runs through the center of the San Gabriel Valley, and serves as one of the boundaries of the East San Gabriel Valley Planning Area. The East San Gabriel Valley is a subregion of the San Gabriel Valley. This subregion is also one of the planning areas established by the General Plan. This planning area is located south of the Angeles National Forest, west of San Bernardino County, North of Orange County, and generally east of the Interstate-605 and the San Gabriel River. There are 13 cities and 24 unincorporated communities in the East San Gabriel Valley. The ESGVAP addresses future growth in the unincorporated portion of the ESGV.

There are a total of 12 County libraries located within the ESGVAP area. Additionally, there are a total of 11 police and sheriff stations (County of Los Angeles 2015c), 32 fire stations (County of Los Angeles 2020), and 15 school districts within the East San Gabriel Valley planning area (County of Los Angeles 2015a).

4.13.2 Environmental Impacts

Methodology

Evaluation of impacts related to Public Services is based on a review of existing policies, documents, and studies that address these services in the county. Information obtained from these sources was reviewed and summarized to describe existing conditions and to identify environmental effects based on the standards of significance presented in this section. In

determining the level of significance, the analysis assumes that projects facilitated by the ESGVAP measures and actions would comply with relevant federal, state, and local laws, ordinances, and regulations.

Significance Thresholds

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, the Project would have a significant impact to public services if it would:

a) Create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

a.i) Fire Protection and Emergency Services

a.ii) Sheriff Protection

a.iii) Schools

a.iv) Parks

a.v) Libraries

Parks and Recreation services are analyzed in Section 4.14, *Recreation*.

Proposed Project Characteristics and Relevant ESGVAP Goals and Policies

The ESGVAP is intended to the guide long-term growth of the ESGV Planning Area, enhance community spaces, promote a stable and livable environment that balances growth and preservation, and improve the quality of life in the ESGV through the creation of vibrant, thriving, safe, healthy, and pleasant communities.

Because the ESGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time.

ESGVAP Goals and Policies

Chapter 2. Land Use Element

The Land Use Element of the ESGVAP changes the General Plan land use and zoning designations of select parcels in the Plan Area to provide for focused growth and preservation areas (as presented in the Land Use Policy Map) and includes land use goals and policies that articulate how the focused growth and preservation of these areas will address land use issues, implement the Vision Statements (found in Chapter 1 of the ESGVAP), enhance the existing land uses and, as a result, quality of life in the ESGV. The following ESGVAP goals and policies support public services within the Planning Area:

Goal LU-1: Growth is planned to facilitate sustainable patterns and is targeted to areas with existing and future transit opportunities and commercial services, to facilitate transit use and accessibility to everyday goods and services within walking distance.

Policy LU-1.1: Sustainable Growth. Plan for the orderly and sustainable growth of the ESGV. Focus growth within a mile from major transit stops, a half mile from high-quality transit corridors, and a quarter mile from established or new commercial centers where there is access to existing or proposed frequent transit and everyday services within walking and biking distance.

Policy LU-1.2: Complete Communities. Foster a land use pattern that brings everyday needs and amenities within walking distance of residential neighborhoods, including public transit, parks, schools, commercial services, and other daily needs.

Goal LU-2: Growth is closely coordinated with infrastructure and public facility needs to ensure adequate capacity and a high level of service for existing and future development.

Policy LU-2.1: Coordinated Infrastructure and Capital Facilities. Ensure that new growth is closely coordinated with the need for new or upgraded capital facilities and infrastructure to support capacity needs for existing and new development. Prioritize disproportionately affected communities.

Goal LU-3: Growth areas in the ESGV that offer diversity and accessibility of land uses, preserving and providing a variety of housing options, jobs, services, and amenities within walking distance for residents and employees in the ESGV.

Policy LU-3.7: Compatible Uses in Residential Neighborhoods. Allow for uses in or near the edges of established residential neighborhoods that are compatible with residential development and will bring amenities closer to homes, such as child and adult day cares, educational facilities, houses of worship, and corner markets.

Policy LU-3.16: Access to Health Care Facilities. Accommodate a wide range of facilities that support the mental, emotional, and physical health of all ESGV residents and are equitably distributed throughout the region.

Policy LU-3.17: Access to Recreational, Social, and Cultural Facilities. Provide recreational, social, religious, and cultural facilities and programs that equitably meet the diverse physical, social, and cultural needs of the community.

Policy LU-3.18: Joint-Use Facilities. Partner with local schools and colleges to jointly use facilities and resources, including parks, playgrounds, libraries, community centers, day care facilities, and other resources to increase access to recreational and other amenities for nearby residents. Consider school sites for potential locations for village centers to build social cohesion and connectedness.

Goal LU-7: Residents are engaged in a transparent and accessible planning and development process, with easy access to information presented in languages representative of community members and using wording that is clear and easy to understand.

Policy LU-7.4: Resources for Public Engagement. Provide educational resources in multiple languages on the planning and development process that clarify proposed changes and their impacts, to enable improved understanding and participation in the planning decision-making process.

Chapter 4. Community Character and Design Element

This Community Character and Design Element of the ESGVAP strives to preserve the character of the 24 unincorporated communities of the ESGV, which can be characterized as having quiet residential street and lower scales. The following ESGVAP goals and policies support public services within the Planning Area:

> **Goal CC-1:** ESGV communities enjoy a strong sense of community, reinforced through placemaking, compatible design, and safe and well-maintained neighborhoods.
>
> > **Policy CC-1.6: Public Spaces and Facilities.** Design public facilities to encourage creative placemaking and reinforce community identity and pride.

Chapter 7. Mobility Element

The purpose of the Mobility Element is to identify strategies and improvements to make it easier and safer to walk, roll, ride, and use transit in and between the 24 unincorporated communities located in the Planning Area. The following ESGVAP goals and policies support public services within the Planning Area:

> **Goal M-2:** The mobility system is connective, multi-modal, and provides improved access to daily needs, including local and regional destinations, that allows people to thrive.
>
> > **Policy M-2.7: Travel to Public Facilities.** Enhance access to public facilities by improving the comfort and safety of routes to these places by transit riders, pedestrians, and people on bicycles.

Impact Analysis

Impact 4.13-1: Would the Project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services?

i) Fire Protection and Emergency Services

Less-Than-Significant Impact. The ESGVAP would be a long-range policy document intended to encourage community-serving growth near planned or existing transit stations, commercial retail service areas, high quality transit areas, and active transportation corridors, tailored to meet the needs of the ESGV community consistent with goals and policies of the County's General Plan (Land Use Element Goals LU 4 and LU 5).

The ESGVAP is proposing amendments to various land use and zoning designations. In addition to changes to land use designations and zoning to accomplish the growth and preservation strategies, the ESGVAP has updated some existing zoning and land use designations to ensure consistency between the ESGVAP and the General Plan land use policy map. In these cases, these updates would not change the density or type of land use allowed but would simply provide consistency with the General Plan. Proposed changes to land use and zoning that would increase allowed development densities as summarized in Table 3-1 of the Project Description. Zoning to

allow higher densities will focus growth within one mile of major transit stops, within a half-mile of high-quality transit corridors, and within a quarter mile of established or new commercial centers that have access to frequent transit services.

As indicated by the Land Use and Zoning Table in the Project Description, individual projects implementing the ESGVAP goals and policies and implementation actions are anticipated to be located primarily within the urban environment, vacant or underutilized land uses, and on disturbed areas with existing infrastructure. Changes to land use designations and zoning as a result of the ESGVAP would generally be located within the urban environment and have access to existing public service infrastructure.

The ESGVAP would include some up-zoning to allow for higher densities within one mile of major transit stops, within a half-mile of high-quality transit corridors, and within a quarter mile of established or new commercial centers that have access to frequent transit services. The ESGVAP would not induce regional population growth beyond SCAG projections. However, this re-zoning would require the expansion of LACoFD fire protection and emergency services as new development occurs in targeted areas. The County has regulations and policies in place that will enable the LACoFD to expand its fire protection and emergency services capacity as new development occurs. The County's Developers Fee program funds new facilities, equipment and staffing shortages created by new development in the County. The Fire District Developers Fee is charged to all residential development, commercial development and additions over 2,000 square feet. The developers' fees are paid directly to the Fire Protection District of Los Angeles and support the expansion of services as the County grows. Additionally, there are several General Plan Goals and Policies that will ensure adequate fire protection and emergency services are in place prior to new development. Policy PS/F 1.2 of the Public Services and Facilities Element of the General Plan requires that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms. Policy S 3.12 of the Safety Element of the General Plan supports efforts to incorporate systematic fire protection improvements for open space, including facilitation of safe fire suppression tactics, standards for adequate access for firefighting, fire mitigation planning with landowners and other stakeholders, and water sources for fire suppression**.** Policy S 4.5 of the Safety Element of the General Plan requires that there are adequate resources, such as sheriff and fire services, for emergency response. The above policies would limit the impact of new development on fire protection and emergency services. Approval of the ESGVAP would not alter the above policies and regulations or create additional goals, policies, and regulations that would impact fire protection and emergency services; therefore, impacts would be less than significant. No mitigation is required.

ii) Sheriff Protection

Less-Than-Significant Impact. The LASD provides law enforcement services to East San Gabriel Valley. According to the Los Angeles County General Plan EIR, in order to provide sufficient services to its service area, an officer to population ratio of one officer for every 1,000 residents is desired. The LASD employs approximately 18,000 people of which 10,000 are sworn

deputies. Based on the officer to population ratio, 10,000 officers would sufficiently serve 10,000,000 people.

While the ESGVAP is a policy document, proposed changes to land use and zoning designation could increase population densities in certain areas. The ESGVAP would not build new housing that results in direct population increases. However, the ESGVAP would create higher density residential areas, which would allow for construction of additional units and therefore result in indirect population growth. This planned growth would occur near areas already identified as community-serving and central to ESGVPAP communities and would be consistent with existing regional planning document assumptions regarding population growth. As raised by the Los Angeles County Sheriff's department scoping comment letter, re-zoning would allow for an increase in future residential development, which may require increased law enforcement services to maintain current levels of service. As part of processing future development applications within the ESGVAP area, the Department's Contract Law Enforcement Bureau would be informed during the planning process. Once informed, impacts to law enforcement services, as a result of any future development project(s), will be evaluated and addressed, as necessary.

The ESGVAP would not induce regional population growth beyond SCAG projections. However, increased population densities would increase the demand for law enforcement services necessitating the expansion of the department. There are policies and processes in place to minimize the impact of new development on law enforcement services. The LASD gets its funding from various types of tax revenue. As new development occurs, tax revenue will increase. Tax revenue would then be allocated to maintain sufficient amenities such as staff and equipment. Development, population and law enforcement demand are all considered when determining funding which will ensure that each department has the necessary resources to provide sufficient services. Additionally, goals and policies outlined in the General Plan will ensure that the officer to resident ratio is maintained. Policy S 4.5 of the Safety Element of the General Plan will ensure that there are adequate resources, such as sheriff and fire services, for emergency response. Policy PS/F 1.1 of the Public Services and Facilities Element of the General Plan discourages development in areas without adequate public services and facilities. Approval of the ESGVAP would not alter the above policies and regulations or create additional goals, policies, and regulations that would impact law enforcement services; therefore, impacts would be less than significant. No mitigation is required.

iii) Schools

Less-Than-Significant Impact. There are 15 school districts that serve the project location (County of Los Angeles 2015a). While the ESGVAP is a policy document, proposed changes to land use and zoning designation could increase growth. The ESGVAP would not build new housing that results in direct population increases, however, the ESGVAP would create higher density residential areas, which would allow for construction of additional units and therefore result in indirect population growth. The indirect population growth could generate an increase in student enrollment within the 15 school districts serving the project area.

Future development would be subject to development fee's which would lessen the impact of population growth on existing school facilities. California Government Code 66000 allows for a local agency to instate a development fee with the purpose of mitigating the impact of development on the agency's facilities and services. School districts are considered local agencies and would require new residential development projects to pay a development fee to help fund school services. Additionally, SB 50/ Government Code Section 65995 allows for schools to collect a fee from any development project within its jurisdiction. Pursuant to Government Code Section 65995, the developer fees aim to mitigate the burden that new development will have on school facilities and services. These fees are used to expand school facilities and services. Additionally, Chapter 4.2 of the Code of Ordinances, also known as the interim school facilities' financing ordinance, allows for school districts to report overcrowding to the Board of Supervisors. Once the Board of Supervisors confirm that these conditions exist, the department of public works and planning department are notified and must stop issuing permits within the geographic boundary of the affected area. The school district must then create a detailed analysis of how these issues can be resolved by means of fees or use of land. Developers of a proposed residential development, within the geographic area of concern, would be subject to pay a fee in accordance with provisions of Section 4.52.120 or make land available in accordance with provisions of Section 4.52.130 (County of Los Angeles 2022c). The fees or land made available must be use for interim classrooms and facilities. The interim school facilities' financing ordinance will prevent future development, spurred by the ESGVAP changes to land use and zoning designation, from overwhelming the school system. The ESGVAP would not induce regional population growth beyond SCAG projections. Since the ESGVAP will not directly create an increase in population or build new housing, the project will not have a direct impact on school facilities (County of Los Angeles 2022c). Increased population densities may require expanding school capacities in targeted areas. However, SB 50, interim school facilities' financing ordinance, Government Code Section 65995 and 66000 will mitigate any indirect impacts to school services. The development fees discussed above would ensure that potential expansion requirements to school facilities would be financed. Given that the ESGAP will not change the above regulations or create new policies, programs, and goals that would impact demand for school services, impacts would be less than significant. No mitigation is required.

iv) Parks

Impacts associated with parks and recreation are discussed in Section 4.14, *Recreation*. Refer to Section 4.14 for additional details.

v) Libraries

Less-Than-Significant Impact. As mentioned above, the ESGVAP would result in increases in density and development intensity which could result in population growth, this growth would not be unplanned and would be consistent with existing regional planning document assumptions regarding population growth. While population growth as a result of the ESGVAP would remain consistent with regional planning document projections, demand for library services may increase as a result.

While the ESGVAP itself would not create additional housing, rezoning would allow for new housing development with increased local population densities. The ESGVAP would not induce regional population growth beyond SCAG projections. Los Angeles County's library mitigation fee program requires residential development projects to pay a fee which acts to mitigate adverse impacts as a result of development. The fee is intended to supplement facility needs and mitigate the impact that new residential development will have on the library system. The Library Facility Mitigation Fee differs across the seven library planning areas. East San Gabriel Valley is in planning area 4 and has a fee of $967.00 per dwelling unit (County of Los Angeles 2022b). This fee will mitigate the burden of new development on existing library services and will help maintain the guidelines for facility space of 0.5 gross square feet per capita and 2.75 items per capita. Additionally, goals 8 from the Public Services and Facilities element of the General Plan will ensure that there is a comprehensive public library system. Policy PS/F 8.2 acts to support the library mitigation fee which adequately address the impacts of new development. Policy PS/F 8.1 will ensure a desired level of library services through coordinated land use and facilities planning. The goals and policies outlined in the General Plan along with the library mitigation fee will ensure that impacts to the library system resulting from increased densities in targeted areas would be less than significant. No mitigation is required.

Cumulative Impacts

For the purposes of this analysis of cumulative impacts related to public services, the geographic area of consideration consists of Los Angeles County, inclusive of both incorporated and unincorporated areas. This geographic scope of analysis is appropriate for the analysis of public services because cumulative projects have the potential to cause significant impacts on Los Angeles County if they exceed the capacity of current and projected infrastructure accounted for in the General Plan.

Impact 4.13-2: Would the Project, when combined with other past, present, or reasonably foreseeable projects, create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services?

i) Fire Protection and Emergency Services

Less-Than-Significant Impact. Fire protection services within the County of Los Angeles frequently provide services over multiple jurisdictional boundaries. The culmination of past, present and foreseeably future project would result in the need for additional fire protection services. Cumulative residential, industrial and commercial projects would depend on existing and expanded fire protection services within the County. As analyzed in *Impact Analysis*, the Project would require the incorporation of the County's Developers Fee Program. The County's Developers Fee Program would fund the purchase and construction of new fire stations to provide adequate services as a result of new development. Since the ESGVAP would not induce regional population growth beyond SCAG projections, the demand for public services would be consistent

with regional demand projections and would not increase the cumulative demand compared to current projections. As a result, the ESGVAP's contribution to cumulative demands for public services would not be considerable. No mitigation is required.

ii) Sheriff Protection

Less-Than-Significant Impact. The culmination of past, present and foreseeably future project would result in the need for additional law enforcement services. Cumulative residential, industrial and commercial projects would depend on existing police enforcement services within the County. While most cumulative projects would be required to comply with CEQA, NEPA, and other independently enforceable county documents prior to their approval, they would necessitate the need for expanded police enforcement services. When the Project's incremental impacts are considered in combination with the incremental impacts of past, present, and reasonably foreseeable future projects, the Project's incremental contribution to law enforcement service impacts would be cumulatively considerable. However, as analyzed in *Impact Analysis*, the Project would cause a potential significant impact that could be avoided/reduced to less than significant with Policy PS/F 1.1 and Policy S 4.5. Additionally, the LASD receives funding through tax revenue such as property tax, sales tax and deed transfer fees which are used to expand law enforcement facilities and operations necessitated by new development. Since the ESGVAP would not induce regional population growth beyond SCAG projections, the demand for public services would be consistent with regional demand projections and would not increase the cumulative demand compared to current projections. As a result, the ESGVAP's contribution to cumulative demands for public services would not be considerable. No mitigation is required.

iii) Schools

Less-Than-Significant Impact. The culmination of past, present and foreseeably future residential development projects within the ESGVAP planning area could increase the student population and require the construction or expansion of school facilities. While most cumulative projects would be required to comply with CEQA, NEPA, and other independently enforceable county documents prior to their approval, they would necessitate the need for the construction or expansion of existing school services. When the Project's incremental impacts are considered in combination with the incremental impacts of past, present, and reasonably foreseeable future projects, the Project's incremental contribution to school services, would be cumulatively considerable. However, As analyzed in *Impact Analysis*, the Project would cause a potential significant impact that could be avoided/reduced to less than significant with the school impact fees established by SB 50. Developers would be required to pay a school impact fee in concurrence with building permit approval. The legislature has found SB 50 to qualify as "full and complete mitigation of the impacts of any legislative or adjudicative act…on the provision of adequate school facilities" (Government Code Section 65995[h]). Fee paid out to schools under SB 50 qualify as completed and adequate mitigation. Therefore, SB 50 would adequately reduce any cumulative impacts of school services. Since the ESGVAP would not induce regional population growth beyond SCAG projections, the demand for schools would be consistent with regional demand projections and would not increase the cumulative demand compared to current

projections. As a result, the ESGVAP's contribution to cumulative demands for schools would not be considerable. No mitigation is required.

iv) Parks

Impacts associated with parks and recreation are discussed in Section 4.14, *Recreation*. Refer to Section 4.14 for additional details.

v) Library Services

Less-Than-Significant Impact. Los Angeles County library serves the County and surrounding areas. The culmination of past, present and foreseeable future residential development projects would increase the demand for library services. While most cumulative projects would be required to comply with CEQA, NEPA, and other independently enforceable county documents prior to their approval, they would necessitate the need for the construction or expansion of existing library facilities and services. When the Project's incremental impacts are considered in combination with the incremental impacts of past, present, and reasonably foreseeable future projects, the Project's incremental contribution to library services would be cumulatively considerable. However, as analyzed in *Impact Analysis*, the Project would cause a potential significant impact that could be avoided/reduced to less than significant with the incorporation of the library facilities mitigation fee. Present and future projects would be required to pay a fee to reduce the impacts that new development will have on the library system by funding the expansion of library facilities. Since the ESGVAP would not induce regional population growth beyond SCAG projections, the demand for libraries would be consistent with regional demand projections and would not increase the cumulative demand compared to current projections. The library facilities fee would mitigate cumulative impacts on the Los Angeles County Library system. As a result, the ESGVAP's contribution to cumulative demands for libraries would not be considerable. No mitigation is required.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No significant impacts have been identified requiring mitigation and no significant and unavoidable impacts would occur.

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4.14 Recreation

This section addresses the potential impacts of the East San Gabriel Valley Area Plan (ESGVAP or Project) on parks and recreational facilities within the Planning Area. This section describes the physical environmental and regulatory setting, the criteria and thresholds used to evaluate the significance of impacts, the methods used in evaluating these impacts, and the results of the impact assessment.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (**Appendix A**). These comments identified various substantive issues and questions related to Recreation, as follows: impacts to land outside the Planning Area from expanded trail access such as increased maintenance from other agencies and organizations, increased law enforcement services, as well as decreased residential parking, increased vehicular traffic, and increased noise in adjacent neighborhoods. **Table 1-1**, *Notice of Preparation and Comment Letters Summary*, in Chapter 1, *Introduction*, includes a summary of all comments received during the scoping comment period.

4.14.1 Environmental Setting

The Planning Area contains the easternmost areas of Los Angeles County, and is located south of the Angeles National Forest, north of the Orange County border, and east of Interstate (I)-605. The Planning Area contains several suburban communities with predominantly single-family residential uses. The Planning Area contains a variety of recreational options and open space resources, including regional parks, local parks, trails, school facilities, golf courses, and natural open spaces.

Regulatory Setting

Federal Laws, Regulations, and Policies

There are no federal regulations pertaining to recreation that would apply to the ESGVAP.

State Laws, Regulations, and Policies

The Quimby Act (Government Code Section 66477)

The 1975 Quimby Act (California Government Code Section 66477), authorized cities and counties to pass ordinances requiring developers to set aside land, donate conservation easements, or pay fees for park improvements. Assembly Bill (AB) 1600 provided an amendment to the Quimby Act requiring agencies to clearly show a reasonable relationship between the public's need for the recreation facility or parkland, and the type of development project upon which the fee is imposed. Cities and counties with a high ratio of park space to inhabitants can set a standard of up to five acres per 1,000 people for new development. Cities and counties with a lower ratio can only require the provision of up to three acres of park space per 1,000 people. The calculation of a city or county's park space to population ratio is based on a comparison of the population count of the last federal census to the amount of city/county-owned parkland.

State Public Park Preservation Act

The primary instrument for protecting and preserving parkland is the State Public Park Preservation Act. Under the Public Resource Code, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

Landscaping and Lighting Act of 1972, California Streets and Highway Code Section 22500–22509

The California Landscaping and Lighting Act of 1972 authorizes local legislative bodies to establish benefit related assessment districts, or Landscaping and Lighting Districts and to levy assessments for the construction, installation, and maintenance of certain public landscaping and lighting improvements. Landscaping and Lighting Districts may be established to maintain local public parks

Mello-Roos Community Facilities Act of 1982

The Mello-Roos Community Facilities Act provides an alternative method of financing certain public capital facilities and services, especially in developing areas and areas undergoing rehabilitation. This State law empowers local agencies to establish Community Facilities Districts, special districts established by local governments in California, as a means of obtaining community funding.

Regional Laws, Regulations, and Policies

There are no regional laws, regulations, and/or policies that are specifically applicable to recreation. See below for a discussion of the local laws, regulations, and policies.

Local Laws, Regulations, and Policies

Los Angeles County Code (Quimby Requirements)

The Los Angeles County Code (County Code) contains regulations governing operation of park facilities, and regulations for the provision of parklands for new subdivisions, in accordance with the Quimby Act. County Code Section 21.24.340 (Residential Subdivisions, Local Park Space Obligation, Formula) provides the methodology to determine the amount of parkland required to be dedicated by the subdivider as a part of the subdivision map approval process. Section 21.28.140 also states the developer may also choose to pay a fee in-lieu of the provision of parkland or may choose to provide less than the required amount of parkland, but provide amenities equal to the value of what the in-lieu fee would be. As a condition of zone change approvals, General Plan amendments, specific plan approvals, or development agreements, the County may require a subdivider to dedicate land according to the General Plan goal of four acres of local parkland per 1,000 residents, and six acres of regional parkland per 1,000 residents. Once the local park space obligation is determined, County Code Section 21.24.350 (Residential Subdivisions, Provision or Local Park Sites) contains regulations pertaining to the siting of park facilities as well as provisions that give the option to subdividers of 50 units or less to choose to provide the obligatory amount of parkland, any excess of which would be credited to the subdivision, or otherwise allow any remaining obligation to be satisfied by the payment of park fees in accordance with the provisions of Section 21.28.140 (Park Fees Required When,

Computation and Use). It is the County's Department of Parks and Recreation (DPR) responsibility to develop a schedule specifying how, when, and where it will use the parkland and/or fees, from each subdivision to develop park or recreational facilities within the applicable park planning area.

Proposition A: Safe Neighborhood Parks Proposition of 1992 and 1996; and Measure A

Los Angeles County residents recognize the importance of the region's parks, open spaces, and natural areas and have repeatedly supported them by voting for local parks funding measures. In 1992 and 1996, Los Angeles County voters approved two local parks funding measures, both called Proposition A. The 1992 Proposition A created the Regional Park and Open Space District and generated annual revenue of $52 million until its expiration in 2015. The 1996 Proposition A generates $28 million annually and expired in 2019. Since 1992, the Regional Park and Open Space District has awarded grant funds for more than 1,500 projects for parks, recreational, cultural, and community facilities as well as beaches and open space lands throughout the county. Measure A was developed based on the findings of the Los Angeles Countywide Parks and Recreation Needs Assessment (also referred to as the "Parks Needs Assessment") and was approved in November 2016 with nearly 75% of voters supporting it. Generating more than $90 million per year for Los Angeles County's local parks, beaches, and open space areas, Measure A is an annual parcel tax of 1.5 cents per square foot of improved property and includes both formula-based allocations to study areas and competitive grants that are open to public agencies, nonprofit organizations, and schools. Unlike Proposition A, Measure A does not have an expiration date.

County of Los Angeles Park Design Guidelines and Standards

The County of Los Angeles Park Design Guidelines and Standards are intended to guide County staff, design professionals, and other agencies on how to design and develop parks that meet County standards and expectations. The manual offers input from DPR staff, other departments, and outside partners such as nonprofit organizations and private developers with an interest in park design. The guidelines and standards address topics for recreational facilities such as spatial organization, circulation, landscaping, utilities, and sustainable products and plants.

County of Los Angeles Trails Manual

The County of Los Angeles Trails Manual (Trails Manual) provides guidance to County departments that interface with trail planning, design, development and maintenance of hiking, equestrian, and mountain biking trails. The Trails Manual was adopted by the Board of Supervisors on May 17, 2011, and was revised in June 2013. The Trails Manual provides guidelines for implementation of multi-use trails within the unincorporated communities of Los Angeles County and recognizes the existence of the broader regional trail network in the County and surrounding counties that provides access to recreational resources operated by federal, State, and local agencies. The Trails Manual sets the guidelines for reviewing plans and specifications for trails that are provided in conjunction with land use planning and the entitlement process for projects proposed for development within the County. Proposed developments are reviewed for consistency with the Trails Manual. The goal of the Trails Manual is to establish well-defined trail types, guidelines, and priorities to facilitate the development of high-quality trails that benefit the public.

Los Angeles Countywide Parks and Recreation Needs Assessment

Adopted by the Board of Supervisors on July 5, 2016, the Parks Needs Assessment (PNA)was a historic and significant undertaking to engage all communities within Los Angeles County in a collaborative process to gather data and input for future decision-making on parks and recreation. The primary goal of the PNA was to quantify the magnitude of need for parks and recreational facilities and determine the potential costs of meeting that need. This goal has been accomplished, as evidenced by the final report, which uses a transparent, best-practices approach to evaluate park and recreation needs and is the product of an engagement process that involved the public, cities, unincorporated communities, community-based organizations, and other stakeholders. Specifically, the PNA:

- Uses a set of metrics to measure and document park needs for each study area
- Establishes a framework to determine the overall level of park need for each study area
- Offers a list of priority park projects for each study area
- Details estimated costs for the priority park projects by study area
- Builds a constituency of support and understanding of the park and recreational needs and opportunities
- Informs future decision-making regarding planning and funding for parks and recreation

On December 6, 2022, the Los Angeles County Board of Supervisors adopted the 2022 Parks Needs Assessment Plus (PNA+) as the county's 30x30 plan to address climate change and advance biodiversity and conservation. The 30x30 initiative is a commitment to conserve at least 30 percent of lands and waters by 2030. The 2022 PNA+ builds on the 2016 PNA report and offers new information not previously included, such as mapping and analyses related to population vulnerability, environmental benefits, environmental burdens, and priority areas for environmental conservation and restoration, regional recreation, and rural recreation. The PNA+ documents the need for regional facilities, such as beaches, regional parks, natural areas, open spaces, and trails, as well as local parks in rural areas and offers various recommendations and emphasizes the need for multijurisdictional coordination, collaboration, and partnerships, which are necessary to enhance and expand the network of parks, natural areas, open spaces, and trails in the ESGV. The goals of the PNA+ are as follows:

- Ensure that everyone has access to our beaches and lakes, open spaces and natural areas, regional parks, trails, and parks and recreational facilities in rural areas, regardless of race, social class, gender, disability status, or other characteristics.
- Collect data and provide analysis that will inform planning and decision-making to ensure that park resources are distributed more equitably and that all communities will be able to enjoy the full range of benefits offered by parks and recreational facilities.
- Create opportunities for meaningful dialogues and connections among people from diverse backgrounds and cultures.
- Develop an inclusive, accessible, and transparent process for public engagement and decision-making.

Los Angeles County General Plan

The Land Use Element of the General Plan provides the following goals and policies potentially relevant to the Project:

Goal LU 5: Vibrant, livable and healthy communities with a mix of land uses, services and amenities.

Policy LU 5.7: Direct resources to areas that lack amenities, such as transit, clean air, grocery stores, bikeways, parks, and other components of a healthy community.

The Parks and Recreation Element of the General Plan provides the following goals and policies potentially relevant to the Project:

Goal P/R 1: Enhanced active and passive park and recreation opportunities for all users.

Policy P/R 1.2: Provide additional active and passive recreation opportunities based on a community's setting, and recreational needs and preferences.

Policy P/R 1.3: Consider emerging trends in parks and recreation when planning for new parks and recreation programs.

Policy P/R 1.4: Promote efficiency by building on existing recreation programs.

Policy P/R 1.5: Ensure that County parks and recreational facilities are clean, safe, inviting, usable and accessible.

Policy P/R 1.6: Improve existing parks with needed amenities and address deficiencies identified through the park facility inventories.

Policy P/R 1.7: Ensure adequate staffing, funding, and other resources to maintain satisfactory service levels at all County parks and recreational facilities.

Policy P/R 1.8: Enhance existing parks to offer balanced passive and active recreation opportunities through more efficient use of space and the addition of new amenities.

Goal P/R 2: Enhanced multi-agency collaboration to leverage resources.

Policy P/R 2.1: Develop joint-use agreements with other public agencies to expand recreation services.

Policy P/R 2.2: Establish new revenue generating mechanisms to leverage County resources to enhance existing recreational facilities and programs.

Policy P/R 2.3: Build multiagency collaborations with schools, libraries, nonprofit, private, and other public organizations to leverage capital and operational resources.

Policy P/R 2.4: Utilize school and library facilities for County sponsored and community sponsored recreational programs and activities.

Policy P/R 2.5: Support the development of multi-benefit parks and open spaces through collaborative efforts among entities such as cities, the county, state, and federal agencies, private groups, schools, private landowners, and other organizations.

Policy P/R 2.6: Participate in joint powers authorities (JPAs) to develop multi-benefit parks as well as regional recreational facilities.

Goal P/R 3: Acquisition and development of additional parkland.

Policy P/R 3.1: Acquire and develop local and regional parkland to meet the following County goals: four acres of local parkland per 1,000 residents in the unincorporated areas and six acres of regional parkland per 1,000 residents of the total population of the County.

Policy P/R 3.2: For projects that require zone change approvals, general plan amendments, specific plans, or development agreements, work with developers to provide for local and regional parkland above and beyond their Quimby obligations.

Policy P/R 3.3: Provide additional parks in communities with insufficient local parkland as identified through the gap analysis.

Policy P/R 3.4: Expand the supply of regional parks by acquiring land that would: 1) provide a buffer from potential threats that would diminish the quality of the recreational experience; 2) protect watersheds; and 3) offer linkages that enhance wildlife movements and biodiversity.

Policy P/R 3.5: Collaborate with other public, nonprofit, and private organizations to acquire land for parks.

Policy P/R 3.6: Pursue a variety of opportunities to secure property for parks and recreational facilities, including purchase, grant funding, private donation, easements, surplus public lands for park use, and dedication of private land as part of the development review process.

Policy P/R 3.9: The Department of Parks and Recreation does not accept undeveloped park sites from developers. Developers are required to provide a developed park to the County on a "turn-key" basis and receive credit for the costs of developing the public park up to and against any remaining Quimby obligation, after accounting for the net acreage dedicated to the County.

Goal P/R 4: Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages.

Policy P/R 4.1: Create multi-use trails to accommodate all users.

Policy P/R 4.3: Develop a network of feeder trails into regional trails.

Policy P/R 4.5: Collaborate with other public, nonprofit, and private organizations in the development of a comprehensive trail system.

Policy P/R 4.6: Create new multi-use trails that link community destinations including parks, schools and libraries.

Goal P/R 5: Protection of historical and natural resources on County park properties.

Policy P/R 5.1: Preserve historic resources on County park properties, including buildings, collections, landscapes, bridges, and other physical features.

Policy P/R 5.3: Protect and conserve natural resources on County park properties, including natural areas, sanctuaries, and open space preserves.

Policy P/R 5.4: Ensure maintenance, repair, rehabilitation, restoration, or reconstruction of historical resources in County parks and recreational facilities are carried out in a manner consistent with the most current Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.

Goal P/R 6: A sustainable parks and recreation system.

Policy P/R 6.3: Prolong the life of existing buildings and facilities on County park properties through preventative maintenance programs and procedures.

Policy P/R 6.5: Ensure the routine maintenance and operations of County parks and recreational facilities to optimize water and energy conservation.

Existing Environmental Conditions

Existing Park and Recreational Facilities

The Planning Area includes 24 unincorporated communities, which are included in the study areas identified in the County's 2016 PNA and 2022 PNA+, described above. Based on the 2022 baseline population projections from the SCAG 2016 RTP/SCS Travel Demand Forecast Model, the Planning Area has a total population of 985,662 people. The parkland within the Planning Area includes both local and regional parks, trails, open space, and schools with facilities available for recreational use through joint use agreements. Regional recreation facilities may be operated by cities and the DPR and can include trails, trailheads, equestrian parks, natural areas, and golf courses. There are also other park spaces which are owned and operated by cities, conservancies, and state and federal agencies. The parks, recreation and open space resources that serve the communities within the Planning Area are listed in **Table 4.14-1**, *Parks, Recreation, and Open Space Resources in the ESGVAP Area*, and shown on **Figure 4.14-1**, *Parks, Recreation, and Open Space Resources*.

The Planning Area currently provides 225.9 acres of existing local parks and recreation facilities within the unincorporated communities operated by the DPR. However, the Planning Area as a whole includes a total of 2,113 acres of local park space along with 20,839 acres of regional recreation facilities. Therefore, the Planning Area has an average of 2.1 acres of local parkland per 1,000 residents and an average of 23.3 acres of total parkland (local and regional) per 1,000 residents.

TABLE 4.14-1
PARKS, RECREATION, AND OPEN SPACE RESOURCES IN THE ESGVAP AREA

Parks, Recreation, Open Space Resources	Type	Location	Nearest Community/ Communities	Location (see Figure 4.14-1)
Allen J. Martin Park	Local	La Puente	West Puente Valley	1
Angeles National Forest	Open Space	Unincorporated Los Angeles County	Northwest San Dimas, Glendora Islands	2
Avenue Park	Local	La Puente	Avocado Heights	3
Avocado Heights Park	Local	Avocado Heights	Avocado Heights	4
Bassett Park	Local	La Puente	West Puente Valley	5
Bill Blevins Park	Local	Rowland Heights	Rowland Heights	6
Buzzard Peak	Open Space	Walnut	Walnut Islands	7
Carolyn Rosas Park	Local	Rowland Heights	Rowland Heights	8
Charter Oak Park	Local	Charter Oak	Charter Oak	9
Claremont Wilderness Park	Regional	Claremont	North Claremont, West Claremont, Northeast La Verne	10
Countrywood Park	Local	Hacienda Heights	Hacienda Heights, Rowland Heights	11
Cypress Ball Park	Local	Covina	Covina Islands	12
Dalton Park	Local	Azusa	Covina Islands	13
Diamond Bar Golf Course	Golf Course	Diamond Bar	South Walnut, Rowland Heights, South Diamond Bar	14
Frank G. Bonelli Regional Park	Regional	San Dimas	West San Dimas, Walnut Islands	15
Glendora Wilderness Park and Brodiaea Reserve	Regional	Glendora	Glendora Islands	16
Gloria Heer Park	Local	Rowland Heights	Rowland Heights	17
Hacienda Heights Community Recreation Center	Local	Hacienda Heights	Hacienda Heights	18
Industry Hills Recreation Center	Local	City of Industry	Valinda	19
Los Robles Park	Local	Hacienda Heights	Hacienda Heights	20
Manzanita Park	Local	Hacienda Heights	Hacienda Heights	21
Marchant Park	Local	San Dimas	East San Dimas	22
Marshall Canyon Golf Course	Golf Course	La Verne	Northeast La Verne, West Claremont	23
Marshall Canyon Regional Park & Nursery	Regional	La Verne	Northeast La Verne, West Claremont	24
Mountain Meadows Golf Course	Golf Course	Pomona	East San Dimas, West San Dimas, North Pomona, Walnut Islands	25
Orange Grove Park	Local	Hacienda Heights	Hacienda Heights	26
Pathfinder Community Regional Park	Regional	Rowland Heights	Rowland Heights	27
Pepperbrook Park	Local	Hacienda Heights	Hacienda Heights, Rowland Heights	28

Parks, Recreation, Open Space Resources	Type	Location	Nearest Community/ Communities	Location (see Figure 4.14-1)
Peter F. Schabarum Regional Park	Regional	Rowland Heights	Rowland Heights, Hacienda Heights	29
Puente Creek	Open Space	City of Industry	West Puente Valley, Avocado Heights	30
Rimgrove Park	Local	Valinda	Valinda, South San Jose Hills	31
Rowland Heights Park	Local	Rowland Heights	Rowland Heights	32
San Angelo Park	Local	Avocado Heights	Avocado Heights	33
San Dimas Canyon Nature Center and Community Regional Park	Regional	San Dimas	East San Dimas	34
San Gabriel and Rio Hondo River Trails	Trail	Multiple	Pellissier Village, South El Monte, Avocado Heights, West Puente Valley	35
San Gabriel Valley Aquatics Center (Planned)	Local	La Puente	West Puente Valley	36
San Jose Creek Overlook	Regional	Whittier	North Whittier, Avocado Heights	37
Sunshine Park	Local	South San Jose Hills	South San Jose Hills	38
Syhre Park	Local	La Puente	West Puente Valley	39
Thomas S. Burton Park	Local	Hacienda Heights	Hacienda Heights	40
Trailview Park	Local	Rowland Heights	Rowland Heights, Hacienda Heights	41
Valleydale Park	Local	East Irwindale	East Irwindale, Covina Islands	42
Walmerado Park	Local	West Covina	Valinda	43
Walnut Creek Natural Park	Local	Baldwin Park	Avocado Heights, West Puente Valley	44
Walnut Creek Community Regional Park	Regional	San Dimas	West San Dimas	45
William Steinmetz Park	Local	Hacienda Heights	Hacienda Heights	46
Cobal Canyon Trail	Trail	Claremont	Northeast La Verne, Noth Claremont	47
Marshall Canyon Trail	Trail	La Verne	Northeast La Verne	48
Marshall-Miller Connector Trail	Trail	Multiple	East San Dimas, West Claremont	49
San Jose Creek Trail	Trail	Whittier	Avocado Heights, Hacienda Heights, North Whittier, Pellissier Village, South El Monte	50
Schabarum-Skyline Trail	Trail	Multiple	Hacienda Heights, Rowland Heights	51
Valinda Avenue Walking Path	Trail	La Puente	Valinda	52

SOURCE: Draft Parks and Recreation Element 2022.

Planned Park and Recreational Facilities

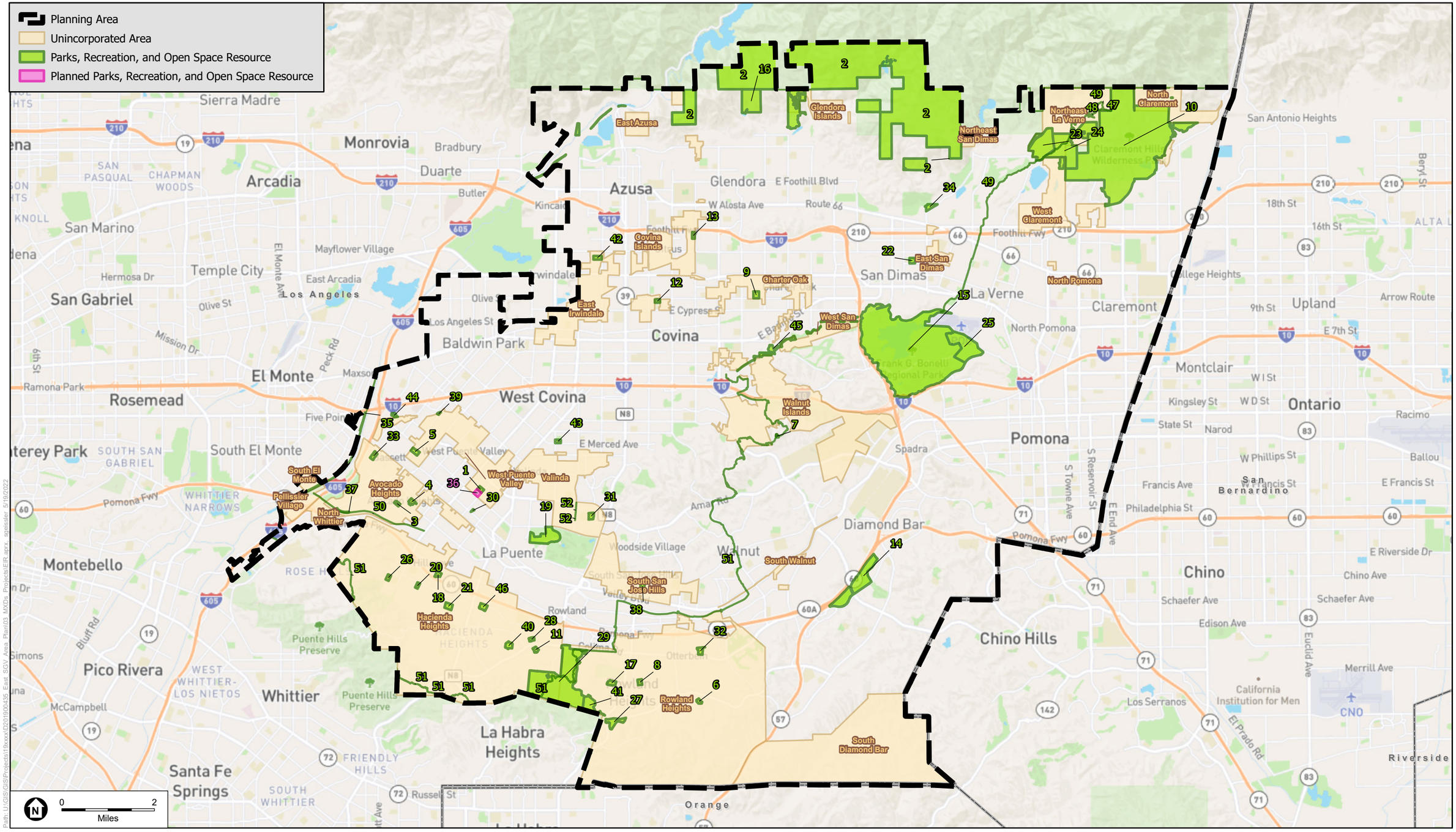
Future dedications of parkland are anticipated to be made from new developments within the County's Planning Area. These future dedications and the planned parks listed below would count towards meeting the Los Angeles County General Plan goal of 4 acres of local parkland per 1,000 residents and 6 acres of regional parkland per 1,000 residents. As of April 2022, there is one planned recreational facility (San Gabriel Valley Aquatics Center) within the Planning Area, which would provide a 3.5-acre facility in the West Puente Valley Community. The Puente Hills Landfill located in the City of Industry is also a proposed regional park, which would provide approximately 142 acres of parkland to the region and is partially located within the Planning Area.

Trails

The Planning Area currently includes approximately 180 miles of regional trails, which are mostly maintained by DPR, and traverse regional parks, conservancy lands, and open spaces. The Planning Area provides a service standard of approximately 0.2 mile of regional trails per 1,000 residents, which is below the County average of 0.33 mile per 1,000 residents. Refer to Appendix C (Parks, Facilities, and Trails Operated by DPR) of the Draft Parks and Recreation Element of the ESGVAP for the complete inventory of trails within the Planning Area. In addition to the planned acres of parkland, there are two major planned project for trails within the Planning Area. The Watershed Conservation Authority completed Final Program Environmental Report for the planned Emerald Necklace Implementation Phase 1, which would provide a 17-mile loop of multi-use trails and green-ways connecting 10 cities in East Los Angeles County. The San Gabriel Valley Greenway Network Strategic Implementation Plan would also connect the existing trail system to waterways, spillways, and easements providing 138 miles of trails within the San Gabriel River watershed.

Existing Park Needs

In 2016, the County completed the Los Angeles Countywide Parks and Recreation Needs Assessment (PNA), to document the scope, scale, and location of park need in cities and unincorporated communities across Los Angeles County, included those considered by the proposed Area Plan. In 2022, the County developed a focused update to the PNA called the Parks Needs Assessment Plus (PNA+). As described above, the PNA+ builds on the PNA by providing a more in-depth and nuanced understanding of park access and need considerations for regional parks and open spaces and the park needs of rural areas. The PNA+ documents the need for regional facilities, such as beaches, regional parks, natural areas, open spaces, and trails, as well as local parks in rural areas and offers various recommendations and emphasizes the need for multijurisdictional coordination, collaboration, and partnerships, which are necessary to enhance and expand the network of parks, natural areas, open spaces, and trails in the ESGV.



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SOURCE: LADPR, June 2021; ESA, 2022

East San Gabriel Valley Area Plan

Figure 4.14-1

Parks, Recreation, and Open Space Resources

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According to the 2016 PNA, 20 out of the 24 study areas in the Planning Area have moderate to low park needs. Four study areas, including the City of Baldwin Park, the City of La Puente, unincorporated Charter Oak/Covina Islands, and unincorporated Bassett-West Puente, have high or very high park need. The level of park need was determined by overlaying information about park acre need, distance from a park, and population density (see p. 2-47 of the PNA Final Report for details).. In addition to the four study areas identified with high or very high park needs, the 2016 PNA also identified neighborhoods and subparts of communities with high or very high park needs, even if the study area as a whole was determined to have a low or moderate park need. Detailed maps and park needs are provided for each study area in Appendix A of the 2016 PNA.

Recreation Programs

In addition to parkland and trails, the availability of recreation programs contributes to the quality of the parks and recreation facilities in the Planning Area. Recreational programs include organized sports, classes, and events, as well as activities such as family picnics, walking, and hiking. Programs may be run by private organizations or through the DPR. Examples of programs provided by DPR include community and cultural events, Every Body Plays, Every Body Explores, Nature Center Discovery, Parks After Dark, Our Spot, and Open Gymnasium. In addition, golf lessons and junior golf programs are offered at DPR golf courses, and junior lifeguard program is offered at Bonelli Regional Park.

Facilities Service and Maintenance

The County maintains approximately 3,700 acres of parkland and related facilities within the Planning Area. Maintenance of parkland includes standard inspections, service of all buildings and parklands, and addressing complaints regarding issues such as graffiti removal and equipment repairs.

4.14.2 Environmental Impacts

Methodology

The County uses a goal of four acres of local parkland per 1,000 residents as established in the Parks and Recreation Element of the General Plan, above the Quimby Act standard that requires a minimum of three acres of parkland per 1,000 residents. Local parkland includes active, passive, special use, neighborhood, and community parks, but does not include regional parks, open space, National Forest land, or regional trails.

Key Concepts/Terminology

Parks, recreation, and open space resources within the Planning Area range from vibrant community and regional parks to natural areas, trails, and open spaces. Active and passive recreation facilities are available at the parks, including but not limited to: athletic fields, playgrounds, picnic areas, water activities, camping, horseback riding, fishing lakes, and multi-use trails for hiking, biking, and horseback riding. These facilities also offer many sports, special interests, and educational classes.

For the purposes of this analysis, parks within the Planning Area are identified as either local or regional, which are defined as follows:

Local: Local park spaces typically provide facilities for active recreation and gathering that meet neighborhood needs, offer opportunities for daily recreation, and are highly utilized. Facilities at local parks include picnic areas and playgrounds, and can accommodate a variety of organized sports, including soccer, baseball, tennis, volleyball, basketball, and skateboarding.

Regional: Regional Recreation Parks are over 100 acres and of regional importance. These facilities contain active amenities such as athletic courts and fields, playgrounds, and swimming pools. They also offer opportunities for wildlife viewing, beautiful scenery, conservation, and outdoor recreation including hiking, biking, and equestrian trails, which serve residents and visitors throughout the County. Other types of regional facilities besides parks in the Planning Area include trails, trailheads, staging areas, equestrian parks, natural areas, and golf courses.

In addition, for purposes of this analysis active and passive recreation facilities are defined as follows:

Active: Active recreation includes organized play areas such as sports facilities for softball, baseball, football, and soccer fields; volleyball, tennis, and basketball courts, swimming pools, and/or forms of playground equipment.

Passive: Passive recreation typically does not require organized play areas or sports facilities and are often irregular in shape. Passive recreation often includes open space areas and trails. Passive recreation includes activities such as walking paths, picnicking, and water sports such as fishing or rowing.

School facilities may also provide land and facilities for recreational use on a limited basis through a joint-use agreement between the County and school districts. In general, public school recreational facilities are open to the public during non-school hours. Elementary schools may provide adjunct recreation opportunities to surrounding neighborhoods during non-education hours. Junior high schools and high schools may provide adjunct community-wide facilities for public use.

Approach

Based on the current population, approximately 3,943 acres of local parkland would be required to meet the General Plan goal of 4 acres per 1,000 residents. As described above, there is currently 2,113 acres of existing local parkland and 3.5 acres of planned local parkland. Therefore, the Planning Area is currently deficient by approximately 1,826.5 acres of local parkland, as it relates to meeting the County goal for local parkland.

This analysis section evaluates the potential impacts of the proposed ESGVAP's policies on existing parks and recreational facilities within the County's Planning Area using the State CEQA Guidelines thresholds of significance. While the ESGVAP is not responsible for providing local parkland in a manner that would satisfy the County's goals, this impact analysis evaluates if the proposed goals and policies would exacerbate the County's existing deficiency or result in

significant environmental impacts as a result of use, construction, expansion or interference with existing parks, open space, and recreational resources within the Planning Area.

Significance Thresholds

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, the Project would have a significant impact to recreation if it would:

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated;

b) Include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment; or

c) Interfere with regional trail connectivity.

Proposed Project Characteristics and Relevant ESGVAP Goals and Policies

The ESGVAP is intended to the guide long-term growth of the ESGV Planning Area, enhance community spaces, promote a stable and livable environment that balances growth and preservation, and improve the quality of life in the ESGV through the creation of vibrant, thriving, safe, healthy, and pleasant communities.

ESGVAP Goals and Policies

Chapter 6. Parks and Recreation Element

The Parks and Recreation Element analyzes existing parks and recreational facilities and addresses the need to increase the quantity and quality of parkland and recreation programs and improve existing park and recreational facilities. The following goals and policies support recreational resources within the Planning Area:

> **Goal PR-1:** Enhance parks and recreational opportunities and provide equitable access to park resources.
>
> > **Policy PR-1.1: Participatory Park Planning.** Provide opportunities for public participation in designing and planning parks, recreation spaces, and programs. Address barriers to participation and park use, as well as the needs and desires communicated by park users and community members. Prioritize engaging residents of disproportionately affected communities with high park needs.
> >
> > **Policy PR-1.2: Educational Signage.** Incorporate multi-lingual and multi-format educational signage and messaging into County-operated parks and trails.
> >
> > **Policy PR-1.3: Increase Public Awareness of Parks.** Develop multi-lingual and multi-format messaging in partnership with other organizations and agencies to increase community awareness of nearby parks and open space resources, as well as safe and efficient transit/bike/pedestrian routes to access these facilities. Prioritize engaging disproportionately affected communities with high park needs.

Policy PR-1.4: Removing Barriers to Access. Remove barriers to regional recreational access, including cost, perception of safety, ease of access, limited access to information, limits due to age and ability, and feelings of being unwelcome. Engage disproportionately affected communities in developing programs and messaging regarding barriers to access.

Policy PR-1.5: Improved Park Access. Develop transit stops within a ½-mile of trailheads and entrances to regional parks and open space facilities, with wayfinding signage and clearly designated active transportation pathways leading to park facilities. Prioritize access for disproportionately affected communities.

Policy PR-1.6: Limit Vehicular Access Impacts. To limit impacts of vehicular access to regional parks and open space, focus on expanding transit and active transportation access for all abilities, including free or low-cost park shuttles and other programs in partnership with other agencies, non-profits, and interested groups.

Policy PR-1.7: Environmental Education. Develop free or low-cost multi-lingual and multi-format programs and experiential learning opportunities, in partnership with other organizations, to enhance connections to local open space, foster knowledge and stewardship of native habitat, and provide understanding of local ecological history, watersheds, and unique and rare species in the Planning Area.

Goal PR-2: Conserve priority habitat areas and restore degraded lands to preserve and enhance ecosystem services and well-being.

Policy PR-2.1: Priority Conservation Areas. Collaborate with other agencies, non-profits, conservancies, and interested groups to acquire parkland for conservation in high priority habitat areas, including South Diamond Bar, Puente Hills, and San Gabriel Mountain foothills, as identified in the 2022 PNA+ Final Report.

Policy PR-2.2: Conserve Resource and Hazard Lands. Prioritize land designated Significant Ecological Areas and Fire Hazard Severity Zones for conservation land.

Policy PR-2.3: Restoration of Oil and Gas Land. Seek funding and develop programs in partnership with other agencies, non-profits, conservancies, and interested groups for environmental restoration of oil and gas operations as they phaseout of use in line with County regulations.

Policy PR-2.4: Restore Degraded Lands. Focus restoration of defunct industrial and extractive uses, brownfields, and other degraded land in areas of high environmental burden, as identified by the 2022 PNA+ Final Report, to create new multi-benefit parks, expand access to recreational resources, and provide environmental benefits and ecosystem services to communities adversely impacted by a history of proximate noxious uses.

Goal PR-3: Equitable access to connected, comprehensive, clearly signed, and buffered non-motorized pathways and trails.

Policy PR-3.1: Trail Access and Safety. Regularly monitor trail access points for safety issues. Increase law enforcement presence as needed.

Policy PR-3.2: Connective Multi-Use Trails and Pathways. Develop clearly designated and protected multi-use trails and pathways that connect neighborhoods to public services and facilities, neighborhood services, community destinations, greenways,

trailheads, parks, and open spaces that are regularly maintained with locally native vegetation and environmentally sustainable surfaces.

Policy PR-3.3: Enhanced Multi-Use Pathway and Trail Connectivity. Improve connectivity for non-motorized travel, incorporating design features that improve the perceived safety of trail- and pathway-crossings for heavily trafficked roads, train crossings, and highway under/overpasses for humans and equines. Where possible, route trails and pathways away from heavily trafficked roads and other high noise environments.

Policy PR-3.4: Pathways, Trails, and Water Resources. Incorporate multi-use trails and pathways as components of river and water resource planning and management projects and ensure connectivity to active transportation networks linking communities, open spaces, and destinations distributed throughout the Planning Area and adjacent regions.

Goal PR-4: Parks and open space facilities are designed, constructed, and managed to ensure natural resource, habitat, and species protections.

Policy PR-4.1: Protect Biological Resources. In biologically sensitive areas—including areas of seasonal sensitivity, such as during nesting season—manage parks and open spaces, such that the protection of sensitive habitat areas and biological resources takes precedence over recreational access.

Policy PR-4.2: Trail Design. Design and route trails and access points to avoid biologically sensitive areas and species, including areas of seasonal sensitivity, such as during nesting season.

Policy PR-4.3: Riparian Trail Design. Minimize riparian trail crossings to limit disturbance to sensitive resources areas.

Policy PR-4.4: Trail Closure or Rerouting. Design trails and public access recreation areas to minimize habitat fragmentation. Close or reroute trails if negative impacts to threatened or endangered species or sensitive habitats occur because of recreational access and activities.

Policy PR-4.5: Trail User Education. Support use of multi-lingual educational signage, messaging, and programming to ensure trail users learn and understand trail use guidelines to minimize potential impacts of recreational use.

Policy PR-4.6: Minimize Impact of Trail and Open Space Users. Increase ranger presence in open space and trail areas to ensure users follow trail use guidelines and best practices, such as following the “Leave No Trace” ethic to minimize the impact of recreational use of designated open spaces and trails.

Policy PR-4.7: Ranger and Law Enforcement Collaboration. Support ranger and law enforcement collaboration, increased nighttime presence, and enforcement to reduce the occurrence of nighttime parties and shutdown party sites in open space recreation areas. Such activity disturbs wildlife, neighborhoods, and presents wildfire threats.

Chapter 5. Natural Resources, Conservation, and Open Space Element

The Natural Resources, Conservation, and Open Space Element provides goals and policies intended to protect and improve aesthetic resources within the ESGV Plan Area. The following goals and policies support recreational resources within the Planning Area:

> **Goal NR-2:** Open spaces meet multiple needs and are expanded through acquiring land that protects biologically sensitive resources, supports ecosystem services, increases biodiversity, and provides access to recreation as appropriate.
>
> > **Policy NR-2.2: Multi-benefit Open Spaces.** Provide multi-benefit open spaces that incorporate or provide: environmental services with water quality improvements, including slowing and capturing water and enabling groundwater recharge; native habitat; connectivity between open space areas; enhanced biodiversity; and improved open space access.

Chapter 9. Implementation Programs and Actions

Chapter 9 of the ESGVAP presents areawide and community-specific actions for implementing the East San Gabriel Valley Area Plan (ESGVAP or Area Plan) goals and policies for sustainable growth patterns and equitable and accessible distribution of land uses for the unincorporated communities. The following actions can be taken to achieve the goals and policies listed above, dependent upon the availability of funding, land, and other resources:

- **Action 2.3: Bonelli Park Improvements.** Renovate underutilized and blighted areas of the park; improve trail maintenance and park parking.
- **Action 2.4: Trail Connectivity and Green Connections.** Improve trail connectivity to local destinations and regional trail systems.

Impact Analysis

Impact 4.14-1: Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less-Than-Significant Impact. The ESGVAP is a long-range policy document that would facilitate a higher density of development than is currently allowed, increasing residential density and increasing mixed use and commercial areas around areas with high quality transit. The ESGVAP would not result in direct population increases through the development of housing or provision of jobs and growth and development within the Planning Area. However, through the provision of higher density residential areas, indirect population growth would be anticipated within the areas proposed for increased residential density based on the proposed land use and zoning changes.

The park needs levels for communities within the Planning Area range from very low to very high depending on population density, the amount of parkland within the community and percentage of the population within walking distance (0.5 mile) of local parks. Increases in population in areas that currently do not have adequate recreational facilities (high or very high

park needs) would have the potential to accelerate deterioration of existing facilities from intensified overuse.

While many communities within the Planning Area may not have a significant number of parks and recreational resources within their community boundaries, residents of these communities may be served by parks and recreational facilities in adjacent cities and jurisdictions, within the Planning Area, as well as the County's regional parks in the Planning Area. Therefore, if the General Plan goal for 4 acres of local parkland and 6 acres of regional parkland per 1,000 residents are met through implementation of the Area Plan policies described above, physical deterioration of existing parks and recreational facilities would not be anticipated. Furthermore, future park development will focus on areas identified as having a high need for parks in the DPR 2016 PNA and 2022 PNA+. The ESGVAP includes an implementation action to identify strategic locations of vacant and/or underutilized properties where new parks could be built, which would support the County's General Plan policy to acquire and develop local and regional parkland to meet the following County standards (Policy P/R 3.1).

The current service ratio is 2.1 acres of local parkland for every 1,000 residents. Based on the Area Plan goal of 4 acres of local parkland per 1,000 residents, there is currently an 1826.5-acre deficit of local parkland within the Planning Area. Although there is an existing local park deficiency, there are other recreational resources that reduce the demand for local park facilities, such as the surplus of regional parkland available to residents in the Planning Area, as well as school facilities, golf courses, trails, and open space. Furthermore, implementing the County's General Plan goals for increasing parklands, as well as focusing on increasing parklands in the areas identified as having a high need for parks (as per the DPR 2016 PNA and 2022 PNA+), will help address the parkland deficit. The General Plan includes several policies related to the development of multi-benefit parks and open spaces through collaborative efforts among entities such as cities, the County, state, and federal agencies, private groups, schools, private landowners, and other organization (General Plan Policy P/R 2.5), development network of feeder trails into regional trails (General Plan Policy P/R 4.3), and collaboration with other public, non-profit, and private organizations in the development of a comprehensive trail system (Policy P/R 4.1). Implementation of these policies would also reduce the demand and potential for physical deterioration on local parks by providing other options for park and recreational uses throughout the Planning Area.

Given the existing deficiency of local parkland, the inability of the County to meet the Area Plan goal of four acres of local parkland for every 1,000 residents upon buildout of the Planning Area, would not in and of itself, result in a significant physical deterioration of recreation facilities. Increases in parkland acreage proportional in size and location to the increases in population resulting from the ESGVAP would be adequate to assume that a substantial physical deterioration of facilities would not occur. The County would also provide additional parks in communities with insufficient local parkland, especially in very high and high park need study areas identified in the 2016 Los Angeles Countywide Parks Needs Assessment (Policy PR-3.2). This would

further ensure the specific needs of the communities within the Planning Area are met to reduce impacts to park facilities in communities with existing deficiencies and high park needs.

The provision of additional parkland and recreational facilities in the Planning Area to reduce the impacts of use on existing facilities is related to funding availability through the Quimby Act, Los Angeles County Code, and Prop A and Measure A, described in *Regulatory Setting* above. Additionally, the County can identify and pursue opportunities for the development of additional parks in communities with insufficient local parkland and will collaborate with other public, non-profit, and private organizations to acquire land for parks (General Plan Policy P/R 3.4 and Policy P/R 3.5).

Future discretionary projects within the Planning Area may result in direct population growth by the provision of residences or indirect growth by the provision of employment. Individual project approvals within the Planning Area would be required to undergo individual project-level analysis under CEQA and would be required to either provide a dedication of adequate parkland or pay an in-lieu park and recreation facilities impact fee as a condition of approval for compliance with the Quimby Act and Area Plan standards. Furthermore, implementation of policies included in the County's General Plan, the DPR 2016 PNA, the 2022 PNA+, and the ESGVAP focused on increasing parkland for residents would help address the deficit of parklands in areas of high park needs.

Although the collection of required fees would mitigate some of the overburden on the recreation system, it is not expected to be enough to meet the established goal of 4 acres of local parkland per 1,000 residents, with the existing deficiencies. However, the County would also ensure that County parks and recreational facilities are clean, safe, inviting, usable and accessible (ESGVAP Policy PR-3.3, General Plan Policy P/R 1.5) and would work to existing parks with needed amenities and address deficiencies identified through the park facility inventories (General Plan Policy P/R 1.6). These policies would further reduce impacts related to deterioration of existing parks and recreation facilities.

Adherence to the regulatory framework described above, including the Quimby Act, Los Angeles County Code Section 21.24.340, and ESGVAP policies, would ensure local parkland would be provided through funding or dedication proportional to future growth and development associated with the proposed land uses and zoning changes of the ESGVAP. Furthermore, the presence and provision of parks, recreation, and open space facilities beyond local parks would serve to reduce the potential for significant deterioration of recreational facilities. Therefore, implementation of the ESGVAP as a programmatic document directing future growth and development in the Planning Area would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, and impacts would be less than significant. No mitigation is required.

Impact 4.14-2: Would the Project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse effect on the environment?

Less-Than-Significant Impact. As described above, the land use changes associated with the ESGVAP would result in increases in population that would require construction or expansion of parks and recreational facilities, which might have an adverse physical effect on the environment.

The ESGVAP would support development that would be tailored to the ESGV communities focused to not only help the region retain its residential character, but also grow into an active regional hub with diverse options for housing, shopping, entertainment, recreation, and services. This vision is further supported by the Parks and Recreation and the Natural Resource, Conservation and Open Space Elements, which include goals and policies to preserve the rural and equestrian character of specific communities in the ESGV; create walkable communities linked by paths and greenways; and identify potential locations for open space amenities.

The ESGVAP includes goals, policies, strategies and implementation actions that would encourage green space, which could result in the construction or expansion of parks and open spaces. In addition, one of the primary objectives of the ESGVAP is to establish more public spaces and create walkable communities linked by paths and greenways. This guiding principle promotes the construction of new parks or recreational facilities and the expansion of existing green spaces as allowed under the proposed land use designations.

The expansion of existing recreational facilities or construction of new recreational facilities may result in construction impacts related to site demolition, grading, building development, and landscaping. However, it is speculative to determine what impacts may arise as the exact location and extent of these future projects is unknown. In addition, as future projects are planned, their design will be refined in accordance with the ESGVAP and County General Plan policies listed above, which include providing opportunities for public participation in designing and planning parks and recreation programs (Policy PR-1.1) and expanding existing regional parks by acquiring land that would (1) provide a buffer from potential threats that would diminish the quality of the recreational experience, (2) protect watersheds, and (3) offer linkages that enhance wildlife movements and biodiversity (General Plan Policy P/R 3.4).

The ESGVAP, in conjunction with the DPR 2016 PNA and 2022 PNA+, would help to guide the development of future parks and recreational facilities. Moreover, by directing the County to identify strategic locations of vacant and/or underutilized properties where new parks could be built, focusing on areas in that are park poor, have barriers to access, or are near public facilities, this implementation action would serve to reduce the potential for new or expanded facilities to result in adverse physical impacts. Depending upon the location and function of the future parks and recreational facilities, or the extent of expansions or upgrades to existing facilities, there is potential for construction or expansion to create adverse physical effects on the environment.

As noted in the issues raised in the scoping comments, expanded trail access may result in impacts to land outside the Planning Area, such as increased maintenance from other agencies and organizations, increased law enforcement services, as well as decreased residential parking,

increased vehicular traffic, and increased noise in adjacent neighborhoods. The extent of the potential impacts would be project-specific and site-dependent. Therefore, an analysis of project-level trail expansion impacts at this time would be speculative. However, the County's General Plan and ESGVAP Parks and Recreation Element include policies that require collaboration with other agencies and organizations, including collaboration specifically for trails (General Plan Policy PR-4.5) and engagement with the community in the developed of new parks and trail extensions (Policy PR-1.1). The County's commitment to collaboration and community engagement would ensure off-site impacts from future trail expansion projects are considered on a project-by-project basis to address the unique concerns of each potentially impacted community.

Potential physical impacts on the environment from all future parks, recreation, and trail projects would be analyzed and mitigated, if required, on a project-by-project basis in compliance with CEQA and/or NEPA. Existing federal, state, and local regulations would require project-level mitigation for potentially significant impacts to the environment that may result from the expansion of parks, recreational facilities, and trails. Therefore, implementation of the ESGVAP as a programmatic document directing future growth and development in the Planning Area would not result in the construction or expansion of recreational facilities which might have an adverse effect on the environment, and impacts would be less than significant. No mitigation is required.

Impact 4.14-3: Would the Project interfere with regional trail connectivity?

Less-Than-Significant Impact. The land use changes associated with the ESGVAP have the potential to result in future development that may interfere with regional trails. However, the goal of the ESGVAP is to balance growth with preservation with the most significant growth targeted near transit, active transportation and commercial services. In addition, one the primary objectives of the ESGVAP is to establish more public spaces and create walkable communities linked by paths and greenways. The County's General Plan also includes a policy to develop a network of feeder trails into regional trails (Policy P/R 4.3). As the primary objectives and goals of the ESGVAP are to provide connectivity to regional trails and growth would be concentrated in transit-oriented locations, it is not anticipated future growth would interfere with existing or proposed regional trails, located mainly within Open Space land use areas, along channel corridors such as the San Gabriel River or other drainage channels.

In addition to the goals and policies of the Parks and Recreation Element, the ESGVAP Natural Resources, Conservation, and Open Space Element includes preservation strategies, which prioritize the preservation of sensitive resources, scenic hillsides, conservation areas, agricultural lands, parks, open spaces, water channels, and equestrian amenities, including regional trails. Goal NR-2 of the Natural Resource, Conservation, and Open Space Element includes policies related to the development of multi-benefit spaces that would provide access to recreation, support ecosystem services, provide habitat, and increase biodiversity. In addition, Policy NR-2.2 supports the connection of multi-benefit open spaces across the Planning Area while facilitating regional wildlife movement. These goals, policies, strategies and implementation actions are

anticipated to promote future projects that would preserve existing regional trail connectivity as well as expand regional trail connectivity. Furthermore, potential impacts from future discretionary projects on regional trail connectivity would be analyzed and mitigated, if required, on a project-by-project basis in compliance with CEQA and/or NEPA. Therefore, implementation of the ESGVAP as a programmatic document directing future growth and development in the Planning Area would not result interference with regional trail connectivity and impacts would be less than significant. No mitigation is required.

Cumulative Impacts

For the purposes of this analysis of cumulative impacts related to parks, recreation, and open space facilities, the geographic area of consideration consists of Los Angeles County, inclusive of both incorporated and unincorporated areas. This geographic scope of analysis is appropriate for the analysis because cumulative projects have the potential to cause significant impacts on parks and recreational facilities within the County if they would impact the result in development that would impact the County's ability to comply with Quimby Act or County park standards resulting in deterioration of parks and creational resources or the need for new or expanded resources. Cumulative projects also have the potential to impacts parks and recreational facilities if they would interfere with regional trail connectivity.

Impact 4.14-4: Would the Project, when combined with other past, present, or reasonably foreseeable projects, increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less-Than-Significant Impact. As described above, the ESGVAP provides the planning framework to allow for increase residential density in various communities within the Planning Area, resulting in increased growth and subsequently increased use of existing local and regional parks. This growth may result in the accelerated deterioration of recreational facilities and would require development of new parks and recreational facilities. Cumulative projects that would affect parks and recreational resources within the Planning Area include buildout of general plans for adjacent jurisdictions. Growth and development in adjacent jurisdictions would have the potential to increase the use of and demand for recreational facilities, which could result in deterioration of existing facilities or construction or expansion of facilities. As discussed above, while the Planning Area is deficient in local parkland, there are sufficient regional parklands and regional recreational facilities available. Furthermore, the County of Los Angeles as a whole currently exceeds the County standard for 6 acres of regional parkland per 1,000 residents (DPR 2014). In addition, the ESGVAP includes several policies that would contribute additional parks and recreational facilities that would dedicate parkland within the Planning Area in exceedance of the Quimby Act standards for compliance with the Area Plan standards, which would also be accessible to neighboring jurisdictions. Deterioration that may occur to local parks and recreational facilities from regional population growth may be offset with funding from new development such as in-lieu fees for parks or donation of parkland pursuant to the Quimby Act and/or local park dedication ordinances as part of other jurisdiction's municipal codes.

While much of the demand for local parkland can be accommodated, a deficit of parkland would remain in the region compared to the County's goal. Enforcement of existing parkland dedication requirements would serve to reduce the potential for deterioration of facilities by allowing for adequate funding for the provision and maintenance of recreational facilities. Therefore, existing regulations, General Plan policies, ESGVAP policies, Implementation Programs, and strategies and guidance from the DPR 2016 PNA and 2022 PNA+ Final Reports would ensure that the funding for parkland acquisition and park development, operation, and maintenance would be proportional to increases in population pursuant to the Quimby Act, additional funding mechanisms including, Prop A and Measure A, and collaboration with other agencies, school districts, and organizations, and impacts would be less than significant. No mitigation is required.

Impact 4.14-5: Would the Project, when combined with other past, present, or reasonably foreseeable projects, include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse effect on the environment?

Less-Than-Significant Impact. It is speculative to determine the location of future park and recreational facilities in the Planning Area and impacts that may arise from development of individual parks or recreational facility projects. The majority of cumulative projects for the construction or expansion of these facilities would be discretionary and would be required to demonstrate compliance with CEQA prior to project approval; existing federal, state, and local regulations, would mitigate potential adverse impacts to the environment that may result from the expansion of parks, recreational facilities, and trails. Therefore, the ESGVAP would not result in a cumulatively considerable contribution to a significant cumulative impact associated with construction recreational facilities. Impacts are less than significant. No mitigation is required.

Impact 4.14-6: Would the Project, when combined with other past, present, or reasonably foreseeable projects, interfere with regional trail connectivity?

Less-Than-Significant Impact. As described above, the ESGVAP would not result in individual development that would interfere with regional trail connectivity. Planned growth is targeted to areas near transit, active transportation and commercial services. Therefore, interference with regional trail connectivity would be against the primary objective of the ESGVAP to establish more public spaces and create walkable communities linked by paths and greenways. Therefore, as the ESGVAP is not anticipated to have a significant impact on regional trail connectivity, it would not contribute to a cumulative impact on regional trail connectivity. Furthermore, planned resources within the Planning Area including Emerald Necklace Park and the San Gabriel Valley Greenway Network Strategic Implementation Plan would enhance regional trail connectivity within the Planning Area and surrounding region.

Therefore, the ESGVAP would not result in a cumulatively considerable contribution to a significant cumulative impact associated with interference with regional trail connectivity. Impacts are less than significant. No mitigation is required.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No significant impacts have been identified requiring mitigation and no significant and unavoidable impacts would occur.

4.14.3 References

DRP (County of Los Angeles Department of Regional Planning). 2014. Los Angeles County General Plan Update Draft Environmental Impact Report. State Clearinghouse No. 2011081042. June 2014. https://planning.lacounty.gov/assets/upl/project/gp_2035_deir.pdf.

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4.15 Transportation

This section addresses the potential for the East San Gabriel Valley Area Plan (ESGVAP) to result in transportation impacts within the Planning Area. This section describes the physical environmental and regulatory setting, the criteria and thresholds used to evaluate the significance of impacts, the methods used in evaluating these impacts, and the results of the impact assessment. The analysis in this section is based in part on the *East San Gabriel Valley Area Plan Vehicle Miles Traveled Analysis Memorandum*, prepared by Fehr and Peers in October 2022. A copy of this report is provided in **Appendix H** to this Draft PEIR.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (**Appendix A**). These comments identified various substantive issues and questions related to Transportation. The California Department of Transportation (Caltrans) requested the PEIR analyze vehicle miles traveled (VMT), emergency access, trip generation, trip distribution, trip assignment, impacts to on- and off-ramps, weaving, vehicle queues, and alternative transportation. The Los Angeles County Metropolitan Transportation Authority (Metro) requested the PEIR analyze existing and planned transit services and facilities within the Planning Area, potential impacts on Metro facilities, transit-oriented development, walkability, access, active transportation, multi-modal connections, parking, daily and peak period traffic conditions, and cumulative traffic impacts. **Table 1-1**, *Notice of Preparation and Comment Letters Summary*, in Chapter 1, *Introduction*, includes a summary of all comments received during the scoping comment period.

It should be noted that Metro identifies the L Line (Gold), J Line (Silver), and Metrolink commuter rail service within the Planning Area; however, the J Line (Silver) El Monte Bus Station is located outside of the Planning Area boundary. In addition, while the scoping comments request an analysis of specific transportation impacts such as trip generation and queue spillback, these types of impacts would be analyzed at the project-level upon buildout of the proposed Area Plan. The analysis provided in this PEIR is program-level and is based on the policies contained in the proposed Area Plan. In addition, parking is no longer considered an environmental impact under CEQA;[1] however, the provision of adequate parking would also be addressed at the project-level in compliance with local jurisdiction regulations.

4.15.1 Environmental Setting

The Planning Area includes 24 unincorporated communities surrounded by 13 incorporated cities which are linked together by the existing roadway network over approximately 52 square miles within Los Angeles County. The Planning Area is served by five regional freeways on the State Highway Network and several key arterials, described in further detail below.

Mobility and the transportation network are fundamentally tied to the land uses within the Planning Area. The Planning Area is largely suburban in nature, but consists of a variety of land

[1] California Public Resources Code Section 21099 states that, "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment".

uses including residential, commercial, industrial, agricultural and open space. Thirteen cities of various sizes are located within the Planning Area, which are comprised largely of commercial and industrial uses, while unincorporated East San Gabriel Valley is predominately residential, with some commercial, industrial, open space, and government uses.

Within the Planning Area, arterial streets funnel most of the automobile traffic through the unincorporated communities. Many streets in unincorporated East San Gabriel Valley terminate in cul-de-sacs and are not connected to adjacent residential streets. The Planning Area's current focus of funneling traffic onto arterials results in less traffic on residential streets but also results in a reliance on automobile travel, increases travel time and distance, and impedes active transportation.

Geographical constraints are another unique issue in the East San Gabriel Valley. Bound to the north by the San Gabriel Mountains, and to the south by the Puente Hills, much of the traffic in the area that is destined outside of the Planning Area moves east or west. Congestion on freeways can build up during peak travel times, particularly on east-west routes. These routes are also vital goods and passenger movement corridors for Los Angeles County and Southern California, serving as the primary gateways for goods and passengers between the Los Angeles region and the Inland Empire.

Regulatory Setting

Federal Laws, Regulations, and Policies

There are no federal regulations, plans, or policies applicable to transportation and traffic relevant to the ESGVAP.

State Laws, Regulations, and Policies

Senate Bill 743

On September 27, 2013, Governor Brown signed SB 743, which was intended to streamline review under the CEQA process for several categories of development projects, including the development of infill projects in transit priority areas, and to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas (GHG) emissions.

In addition, SB 743 revises the metric for determining impacts relative to transportation to vehicle miles traveled (VMT), replacing the use of level of service (LOS) in CEQA documents. Previously, transportation impacts under CEQA focused on the delay that vehicles experience at intersections and on roadway segments, utilizing a metric of LOS. Mitigation for vehicular delay often times require increasing roadway capacity. Capacity enhancements have been proven to induce additional travel, generating additional GHG emissions. Capacity enhancements may also remove right-of-way available for pedestrian and bicycle facilities, and may generally discourage alternative modes of transportation. The use of VMT as a transportation impact metric promotes the state's goals of reducing GHG emissions and traffic-related air pollution by promoting the development of a multimodal transportation system and providing clean, efficient access to destinations.

Pursuant to SB 743, the CEQA Guidelines were updated in December 2018 to add Section 15064.3, *Determining the Significance of Transportation Impacts*, which describes specific considerations for evaluating a project's transportation impacts using VMT methodology. Additionally, the Governor's Office of Planning and Research (OPR) released a *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018) to provide guidance on VMT analysis. In this Technical Advisory, OPR provides its recommendations to assist lead agencies in screening out projects from VMT analysis and selecting a significance threshold that may be appropriate for their particular jurisdictions. While OPR's Technical Advisory is not binding on public agencies, CEQA allows lead agencies to "consider thresholds of significance…recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence" (CEQA Guidelines Section 15064.7[c]).

Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act; SB 375) supports the state's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Under the Sustainable Communities Act, the California Air Resources Board sets regional targets for GHG emissions reductions from passenger vehicle use.

Each of California's MPOs must prepare a sustainable communities strategy (SCS) as an integral part of its regional transportation plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region. California Air Resources Board must review the adopted SCS to confirm and accept the MPO's determination that the SCS, if implemented, would meet the regional GHG targets.

SCAG adopted its updated RTP/SCS in October 2020 to address requirements of SB 375. This legislation is relevant to evaluation of the Project's transportation impacts because the Project includes strategies to reduce transportation-related GHG, which may be complementary to or consistent with strategies identified in RTP/SCS. SCAG's adopted RTP, per SB 375 (*Connect SoCal*) is discussed below.

California Department of Transportation

As the owner and operator of the state highway system, Caltrans implements established state planning priorities in all functional plans, programs, and activities. Caltrans coordinates and consults with local jurisdictions when proposed local land use planning and development may impact state highway facilities.

The Caltrans *Transportation Impact Study Guide* establishes VMT as Caltrans' primary review focus when evaluating local land use projects, replacing LOS as the metric used in CEQA transportation analyses (Caltrans 2020a). Caltrans recommends use of OPR's recommended thresholds and guidance on methods of VMT assessment found in OPR's Technical Advisory (OPR 2018) for land use projects. In addition to VMT, the 2020 *Transportation Impact Study Guide* states that it may request a targeted operational and safety analysis to address a specific

geometric or operational issue related to the state highway system and connections with the state highway system.

In addition, Caltrans issued the *Transportation Analysis Framework: Evaluating Transportation Impacts of State Highway System Projects* (Caltrans 2020b), which is one component of a set of materials prepared by Caltrans to guide the implementation of SB 743. The purpose of this document is to assist Caltrans district staff and others responsible for assessing likely transportation impacts as part of environmental review of proposed projects on the state highway system by providing guidance on the preferred approach for analyzing the VMT attributable to proposed transportation projects (induced travel) in various project settings.

Toward an Active California, State Bicycle + Pedestrian Plan

Toward an Active California, State Bicycle + Pedestrian Plan (2017) is Caltrans' first-ever statewide plan for active modes of transportation intended to compliment local and regional active transportation plans across the State. This policy direction continues support for the recent trend of increasing bicycle and pedestrian travel in the state and strengthens the connection between transportation, environmental sustainability, and public health. This plan is an important element of a statewide goal to provide robust multimodal transportation.

Assembly Bill 1358

Assembly Bill 1358 (the Complete Streets Bill), amended Section 65302 of the California Government Code to require that all major revisions to a city or county's Circulation Element include provisions for accommodation of all roadway users, including bicyclists and pedestrians.

California Bicycle Transportation Act

The California Bicycle Transportation Act (1994) requires all cities and counties to have an adopted bicycle master plan in order to apply for funding from the Bicycle Transportation Account.

Local Laws, Regulations, and Policies

Connect SoCal

Connect SoCal is the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS] and was adopted September 2020 by the Southern California Association of Governments (SCAG). Connect SoCal presents the transportation vision for the region through the year 2045 and builds upon and expands land use and transportation strategies previously established to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal includes new initiatives to reach the State's GHG reduction goals with strategies in four categories: economy, mobility, environment, and healthy/complete communities. Goals of Connect SoCal related to transportation are as follows:

Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.

Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.

Goal 4: Increase person and goods movement and travel choices within the transportation system.

Goal 5: Reduce GHG emissions and improve air quality.

Goal 6: Support healthy and equitable communities.

Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.

Goal 8: Leverage new transportation technologies and data-driven solutions that result in more-efficient travel.

Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.

Los Angeles County Metropolitan Transportation Authority 2020 Long Range Transportation Plan

The Los Angeles County Metropolitan Transportation Authority (Metro) approved the 2020 Long Range Transportation Plan (LRTP) on September 24, 2020. The LRTP provides a 30-year financial blueprint for the projects and programs proposed and under implementation by Metro. The programs and policies outlined in the LRTP include the following:

- Complete the ExpressLanes Strategic Network
- Improve bus speeds
- Promote trip reduction strategies
- Explore implementation of pilot traffic reduction program
- Provide more affordable transit
- Expand first/last mile connectivity
- Support transit-oriented communities

Active Transportation Strategic Plan

Metro adopted the Active Transportation Strategic Plan (ATSP) in 2016. The ATSP identifies how the agency plans to help cities encourage more walking and biking in the County. Metro's goal is to make it easier for people to walk and bike to transit stations as well as to help cities fund and build regional walk/bike paths that connect communities.

Metro is working to advance active transportation initiatives and provide more travel options throughout the County. Metro is currently updating the 2016 ATSP, which will further their mission of providing a world-class transportation system and focus specifically on improving the regional active transportation network and first/last mile connectivity to transit. Relevant, existing and proposed, initiatives from the County ATSP have been incorporated into the ESGVAP to further implement the ATSP and meet the ESGVAP goals of enhancing walkability and integrating land use and mobility throughout its communities. The goals and objectives of the ATSP include the following:

- Improve access to transit.
- Establish active transportation modes as integral elements of the countywide transportation system.

- Enhance safety, remove barriers to access, or correct unsafe conditions in areas of heavy traffic, high transit use, & dense bicycle and pedestrian activity.
- Promote multiple clean transportation options to reduce criteria pollutants & greenhouse gas emissions, & improve air quality.
- Improve public health through traffic safety, reduced exposure to pollutants, & design & infrastructure that encourage residents to use active transportation as a way to integrate physical activity

NextGen Bus Plan

The NextGen Bus Plan was approved by the Metro Board of Directors on October 22, 2020, and its implementation began in December 2020. The goal of NextGen is to create an attractive and competitive world-class bus system by focusing service in areas with the greatest travel demand, simplifying routes and schedules, and maximizing speed, reliability, and customer experience.

Measure M Traffic Improvement Plan

Measure M was approved by Los Angeles County voters in 2016 and provides a half-cent sales tax measure to fund projects to ease traffic, repair local streets and sidewalks, expand public transportation, earthquake retrofit bridges and subsidize transit fares for students, seniors and persons with disabilities. Measure M partially funds many Metro projects, as well as making funding available to local jurisdictions via the Metro Subregional Program (MSP); Metro Active Transportation, Transit and First/Last Mile (MAT) Program; and Local Return.

Los Angeles County Department of Public Works

The Los Angeles County Department of Public Works adopted its *Transportation Impact Analysis Guidelines* on July 23, 2020 (LACDPW 2020). The *Transportation Impact Analysis Guidelines* include guidance and requirements for VMT analysis of development projects, including project screening, analysis methodology, significance criteria, impact assessment, and mitigation strategies. Significance criteria in the *Transportation Impact Analysis Guidelines* for land use projects are focused on a project's potential to increase VMT above thresholds that are tied to regional averages. For transportation projects, significance criteria only apply to projects that would increase capacity or otherwise induce additional travel on the roadway network.

Los Angeles County General Plan 2035

The Mobility Element of the Los Angeles County General Plan (DRP 2015) provides goals and policies relevant to transportation and traffic, which include the following:

Goal M 1: Street designs that incorporate the needs of all users.

Policy M 1.1: Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities when requiring or planning for new, or retrofitting existing, transportation corridors/networks whenever appropriate and feasible.

Policy M 1.2: Ensure that streets are safe for sensitive users, such as seniors and children.

Policy M 1.3: Utilize industry standard rating systems to assess sustainability and effectiveness of street systems for all users.

Goal M 2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.

Policy M 2.1: Provide transportation corridors/networks that accommodate pedestrians, equestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities whenever appropriate and feasible.

Policy M 2.2: Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following street designs, whenever appropriate and feasible:

- Lane width reductions to 10 or 11 feet in low-speed environments with a low volume of heavy vehicles.
- Wider lanes may still be required for lanes adjacent to the curb, and where buses and trucks are expected.
- Low-speed designs.
- Access management practices developed through a community-driven process.
- Back in angle parking at locations that have available roadway width and bike lanes, where appropriate.

Policy M 2.3: Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following intersection designs, whenever appropriate and feasible:

- Right angle intersections that reduce intersection skew.
- Smaller corner radii to reduce crossing distances and slow turning vehicles.
- Traffic calming measures, such as bulb-outs, sharrows, medians, roundabouts, and narrowing or reducing the number of lanes (road diets) on streets.
- Crossings at all legs of an intersection.
- Shorter crossing distances for pedestrians.
- Right-turn channelization islands. Sharper angles of slip lanes may also be utilized.
- Signal progression at speeds that support the target speed of the corridor.
- Pedestrian push buttons when pedestrian signals are not automatically recalled.
- Walk interval on recall for short crossings.
- Left-turn phasing.
- Prohibit right turn on red.
- Signs to remind drivers to yield to pedestrians.

Policy M 2.4: Ensure a comfortable walking environment for pedestrians by implementing the following, whenever appropriate and feasible:

- Designs that limit dead-end streets and dead-end sidewalks.
- Adequate lighting on pedestrian paths, particularly around building entrances and exits, and transit stops.

- Designs for curb ramps, which are pedestrian friendly and compliant with the American Disability Act (ADA).
- Perpendicular curb ramps at locations where it is feasible.
- Pedestrian walking speed based on the latest standard for signal timing. Slower speeds should be used when appropriate (i.e., near senior housing, rehabilitation centers, etc.)
- Approved devices to extend the pedestrian clearance times at signalized intersections.
- Accessible Pedestrian Signals (APS) at signalized intersections.
- Pedestrian crossings at signalized intersections without double or triple left or right turn lanes.
- Pedestrian signal heads, countdown pedestrian heads, pedestrian phasing and leading pedestrian intervals at signalized intersections.
- Exclusive pedestrian phases (pedestrian scrambles) where turning volume conflicts with very high pedestrian volumes.
- Advance stop lines at signalized intersections.
- Pedestrian Hybrid Beacons.
- Medians or crossing islands to divide long crossings.
- High visibility crosswalks.
- Pedestrian signage.
- Advanced yield lines for uncontrolled crosswalks.
- Rectangular Rapid Flashing Beacon or other similar approved technology at locations of high pedestrian traffic.
- Safe and convenient crossing locations at transit stations and transit stops located at safe intersections.

Policy M 2.5: Ensure a comfortable bicycling environment by implementing the following, whenever appropriate and feasible:

- Bicycle signal heads at intersections.
- Bicycle signal detection at all signalized intersections.
- Wayfinding signage.
- Road diet techniques, such as lane narrowing, lane removal, and parking removal/restriction.
- Appropriate lighting on all bikeways, including those in rural areas.
- Designs, or other similar features, such as: shoulder bikeways, cycle tracks, contra flow bike lanes, shared use paths, buffered bike lanes, raised bike lanes, and bicycle boulevards.

Policy M 2.6: Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible.

Policy M 2.7: Require sidewalks, trails and bikeways to accommodate the existing and projected volume of pedestrian, equestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking.

Policy M 2.8: Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.

Policy M 2.9: Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features.

Policy M 2.10: Encourage the provision of amenities, such as benches, shelters, secure bicycle storage, and street furniture, and comfortable, safe waiting areas near transit stops.

Policy M 2.11: In urban and suburban areas, promote the continuity of streets and sidewalks through design features, such as limiting mid-block curb cuts, encouraging access through side streets or alleys, and promoting shorter block lengths.

Goal M 3: Streets that incorporate innovative designs.

Policy M 3.1: Facilitate safe roadway designs that protect users, preserve state and federal funding, and provide reasonable protection from liability.

Policy M 3.2: Consider innovative designs when part of an accepted standard, or when properly vetted through an appropriate engineering/design review, in compliance with all state and federal laws.

Policy M 3.3: Complete the following studies prior to the implementation of innovative design concepts:

- An analysis of the current and future context of the community and neighborhood in which they are proposed;
- A balanced assessment of the needs of all users and travel modes (i.e., pedestrian, bicycle, transit, vehicular, and equestrian, where appropriate);
- A technical assessment of the operational and safety characteristics for each mode; and
- A consistency check with transportation network plans, including the Highway Plan, Bicycle Master Plan, and Community Pedestrian Plans.

Policy M 3.4: Support legislation that minimizes or eliminates liability associated with the implementation of innovative street designs that accommodate all users.

Goal M 4: An efficient multimodal transportation system that serves the needs of all residents.

Policy M 4.1: Expand transportation options that reduce automobile dependence.

Policy M 4.2: Expand shuttle services to connect major transit centers to community points of interest.

Policy M 4.3: Maintain transit services within the unincorporated areas that are affordable, timely, cost-effective, and responsive to growth patterns and community input.

Policy M 4.4: Ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low income households, and persons with disabilities.

Policy M 4.5: Encourage continuous, direct routes through a connected system of streets, with small blocks and minimal dead ends (cul-de-sacs), as feasible.

Policy M 4.6: Support alternative LOS standards that account for a multimodal transportation system.

Policy M 4.7: Maintain a minimum LOS D, where feasible; however, allow LOS below D on a case-by-case basis in order to further other General Plan goals and policies, such as those related to environmental protection, infill development, and active transportation.

Policy M 4.8: Provide and maintain appropriate signage for streets, roads and transit.

Policy M 4.9: Ensure the participation of all potentially affected communities in the transportation planning and decision-making process.

Policy M 4.10: Support the linkage of regional and community-level transportation systems, including multimodal networks.

Policy M 4.11: Improve the efficiency of the public transportation system with bus lanes, signal prioritization, and connections to the larger regional transportation network.

Policy M 4.12: Work with adjacent jurisdictions to ensure connectivity and the creation of an integrated regional network.

Policy M 4.13: Coordinate with adjacent jurisdictions in the review of land development projects near jurisdictional borders to ensure appropriate roadway transitions and multimodal connectivity.

Policy M 4.14: Coordinate with Caltrans on mobility and land use decisions that may affect state transportation facilities.

Policy M 4.15: Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution-based transit passes, regional carpooling programs, and telecommuting.

Policy M 4.16: Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMTs.

Goal M 5: Land use planning and transportation management that facilitates the use of transit.

Policy M 5.1: Facilitate transit-oriented land uses and pedestrian-oriented design to encourage transit ridership.

Policy M 5.2: Implement parking strategies that facilitate transit use and reduce automobile dependence.

Policy M 5.3: Maintain transportation right-of-way corridors for future transportation uses, including bikeways, or new passenger rail or bus services.

Policy M 5.4: Support and pursue funding for the construction, maintenance and improvement of roadway, public transit, and equestrian, pedestrian and bicycle transportation systems.

Policy M 5.5: Encourage financing programs, such as congestion pricing, bonding, increasing parking costs, fair share programs for each community, to implement local and state transportation systems and facilities.

Goal M 6: The safe and efficient movement of goods.

Policy M 6.3: Designate official truck routes to minimize the impacts of truck traffic on residential neighborhoods and other sensitive land uses.

Policy M 6.4: Minimize noise and other impacts of goods movement, truck traffic, deliveries, and staging in residential and mixed-use neighborhoods.

Policy M 6.5: Support infrastructure improvements and the use of emerging technologies that facilitate the clearance, timely movement, and security of trade.

Policy M 6.6: Preserve property for planned roadway and railroad rights-of-way, marine and air terminals, and other needed transportation facilities.

Goal M 7: Transportation networks that minimizes negative impacts to the environment and communities.

Policy M 7.1: Minimize roadway runoff through the use of permeable surface materials, and other low impact designs, wherever feasible.

Policy M 7.2: Encourage the creation of wildlife underpasses and overpasses, fencing, signage, and other measures to minimize impacts to wildlife at junctures where transit infrastructure passes through or across sensitive habitats.

Policy M 7.3: Encourage the use of sustainable transportation facilities and infrastructure technologies, such as liquid and compressed natural gas, and hydrogen gas stations, ITS, and electric car plug-in ports.

Policy M 7.4: Where the creation of new or the retrofit of roadways or other transportation systems is necessary in areas with sensitive habitats, particularly SEAs, use best practice design to encourage species passage and minimize genetic diversity losses.

Los Angeles County Highway Plan

The Los Angeles County Highway Plan (County of Los Angeles 2016) provides policy guidance for building a comprehensive highway network throughout the unincorporated areas. The Highway Plan provides a highway system that is consistent with and supportive of the goals and policies outlined in the County's General Plan Land Use Element. The Highway Plan maintains right-of-way corridors to ensure space for future facility improvements to accommodate

alternative modes. This is important in urbanized areas, which often have limited room for expansion, but are in need of additional facilities and improvements, such as bike lanes, sidewalks, and bus service. This is also important in rural areas to accommodate trails and landscaping, which encourage active transportation, provide shade, and reduce runoff from pollutants. The purpose of the Highway Plan is to: 1) depict the general location of planned highway routes; 2) provide a means for protecting highway rights-of-way within the unincorporated areas; 3) establish a plan and process for coordinating highway policies with neighboring cities and counties; and 4) provide for a system of highways that is consistent with the General Plan.

Los Angeles County Bicycle Master Plan

The Los Angeles County Bicycle Master Plan (2012) proposes over 800 miles of new bikeways throughout the County by the year 2032 and provides goals and policies relevant to transportation and traffic, including the following:

- **Policy 1.1:** Construct the bikeways proposed in the 2012 County of Los Angeles Bicycle Master Plan over the next 20 years.
- **Policy 1.4:** Support the development of bicycle facilities that encourage new riders.
- **Policy 2.1:** Implement projects that improve the safety of bicyclists at key locations.
- **Policy 2.2:** Encourage alternative street standards that improve safety such as lane reconfigurations and traffic calming.
- **Policy 2.4:** Evaluate impacts on bicyclists when designing new or reconfiguring streets.

OurCounty Los Angeles County Sustainability Plan

In August 2019, the County adopted the OurCounty Sustainability Plan which contains 12 cross-cutting goals, 37 strategies, and 159 actions and identifies entities and partners which will work together to achieve these goals (LACSO 2019). The OurCounty Sustainability Plan focuses on enhancing the well-being of every community in the County while reducing damage to the natural environment and adapting to the changing climate. The OurCounty goals, strategies, and actions related to transportation are as follows:

> **Goal 3: Equitable and sustainable land use and development without displacement.** Utilize policy tools, such as anti-displacement measures, so existing community members can remain in and strengthen their neighborhoods and networks while accepting new residents through more compact, mixed-use development. Pursue outcomes that are inclusive, safe, healthy, accessible, and transit oriented.
>
> **Goal 8: A convenient, safe, clean, transportation system that enhances mobility and quality of life while reducing car dependency.** Provide a modern transportation system for all ages and abilities to access reliable, safe, affordable, and varied mobility choices that reduce pollution. Develop programs that focus on reducing the number of vehicle miles travelled, including transit systems, walking, biking, e-scooters, and zero-emission car-share services.
>
> > ***Strategy 8A:*** Reduce vehicle miles traveled by prioritizing alternatives to single occupancy vehicles.

Action 97: Support Metro's efforts to study congestion pricing and amplify considerations of equity.

Action 101: Develop and implement a transportation demand management (TDM) ordinance that requires developers to incorporate measures such as subsidized transit passes and car share.

East San Gabriel Valley Active Transportation Plan

The East San Gabriel Valley Active Transportation Plan (ATP) (2020) provides goals and policies relevant to transportation and traffic, which include the following:

- Enhance bicycle facilities by providing further connections to existing and/or planned facilities identified in planning documents such as the County Bicycle Master Plan.
- Identify pedestrian infrastructure enhancements to improve mobility and safety.
- Encourage use of transit/bus by enhancing bus stop furniture and shelters.

San Gabriel Valley Regional Bicycle Master Plan

The San Gabriel Valley Regional Bicycle Master Plan (2014) was prepared for the development and maintenance of a comprehensive bicycle network between the Cities of Baldwin Park, El Monte, Monterey Park, San Gabriel, and South El Monte.

San Gabriel Valley Regional Greenways Study

The San Gabriel Valley Regional Greenways Study (2018) was conducted by the SGVCOG to describe the potential benefits, impacts, and opportunities related to connecting existing creeks and washes to bikeway facilities in the San Gabriel Valley. The Greenways Study concluded that the development of the Greenway Network would improve the community by increasing access to parks through active transportation.

Vision Zero

Vision Zero, A Plan for Safer Roadways 2020–2025 (Vision Zero) is an Action Plan prepared by the County of Los Angeles in 2019 as part of a worldwide traffic safety initiative to eliminate traffic-related fatalities. One of the main principles of the Vision Zero Action Plan is Health Equity. Streets with sidewalks, marked crosswalks, and bicycle lanes provide opportunities for physical activity and mobility addressing health equity concerns. Other goals for Vision Zero relevant to transportation and traffic within the Planning Area include:

- Enact policy changes to enhance traffic safety.
- Update infrastructure processes, guidelines, and manuals to facilitate project designs aimed at preventing traffic fatalities and severe injuries.
- Implement programs and amend existing County policies to ensure certain populations are not unduly burdened.
- Implement programs focused on eliminating fatal and severe injury collisions involving youth and older adults.
- Implement traffic safety enhancements to reduce fatal and severe injury collisions involving pedestrians and bicyclists.

- Increase community engagement for traffic safety projects.
- Strengthen public knowledge of traffic safety best practices.

Step by Step

Step by Step Los Angeles County (Step by Step 2019) is a plan designed to enhance walkability for the unincorporated communities of Los Angeles County. The plan outlines actions, policies, procedures, and programs for the County to consider related to enhanced walkability and it identifies potential pedestrian infrastructure projects for specific unincorporated communities. Step by Step is also a strategy for reaching the County's Vison Zero goal, described above, by identifying specific actions, programs, and projects that prioritize pedestrian safety in the design and operations of the County's transportation system. Other goals for Step by Step relevant to transportation and traffic within the Planning Area include:

- **POLICY SS-2:** Elevate the pedestrian walking experience by enhancing pedestrian crossings and implementing traffic calming measures where feasible and appropriate.
- **POLICY EH-1:** Make transportation, land use, and building design or site planning decisions that make walking a logical first choice transportation option for residents and visitors.
- **POLICY EH-2:** Design pedestrian-friendly streets to make walking a convenient first choice for daily activities.
- **POLICY EQ-1**: Prioritize the needs of low-income communities of color and the most vulnerable users.
- **POLICY EQ-2:** Create a pedestrian network that supports people of all abilities – especially youth, seniors, and those with disabilities. This includes, but is not limited to, wide sidewalks, curb ramps, accessible pedestrian signals to aid the visually impaired, and adequate pedestrian crossing times.
- **POLICY SP-1:** Improve air quality and reduce greenhouse gas emissions through reduced car dependency.

Existing Environmental Conditions

Population and Employment

Population and employment provide important data for travel patterns to and from the Planning Area, which includes 24 communities within unincorporated Los Angeles County. According to SCAG's RTP/SCS growth forecast, the Planning Area had a population of approximately 245,181 residents within the 24 unincorporated communities and approximately 1,057,162 within the Planning Area as a whole in 2018. The population is concentrated in the western portion of the Planning Area within the unincorporated communities of La Puente, West Puente Valley, Valinda, East Irwindale, and Covina Islands and is concentrated in the eastern portion of the Planning Area around the City of Pomona. Employment is concentrated along SR-60, largely within the cities of La Puente and Industry as well as Covina, West Covina, La Verne, Claremont and Pomona. Several unincorporated communities have high population densities compared to incorporated cities, while others have very low population densities due to lack of residential land uses. Within the Planning Area, only 15% of residents work in a city or place where they live,

compared to the statewide average of 37%. In addition, the average commute time within the Planning Area is 33 minutes, compared to the statewide average of 29.8 minutes.

Roadway Network

The Planning Area contains a comprehensive highway network throughout the unincorporated areas of the County. The County's Highway Plan includes the following roadway classifications that apply to roadways within the Planning Area:

Major Highway: This classification includes urban and rural highways that are of countywide significance and are, or are projected to be, the most highly traveled routes. These roads generally require four or more lanes of moving traffic, channelized medians and, to the extent possible, access control and limits on intersecting streets. In urban areas, the typical right-of-way width for these highways is 100 feet. Alternative major highway sections may be established by the County to accommodate features such as raised medians, bicycle facilities, and wider parkways with varying right-of-way widths. In rural areas, major highways are intended to maintain a rural appearance (without curb, gutter, and/or sidewalk) to reflect the rural character of various communities throughout Los Angeles County.

Secondary Highway: This classification includes urban and rural routes that serve or are planned to serve an areawide or countywide function, but are less heavily traveled than major highways. Secondary highways also frequently act as oversized collector roads that feed the countywide system. In this capacity, the routes serve to remove heavy traffic from local streets, especially in residential areas. Access control, especially to residential property and minor streets, is desirable along these roads. Alternative secondary highway sections may be established by the County to accommodate features such as raised medians, bicycle facilities, and wider parkways with varying right-of-way widths. In rural areas, certain connector highways to and between rural communities are also classified as secondary highways. These highways are intended to maintain a rural appearance (without curb, gutter, and/or sidewalk) to reflect the rural character of various communities throughout Los Angeles County. In addition, beyond the ultimate road right-of-way, there may be a need for additional dedications for trail purposes, to accommodate equestrian and other non-vehicular uses.

Limited Secondary Highway: This classification includes urban and rural routes that provide access to low-density areas. In urban areas, limited secondary highways generally feature lower traffic volumes and multimodal transportation facilities. Alternative secondary highway sections may be established by the County to accommodate features such as raised medians, bicycle facilities, and wider parkways with varying right-of-way widths. In rural areas, limited secondary highways are generally located in rural communities and remote foothill, mountain and canyon areas. These highways are intended to maintain a rural appearance (without curb, gutter, and/or sidewalk) to reflect the rural character of various communities throughout Los Angeles County. Additional right-of-way width may be required to accommodate left-turn pockets and passing lanes may be provided when required for traffic safety. In addition, beyond the ultimate road right-of-way, there may be a need for additional dedications for trail purposes, to accommodate equestrian and other non-vehicular uses.

Parkway: This classification includes urban and rural routes that have park-like features either within or adjacent to the roadway. The right-of-way width required varies as necessary to incorporate these features, typically with a minimum of 80 feet. Roadway improvements vary depending on the composition and volume of traffic carried.

Expressway: This classification includes urban and rural controlled-access highways connecting communities. Expressways can generally accommodate six to ten traffic lanes and

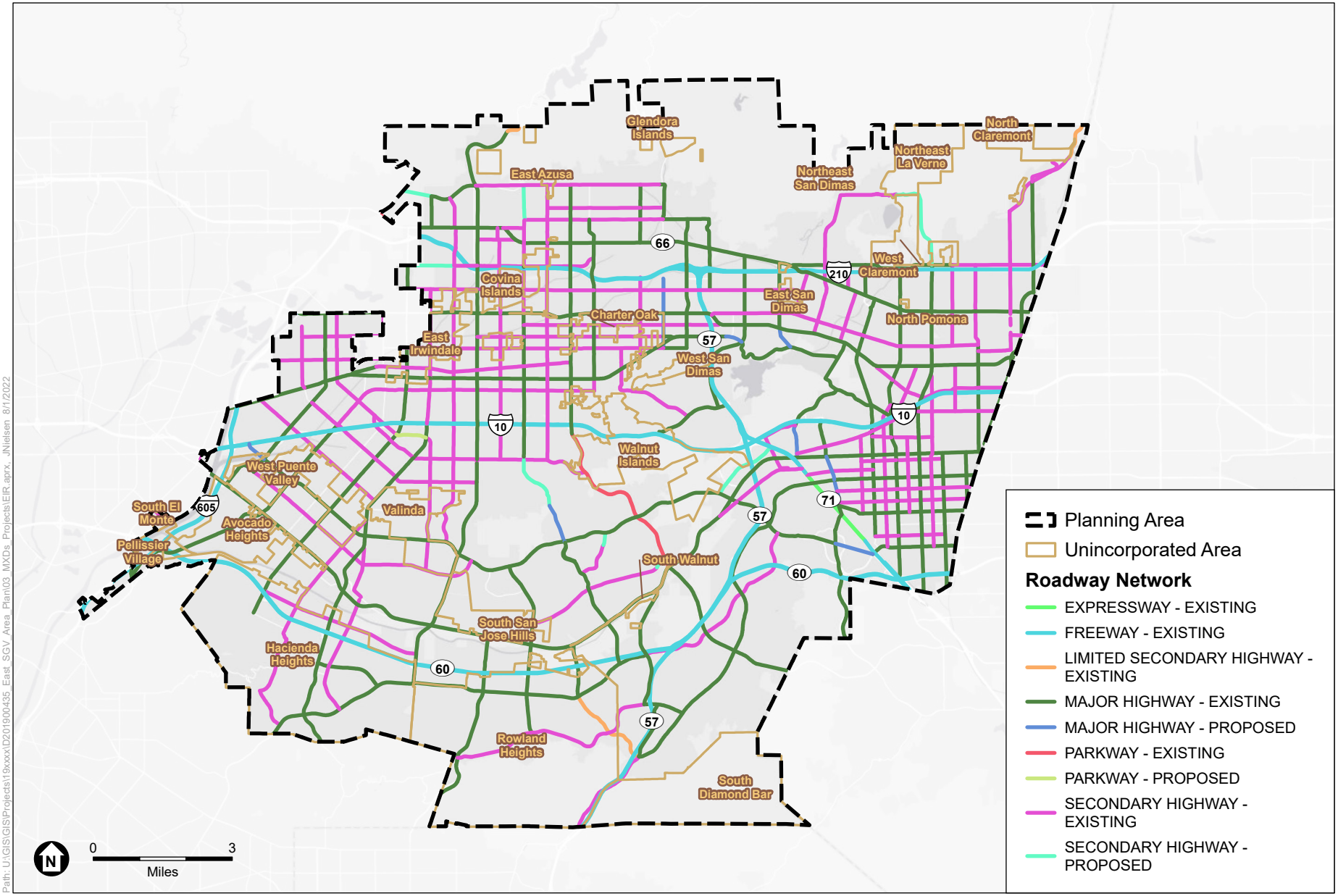
are intended for thru-traffic, featuring full or partial control of access. The right-of-way required varies as necessary to incorporate these features, but is typically 180 feet in width. Roadway improvements vary depending upon the composition and volume of traffic carried.

Refer to **Table 4.15-1**, *Existing Circulation Network,* for a list the key arterials that comprise the existing circulation system and **Figure 4.15-1,** *Existing and Proposed Roadway Network,* for a map of the existing and proposed circulation network within the Planning Area.

TABLE 4.15-1
EXISTING CIRCULATION NETWORK

Highway	Location Detail within Planning Area	Roadway Designation
North-South Highways		
San Gabriel River Freeway/Interstate (I)-605	Between Pellissier Village and West Puente Valley	Freeway
Orange Freeway/SR-57	Between South Diamond Bar and I-210	Freeway
Chino Valley Freeway/State Route (SR)-71	Between I-10/SR-57 Interchange and Pomona Expressway between south of Rio Ranch Road and north of W. Mission Boulevard	Freeway/Expressway
Harbor Boulevard	North of Wellington Lane	Major Highway
Azusa Avenue	South of Colima Road	Local Street
Hacienda Boulevard	South of Colima Road and south of Gale Avenue	Major Highway
Irwindale Avenue/Sunset Avenue	Between Cypress Street and Badillo Street	Major Highway
East-West Highways		
Foothill Freeway/I-210	Between Covina Islands and West Claremont	Freeway
San Bernardino Freeway/I-10	Between West Puente Valley and Pomona	Freeway
Foothill Boulevard/SR-66	Between I-210 and Claremont	Freeway
Pomona Freeway/SR-60	Between Pellissier Village and Pomona	Freeway
Colima Road	Between south of Camino Del Sur and Fullerton Road	Major Highway
Amar Road	West of Puente Avenue	Major Highway
Amar Road	Between Sunset Avenue and Unruh Avenue	Major Highway
Amar Road	East of Indian Summer Avenue	Major Highway
Sunset Avenue	North of Amar Road	Major Highway
7th Street	North of Gale Avenue	Major Highway
Badillo Street	Between Orange Avenue and east of Sunset Avenue	Major Highway
Arrow Highway	Between Vincent Avenue and Lark Ellen Avenue	Major Highway
Baseline Road	Between Foothill Boulevard and North Benson Avenue	Major Highway
Temple Avenue	Between Valley Boulevard and Amar Road	Major Highway

SOURCE: County of Los Angeles 2016; DRP 2015



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SOURCE: ESRI; Los Angeles County GIS (Highway Plan Policy Map); ESA, 2022

East San Gabriel Valley Area Plan

Figure 4.15-1
Existing and Proposed Roadway Network

Collision Corridors

As indicated in the Los Angeles County Vision Zero Action Plan, several street segments in the unincorporated communities of the East San Gabriel Valley are classified as "Collision Concentration Corridors". These corridors are determined by "totaling the number of fatal and severe injury collisions that occurred on that corridor, and then accounting for locations with a history of fatal collisions, walking or bicycle involved collisions, and collisions occurring in disadvantaged communities." A list of these corridors is provided in **Table 4.15-2**, *Vision Zero Collision Corridors Within the East San Gabriel Valley Planning Area,* below. Almost all of these corridors are classified primary or secondary highways by the Department of Public Works, meaning they serve an arterial function in these communities.

TABLE 4.15-2
VISION ZERO COLLISION CORRIDORS WITHIN THE EAST SAN GABRIEL VALLEY PLANNING AREA

Community	Corridors
Charter Oak	Arrow Highway, Cienega Avenue
Covina Islands	Arrow Highway, Barranca Avenue, Covina Boulevard, Gladstone Street
East Irwindale	Arrow Highway, Cypress Street, Lark Ellen Avenue, Vincent Avenue
Glendora Islands	Glendora Mountain Road
Hacienda Heights	Azusa Avenue, Colima Road, Gale Avenue, Hacienda Boulevard, Stimson Avenue
North Whittier	Workman Mill Road
Rowland Heights	Batson Avenue, Colima Road
Valinda	Amar Road, Azusa Avenue, Hacienda Boulevard, Valinda Avenue
Walnut Islands	Temple Avenue
West Puente Valley	Amar Road, Puente Avenue, Sunset Avenue

SOURCE: Vision Zero 2019

Complete Streets and Green Streets

A Complete Street refers to a street that is safe and accessible for all users: pedestrians, bicyclists, transit users, and motor vehicle drivers. A Green Street is one that prioritizes active transportation. The Draft Mobility Action Plan identifies 12 transportation corridors for further study for future active transportation improvements based on regional connectivity, proximity to transit, location within disadvantaged communities, and missing multi-modal features.

Transit Network

There are six inter-city transit services within the Planning Area as well as a variety of municipal transit services that include fixed-route and dial-a-ride services. A list of existing transit services is provided in **Table 4.15-3**, *Existing Transit Network*, and these routes are shown in **Figure 4.15-2**, *Existing and Proposed Transit Network*.

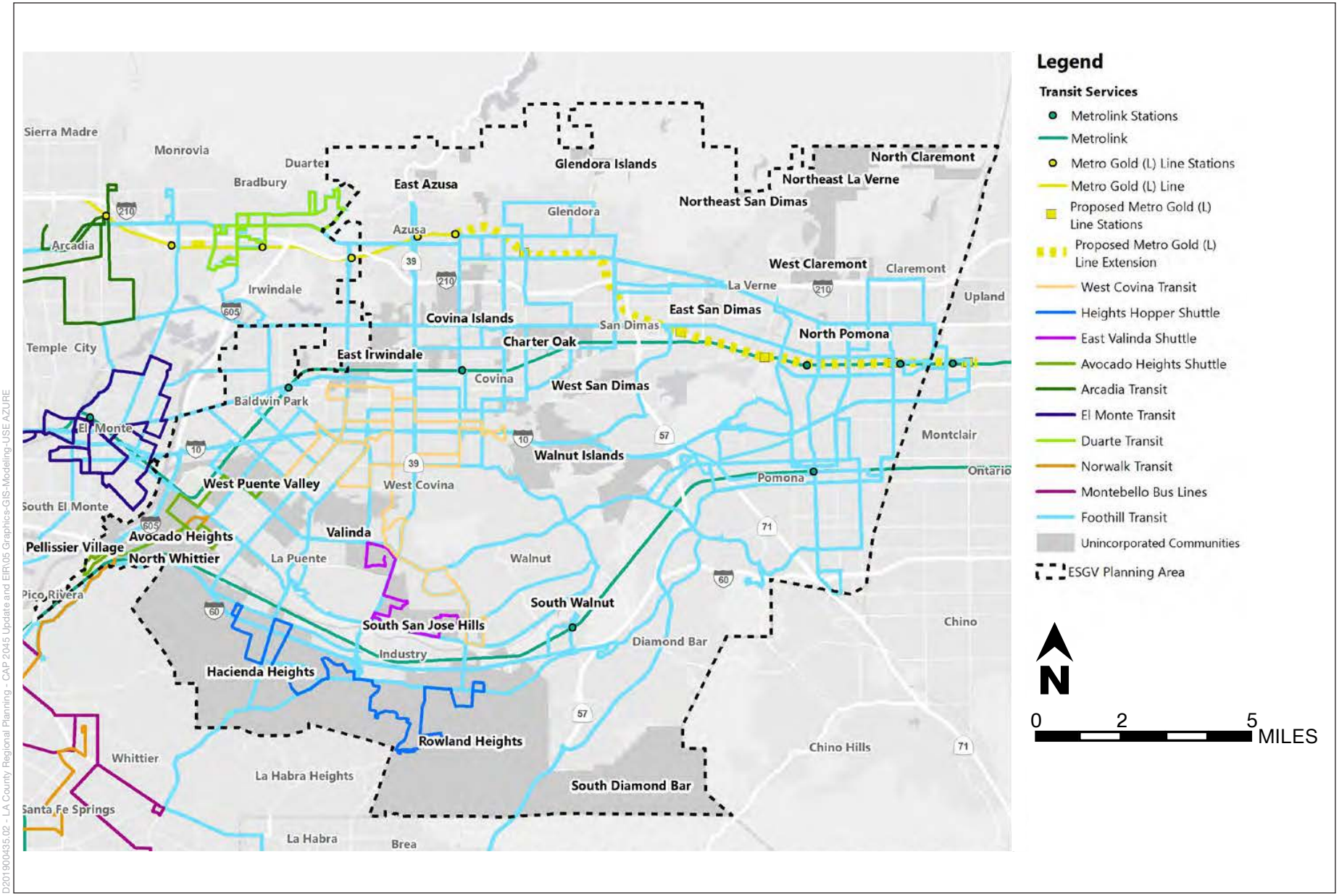
TABLE 4.15-3
EXISTING TRANSIT NETWORK

Transit Service	Routes	Service Area	Service Frequency (Range)
Metro	Gold (L) Line	Inter-City	12-20 minutes
Metro	Multiple bus routes	Inter-City	6-60 minutes
Access	Paratransit service	Inter-City	Demand-response
Foothill Transit	Multiple Express, Local and School Supplementary bus routes	Inter-City	12-60 minutes
Montebello Bus Lines	Multiple bus routes	Inter-City	8-55 minutes (weekday) 18-65 minutes (weekend)
Norwalk Transit	Multiple bus routes	Inter-City	30-80 minutes
Montebello Bus Lines	Dial-A-Taxi (seniors/disabilities)	Within Montebello, medical allowed outside boundaries	Demand-response
Montebello Link Service	Five semi-fixed routes	To and From Montebello Metrolink Station	Reservation based
City of Claremont	Dial-A-Ride (general public)	Within Claremont (outside service area for fee)	Demand-response
Pomona Valley Transportation Authority	Get About (seniors/disabilities)	Claremont, La Verne, Pomona, and San Dimas (adjacent areas for fee)	Demand-response
City of Duarte (DuartEBus – Foothill Transit)	Line 860 Duarte Blue and Line 861 Duarte Green	Within Duarte	60 minutes
City of Covina	Dial-A-Ride (seniors/access service members)	Within Covina and 3-mile radius	Demand-response
City of Arcadia Transit	Green Line, Blue Line, Red Line	Within Arcadia	50-15 minutes
City of Arcadia Transit	Dial-A-Ride (seniors/disabilities)	Within Arcadia	Demand-response
GoMonrovia	GoMonrovia subsidized Classic Lyft rides	Within Monrovia and Target in Duarte, within 3 miles for medical	Demand-response
El Monte Transit	Five fixed-route trolley lines	Within El Monte	50 minutes
City of El Monte	5 commuter shuttles	Within El Monte (to and from El Monte Metrolink Station)	60-27 minutes
West Covina Transit	Red Line, Green Line, Blue Line	Within West Covina	56-52 minutes (Red Line) 30 minutes (Green Line) 65 minutes (Blue Line)
Los Angeles County	Avocado Heights Shuttle	Avocado Heights/Bassett/West Valinda	100-60 minutes
Los Angeles County	Heights Hopper Shuttle	Rowland Heights, Hacienda Heights	90 minutes
Los Angeles County	East Valinda Shuttle	East Valinda	115-70 minutes

SOURCE: Draft East San Gabriel Valley Mobility Action Plan 2022

Rail

In addition to the Metro commuter rail system described above, there are other rail services within the Planning Area. One Union Pacific Railroad (UPRR) line carries both passengers and freight while the other is passenger only. In addition, one Burlington Northern Santa Fe (BNSF) line is passenger rail only within the Planning Area.



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SOURCE: Draft Mobility Action Plan 2022

East San Gabriel Valley Area Plan

Figure 4.15-2
Existing and Proposed Transit Network

Transit Propensity Score

Metro developed a transit propensity index to analyze an area's predisposition to use transit based on elements of demand (i.e., population and employment densities), market segments (i.e., commuters, transit-dependent spersons), and built environment (i.e., walkability, housing density). A high transit propensity score correlates to a higher likelihood of transit use within an area. The majority of the Planning Area has a low transit priority score and many areas that are beyond a reasonable walking distance to transit, particularly within the unincorporated communities. A reasonable walking distance is defined as 0.5 mile. This indicates the Planning Area would benefit from availability of transit and additional mobility options.

Transit Equity Score

Metro has also developed a method for analyzing where transit is most needed within an area based on socioeconomic indicators including zero car households per acre, poverty/low-income households per acre, school age students per acre, seniors over 55 per acre, single mothers per acre, disabled persons per acre, and minorities per acre. The majority of the Planning Area has a low transit equity score, including the communities of Glendora Islands, Northeast San Dimas, La Verne, North Claremont, Walnut Islands, Diamond Bar, South Diamond Bar, and Hacienda Heights. These areas are considered transportation disadvantaged populations and are within higher density areas.

Bicycle Network

The East San Gabriel Active Transportation Plan and Los Angeles County Bicycle Master Plan are two plans that provide a list of existing and proposed bikeways within the Planning Area. Bikeways within the Planning Area are classified according to the Caltrans High Design Manual (HDM), which includes four classes as follows:

- Class I (Bike Path or Shared-Use Path): Off-street bikeways with a completely separate right of way for the exclusive use of bicycle and pedestrians within minimal cross-flow.
- Class II (Bike Lane or Buffered Bike Lane): On-street bikeways that provide a striped lane for one-way bike travel on a street or highway.
- Class III (Bike Route or Greenway): Signed, shared roadways that provide for shared use with pedestrians or motor vehicle traffic. A bike route has signs posted identifying it as a bike route and may have shared lane markings (sharrows). Greenways are shared roadways that prioritize bicycle travel.
- Class IV (Separated Bikeway or Cycle Track): On-street bikeway for exclusive use of bicycles, requiring separation via a vertical feature between the bikeway and the through vehicular traffic.

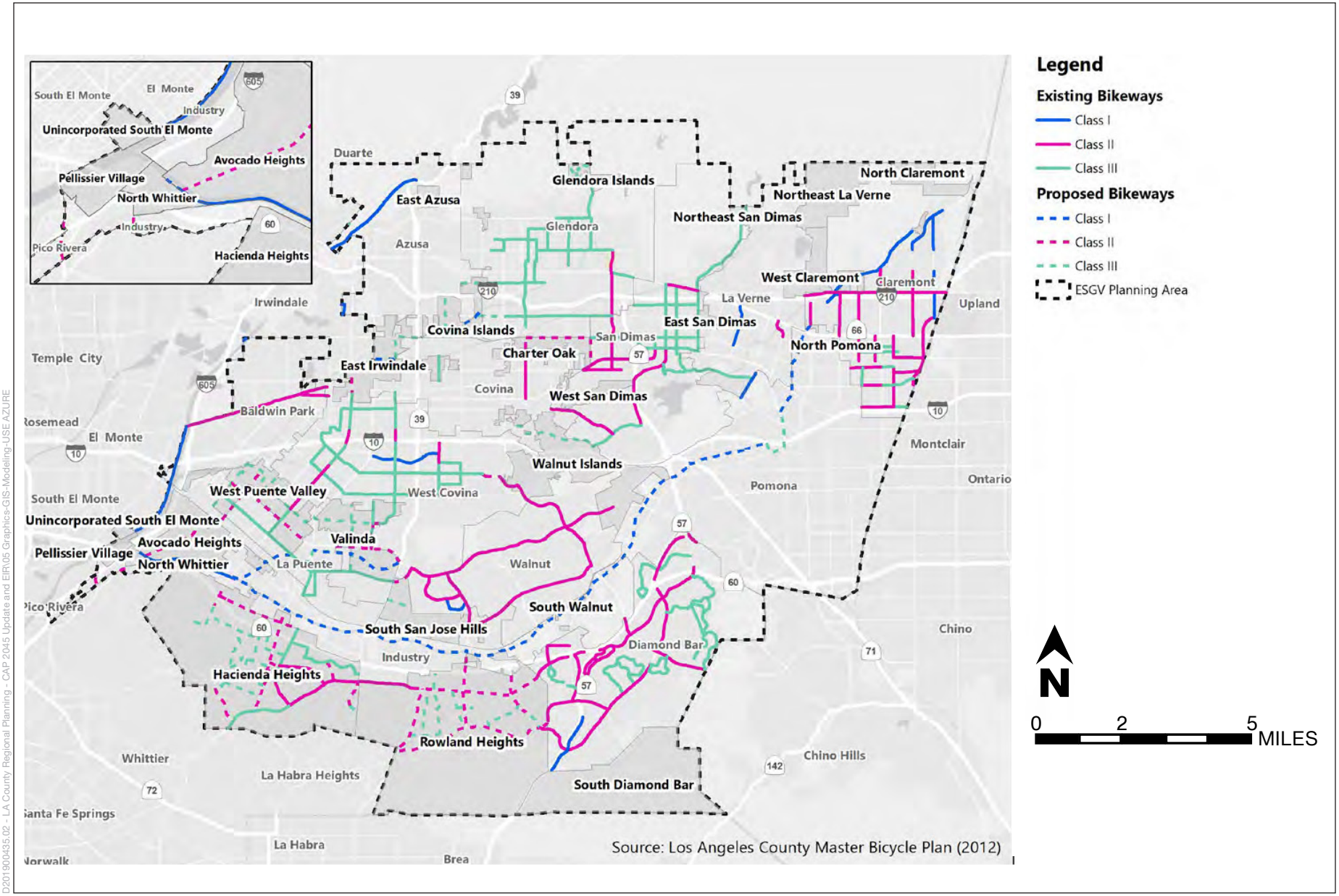
Refer to **Table 4.15-4**, *Existing Bicycle Network*, for a list of existing County-maintained bikeways within the Planning Area as described in the Active Transportation Plan (2020). In addition, refer to **Figure 4.15-3**, *Existing and Proposed Bikeways*, for the location of existing and proposed bikeways within the Planning Area according to the County Master Bicycle Plan (2012).

TABLE 4.15-4
EXISTING BICYCLE NETWORK (COUNTY-MAINTAINED BIKEWAYS)

Community	Segment	From	To	Class	Miles
Avocado Heights/City of Industry	San Jose Creek Bicycle Path	Workman Mill Rd	7th Ave	1	2.1
Charter Oak	Arrow Highway	Glendora Ave	Valley Center Blvd	2	1.5
Cities of Baldwin Park/Industry	San Gabriel River Bicycle Path	Ramona Blvd	0.1 mile south of Fineview St	1	2.8
City of Azusa	San Gabriel River Bicycle Path	San Gabriel Canyon Rd	Huntington Rd	1	2.6
City of Industry	Fairway Dr/Brea Canyon Cut-off Rd	Walnut Dr South	Colima Rd	2	0.8
Covina Islands	Hollenbeck Ave	San Dimas Wash	0.1 miles south of Edna Pl	3	0.6
Hacienda Heights	Cedarlane Dr	Glendale Ave	Fieldgate Ave	3	0.2
Hacienda Heights	Colima Rd	Allenton Ave	Larkvane Rd	2	3.5
Hacienda Heights	Fieldgate Ave	Cedarlane Dr	Wedgeworth Dr	3	0.1
Hacienda Heights	Garo St	Stimson Ave	Glenelder Ave	3	0.4
Hacienda Heights	Glenelder Ave	Garo St	Cedarlane Ave	3	0.2
Hacienda Heights	Halliburton Rd	Stimson Ave	Colima Rd	2	1.2
Hacienda Heights	Pepperbrook Way	Wedgeworth Dr	Azusa Ave	3	0.1
Hacienda Heights	Stimson Ave	Gale Ave	La Monde St	3	1.1
Hacienda Heights	Stimson Ave	La Monde St	Colima Rd	2	0.9
Hacienda Heights	Wedgeworth Dr	Fieldgate Ave	Pepperbrook Way	3	1.2
Hacienda Heights/Rowland Heights	Colima Rd	Casino Dr	Allenton Ave	3	1.2
Rowland Heights/Diamond Bar	Pathfinder Rd	Fullerton Rd	Canyon Ridge Rd	2	4.0
South San Jose Hills	La Puente Rd	Nogales St	Trish Way	2	0.3
South San Jose Hills	Nogales St	0.1 mile south of Amanda St	La Puente Rd	2	0.3
Valinda	Lark Ellen Ave	0.1 mile south of Francisquito Ave	Maplegrove St	3	0.5
Valinda	Temple Ave	0.1 mile west of Ruthcrest Ave	Azusa Ave	3	1.1
Valinda	Valinda Ave	0.1 mile south of Merced Ave	Maplegrove St	3	0.6
Valinda	Valinda Ave	Burtree St	Amar Rd	2	0.3
Valinda	Valinda Ave	Maplegrove St	Meadowside St	2	0.1
Valinda	Valinda Ave	Meadowside St	Burtree St	3	0.1

Community	Segment	From	To	Class	Miles
Valinda	Maplegrove St	Hacienda Blvd	Lark Ellen Ave	3	1.7
Walnut Islands	Cameron Ave	Whitebirch Dr	Grand Ave	2	0.6
Walnut Islands	Grand Avee	Cameron Ave	0.3 mile south of Hillside Dr	2	0.4
West Puente Valley	Sunset Ave	Fairgrove Ave	Temple Ave	3	0.8
West Puente Valley	Temple Ave	0.2 mile east of Baldwin Park Blvd	Puente Ave	3	0.5
West Puente Valley	Temple Ave	Sunset Ave	Unruh Ave	3	0.7
West Puente Valley	Puente Ave/Workman Mill Rd	Valley Boulevard/3rd Ave	West of Valley Blvd/3rd Ave	2	0.3
West Puente Valley	Puente Ave/ Workman Mill Rd	West of Valley Blvd/3rd Ave	Alanwood Rd	2	0.5
West Puente Valley	Puente Ave/ Workman Mill Rd	Alanwood Rd	Oakman Dr	2	0.4
			Total Miles of County-Maintained Bikeways within the Planning Area		**33.7**

SOURCE: East San Gabriel Valley Active Transportation Plan 2020



SOURCE: Draft Mobility Action Plan 2022

East San Gabriel Valley Area Plan

Figure 4.15-3
Existing and Proposed Bikeways

4.15.2 Environmental Impacts

Methodology

This program-level PEIR evaluates potential transportation impacts based on the location of the proposed Area Plan's footprint associated with the forecasted development pattern and transportation projects. The following impact analysis is based on the guidance outlined in the County's *Transportation Impact Analysis Guidelines* (LACDPW 2020), which is consistent with the requirements of SB 743 and the *State CEQA Guidelines*, which require an analysis of VMT as a regional performance measure. Per the County's *Transportation Impact Analysis Guidelines* (LACDPW 2020), a VMT assessment was prepared for the entire ESGV Planning Area, including both unincorporated communities and incorporated cities. The results of the VMT analysis are provided in the VMT Analysis Memo (Appendix H) and are summarized below. The existing conditions analysis in this PEIR refers to conditions modeled in the baseline year 2022. The future buildout year is 2035.

Vehicles Miles Traveled

Los Angeles County has prepared an SB 743 Implementation and CEQA Updates Report (Appendix H). CEQA Section 15064.3(a) defines VMT as "the amount and distance of automobile travel attributable to a project." The term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. For land use projects and plans, such as the ESGVAP, based on the predominant use, the following VMT efficiency metrics and method of estimation can be used:

- Total VMT per Service Population: The total VMT to and from all zones in the geographic area are divided by the total service population to get the efficiency metric of VMT per service population. The total service population is the sum of the number residents and the number of employees.

Per the County's *Transportation Impact Analysis Guidelines*, key transportation measures for the Planning Area including daily VMT and total VMT per service population were estimated using the SCAG 2016 RTP/SCS Travel Demand Forecast Model.[2] VMT is influenced by the households, population, and employment densities within the Planning Area.

Baseline

Per the metrics and thresholds established in the County's *Transportation Impact Analysis Guidelines*, the ESGVAP would have a potentially significant VMT impact if daily total VMT per service population estimated for the 2035 horizon year (the "2035 With Project" scenario) exceeds the County's threshold of 16.8 percent below the County Baseline VMT for 2022. The County is in the process of updating their guidelines to reflect updated baseline VMT data and thresholds. The updated baseline VMT data was used based on direction from the County and was taken from the County's Baseline VMT Data memorandum, dated January 26, 2022, which provides the new baseline VMT thresholds for the County. The 2022 Baseline for Daily VMT per

[2] Although SCAG has adopted Connect SoCal as the 2020 RTP/SCS, the 2016 Travel Demand Model is the most current version.

Service Population, as well as the threshold for 16.8 percent below the baseline, is provided in **Table 4.15-5**, *County of Los Angeles VMT Metrics and Thresholds*.

TABLE 4.15-5
COUNTY OF LOS ANGELES VMT METRICS AND THRESHOLDS

Metric	2022 County Baseline	Significance Threshold (16.8% below County Baseline)
Total Daily VMT per Service Population	30.7	25.5

SOURCE: Appendix H

2035 With Project Scenario

The 2035 With Project scenario integrated the ESGVAP buildout data for unincorporated areas. The buildout data provides number of dwelling units and non-residential square footage by transportation analysis zone (TAZ).

2035 No Project Scenario

In addition to Project-level VMT, the County's *Transportation Impact Analysis Guidelines* also provide guidance on the analysis of cumulative impacts from VMT. The ESGVAP's cumulative effects will be determined through a consistency analysis with the current SCAG RTP/SCS (Connect SoCal). The 2035 No Project scenario represents SCAG RTP/SCS cumulative year conditions. Per the County's guidance, the Future No Project scenario integrated the County's existing general plan land use for unincorporated areas within the ESGVAP boundary. For cities within the Planning Area and all areas outside the boundary, the SCAG Model, interpolated to year 2035, was used. The cumulative impact analysis provided below provides a comparison of the cumulative "no project" scenario, representing the RTP/SCS cumulative year conditions and the cumulative "with project" scenario, representing reallocation of population and employment growth associated with the proposed ESGVAP.

Modeling Assumptions

The Model was revised to include future transportation network projects that are assumed to be complete by ESGVAP buildout year (2035) rather than the Model's horizon year (2040). Future transportation network projects retained in the model include:

- Vermont Short Corridor. Bus Rapid Transit, from Wilshire/Vermont to Exposition/Vermont. Included on Metro's 28 by 2028 Initiative. Anticipated operation by 2028.
- West Santa Ana Branch Transit Corridor: Phase 1. Light rail transit from Pioneer Station to Metro A (Blue) Line Slauson Station. Included on Metro's 28 by 2028 Initiative. Anticipated for operation of this 14.8-mile segment between 2033 and 2035.
- Sepulveda Transit Corridor (Valley-Westside portion). High-capacity rail transit alternative from the San Fernando Valley to LAX, utilizing routes through the Sepulveda Pass including Sepulveda Boulevard, I-405 and other canyon roads. Included on Metro's 28 by 2028 Initiative. Anticipated operation by 2028.

- East San Fernando Valley Light Rail Transit Project. Light Rail Transit from the G Line (Orange) Van Nuys Station to the Sylmar/San Fernando Metrolink Station. Currently in design and engineering phase. Anticipated operation by 2028.
- Metro Gold Line Eastside Extension Phase 2 Transit Corridor. Light Rail Transit from the current terminus at Atlantic Station to the proposed Lambert station in east Los Angeles County. Included on Metro's 28 by 2028 Initiative. Currently in environmental review phase. Anticipated operation by 2035, but may phase segment extensions to see completion by 2028.

In addition, the modeling for the Area Plan utilizes SCAG's conservative Transportation Demand Management (TDM) reduction of 5.7 percent for both the 2035 No Project and 2035 With Project scenarios. This is in comparison to the reduction of 17.2 percent that is consistent with the policies and projects included in the SCAG RTP/SCS, but would be less attainable in the ESGVAP due to its suburban character (i.e., less dense and less diversity in land use).

Significance Thresholds

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, the Project would have a significant impact to transportation if it would:

a) Conflict with applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;

b) Be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);

c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or

d) Result in inadequate emergency access.

With respect to consistency with CEQA Guidelines Section 15064.3, subdivision (b), the County's *Transportation Impact Analysis Guidelines* provides a significance threshold for VMT impacts for land use projects and plans of 16.8 percent reduction from Baseline VMT.

Proposed Project Characteristics and Relevant ESGVAP Goals and Policies

The ESGVAP is intended to the guide long-term growth of the ESGV Planning Area, enhance community spaces, promote a stable and livable environment that balances growth and preservation, and improve the quality of life in the ESGV through the creation of vibrant, thriving, safe, healthy, and pleasant communities.

Because the ESGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time.

ESGVAP Goals and Policies

Appendix G. Mobility Action Plan

The ESGVAP Mobility Action Plan (MAP) identifies strategies and projects to make it easier and safer to walk, bike, and use transit in and between the 24 unincorporated communities located in

the ESGV. The MAP includes the following policies to support transportation within the Planning Area:

Policy 1: Prioritize connections to food systems, health care facilities, parks, and other locations that support public well-being.

Policy 2: Prioritize mobility improvements that link transit, schools, parks, and other key destinations in the community.

Policy 3: Utilize technology to implement more flexible transportation options that supplement existing service or address gaps in the existing network.

Policy 4: Incorporate sustainable design components into street treatments that increase safety for pedestrians, bicyclists, and sensitive groups such as youth and older adults while supporting environmental stewardship.

Policy 5: Implement and connect safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.

Policy 6: Reduce car dependency by supporting the implementation of safe and convenient active transportation infrastructure that connects with and compliments the transit network.

Policy 7: Support integrated land use and transportation planning to support a more sustainable and multimodal East San Gabriel Valley.

Policy 8: Support mode shift to lower- or zero-emission travel modes that can balance increased emissions that may derive from increased travel/mobility.

Policy 9: Identify locations for innovative traffic safety features that support safety, accessibility, and sustainability.

Policy 10: Address inequities created by a history of car-centric design in the ESGV by prioritizing the mobility and safety needs of priority populations such as youth, older adults, zero car households, and residents living in areas with environmental justice concerns.

Policy 11: Address real and perceived safety concerns, and identify barriers to walking and rolling.

Chapter 2. Land Use Element

The Land Use Element of the ESGVAP changes the General Plan land use and zoning designations of select parcels in the Plan Area to provide for focused growth and preservation areas (as presented in the Land Use Policy Map) and includes land use goals and policies that articulate how the focused growth and preservation of these areas will address land use issues, implement the Vision Statements (found in Chapter 1 of the ESGVAP), enhance the existing land uses and, as a result, quality of life in the ESGV. The following ESGVAP goals and policies support transportation within the Planning Area:

Goal LU-1: Growth is planned to facilitate sustainable patterns and is targeted to areas with existing and future transit opportunities and commercial services, to facilitate transit use and accessibility to everyday goods and services within walking distance.

> **Policy LU-1.1: Sustainable Growth.** Plan for the orderly and sustainable growth of the ESGV. Focus growth within a mile from major transit stops, a half mile from high-quality transit corridors, and a quarter mile from established or new commercial centers where there is access to existing or proposed frequent transit and everyday services within walking and biking distance.

Goal LU-5: The ESGV community is built and maintained to mitigate and withstand the effects of any natural or human-caused hazard.

> **Policy LU-5.3: Road Access.** Require that any new development be located and designed so that is it accessed from existing public roads and provides direct access to multiple primary roads to support safety, aid in efficient evacuation, and safeguard life and well-being during hazards.

> **Policy LU-5.7: Siting Development.** In fire hazard areas, require that development sites and structures be located off ridgelines, hilltops, and other dangerous topographic features such as chimneys, steep draws, and saddles; be adjacent to existing development perimeters; and avoid excessively long driveways.

> **Policy LU-5.8: Development and Adequate Fire Protections.** In fire hazard areas, prohibit development in areas with insufficient access, water pressure, fire flow rates, or other accepted means for adequate fire protection.

Chapter 4. Community Character and Design Element

This Community Character and Design Element of the ESGVAP strives to preserve the character of the 24 unincorporated communities of the ESGV, which can be characterized as having quiet residential street and lower scales. The following ESGVAP policy supports transportation within the Planning Area:

> **Policy CC-3.7: Development and Access.** Design developments to avoid use of cul-de-sacs, gated entrances, bounding walls around developments along public rights-of-way, and other barriers to connected roads, sidewalks, and pathways.

Impact Analysis

Impact 4.15-1: Would the Project conflict with applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. The proposed ESGVAP includes the MAP, which outlines strategies to improve mobility within the Planning Area in a sustainable, equitable, and achievable manner. The MAP supports alternative modes of transportation, including walking, bicycling, and transit in order to increase access opportunities and community connectivity (**Policies 1, 2, 3,** and **10**) and reduce impacts of traffic congestion and traffic-related emissions (**Policies 4, 6, 7** and **8**) and. The MAP also includes policies related to improving pedestrian and bicycle safety and reducing other transportation related safety hazards (**Policies 4, 5, 6, 9,** and **11**).

Through implementation of ESGVAP MAP, the County will provide safe and convenient access to transit, bikeways, and walkways, by considering the safety and convenience of pedestrians and cyclists in the design and development of transportation systems. The County will also provide safe pedestrian connections across barriers, such as major traffic corridors, drainage and flood control facilities, and grade separations and adopt consistent standards for implementation of Americans with Disabilities Act requirements and in the development review process prioritize direct pedestrian access between building entrances, sidewalks and transit stops. The MAP also includes recommendations for transit alternatives that would provide connectivity while still decreasing reliance on individual automobile use, through ride-sharing, volunteer driver programs, or similar alternatives.

The County's Bicycle Master Plan identifies several bicycle improvements within the Planning Area and the MAP would support these improvements by identifying locations where infrastructure remains disconnected between jurisdictions. As shown in Figure 4.15-3 and described in detail in the MAP, the ESGVAP identifies a total of proposed active transportation improvements along 72 corridors that will help to address gaps in the current network. The MAP also identifies 12 corridors for further study to implement complete streets and green streets improvements within the Planning Area, consistent with the Caltrans *Highway Design Manual*. These improvements would provide bicycle facilities, pedestrian improvements and greenways consistent with the goals of the Caltrans Highway Design Manual for Complete Streets, Bicycle Master Plan, Active Transportation Plan, Regional Greenways Study, Step by Step, and OurCounty Sustainability Plan.

The ESGVAP would amend Title 22 (Planning and Zoning Code) to implement the goals and policies of the Area Plan, including improving the walkability of neighborhoods and increasing accessibility to transit. Proposed changes to land use and zoning as part of the Area Plan will allow for higher densities of growth focused within one mile of major transit stops, within a half mile of high-quality transit corridors and within a quarter-mile of established or new commercial centers that would have access to frequent transit services.

The growth and increases in density that are proposed in the ESGVAP were guided by the SCAG Connect Socal and the Los Angeles County General Plan. The ESGVAP would place growth near planned or existing transit stations and areas, commercial retail service areas, and active transportation corridors, consistent with goals and policies of the County General Plan. While the ESGVAP would result in increases in density and development intensity which could result in population growth, this growth would not be unplanned and would be consistent with existing regional planning document assumptions regarding population growth and transportation infrastructure capacity.

In addition, the ESGVAP includes several policies related the distribution of the planned growth to promote active transportation and transit use (**MAP Policy 5**), reduce car dependency (**MAP Policy 6**), and focus growth within a mile from major transit stops (**ESGVAP Policy LU-1.1**). Therefore, implementation of the ESGVAP would improve operating conditions within the Planning Area. While LOS for roadway operations is no longer used as a CEQA transportation metric, the County's *Transportation Impact Analysis Guidelines* (LACDPW 2020) still include

LOS and queuing methodologies for the evaluation of operation of project driveways and nearby intersections for projects to satisfy non-CEQA project requirements. Because this is a program-level analysis, additional analysis and mitigation will occur at the project-level to determine specific physical, program and policy-level mitigation measures to reduce the level of impact to roadway operations as a result of specific development below a significant level.

The policies of the State, regional and local transportation plans described above were reviewed to ensure consistency with the draft MAP policies. As the MAP policies are broadly consistent with the policies of the applicable transportation programs and plans, future recommendations for mobility improvement projects that would implement the MAP policies would meet the guidelines for potential funding opportunities and there would be no conflicts between implementation of the MAP and existing applicable programs related to circulation within the County.

Therefore, while the proposed ESGVAP would result in growth within the Planning Area, this growth would be concentrated in areas with access to transit and land use changes were developed consistent with regional plans to create more connected and walkable communities. Therefore, the ESGVAP is consistent with all applicable plans and programs related to transportation and impacts would be less than significant and no mitigation is required.

Impact 4.15-2: Would the Project be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Significant and Unavoidable Impact. The proposed ESGVAP would establish the regulatory framework for future land use changes and mobility improvements to help the County promote economic development via an active regional hub near transportation centers and achieve their overall goals related to sustainability, economic growth, housing options and affordability, equity, transportation management, community safety and connectivity, and GHG reductions. These goals are identified in the proposed ESGVAP, as well as the related plans and programs identified above. The proposed ESGVAP provides policies and standards that support the integration of new land uses with a balanced, coordinated transportation network that will provide mobility for all transportation users. The proposed MAP aims to prioritize connectivity while reducing car dependency by supporting integrated land uses such as mixed-use development adjacent to transit corridors and implementing safety bicycle and pedestrian trails that promote active transportation.

The ESGVAP Draft MAP includes a list of 72 proposed active transportation corridor improvements designed to close transportation facility gaps and increase connectivity to high quality transit stops. The Draft MAP also include two recommendations for pilot projects that would provide mobility mode alternatives that would provide connectivity outside the existing transit service areas. Both the MAP and the East San Gabriel Valley Active Transportation Plan are focused on mobility enhancements and strategies within the Planning Area. While these plans contain a variety of mobility strategies, there are no improvements that would reduce or expand vehicular capacity to the extent that it would influence VMT, and thus no changes to the highway and transit networks were made as part of the VMT modeling assumptions. For example, the MAP includes transit strategies such as flexible microtransit and personal mobility on demand. These strategies would help to reduce individual passenger car use, but do not meaningfully

affect the primary transit modes located within the Planning Area, which are modeled as fixed route bus and rail.

Vehicle Miles Traveled per Service Population

As described above in ***Methodology***, daily VMT per service population within the Planning Area was analyzed for the proposed ESGVAP. **Table 4.15-6**, *ESGVAP VMT Summary*, provides a comparison of the VMT per service populations calculations for ESGV Planning Area 2022 Existing (Baseline), Planning Area 2035 No Project scenario (existing Los Angeles County General Plan assumptions), and 2035 With Project scenario. As shown in Table 4.15-6, under the 2035 With Project scenario, the total VMT per service population in the ESGVAP generated by the proposed changes in land uses would be 28 percent more than the existing countywide VMT per service population.

TABLE 4.15-6
ESGVAP VMT SUMMARY

VMT Metrics		County Baseline	ESGVAP 2035 With Project	Percent Change (2035 With Project vs 2022 Existing/ Baseline)
VMT Metrics	Total Daily VMT	N/A	57,241,032	N/A
	Total VMT per Service Population	30.7	39.3	28%

NOTE:
Based on model data from SCAG 2016 RTP/SCS Travel Demand Forecast Model.

SOURCE: Appendix H.

The total VMT per service population under the 2035 With Project scenario is estimated at 39.3. The significance threshold of 16.8 percent below the County baseline for 2022 is 25.5 total VMT per service population (16.8 percent below 30.7). Thus, with a 39.3 total VMT per service population, the proposed ESGVAP would result in a potentially significant VMT impact. It should be noted that the County baseline is heavily influenced by more densely developed, transit-rich areas of central Los Angeles County, in contrast to the largely suburban nature of development in the Planning Area (with or without the project), which results in higher VMT per capita than the countywide average.

In order to mitigate the total VMT per service population impact to a less-than-significant level, the proposed Area Plan's 39.3 total daily VMT per service population would need to be reduced by 35% to be lower than 25.5 total daily VMT per service population. As described above, the ESGVAP Land Use Element, MAP, and Active Transportation Strategic Plan include policies to focus growth within a mile from major transit stops, encourage transit-oriented development, expand multi-modal facilities, improve access to transit, and coordinate mobility investments. Through implementation of the proposed EGVAP, the County will work to implement these policies in coordination with State, regional, and local agencies to ensure projects throughout the Planning Area contribute to the region achieving a substantial reduction in VMT. In addition, mitigation measure **TR-4.15-1** ensures the County's commitment to exploring the feasibility of

future VMT mitigation program concepts, such as VMT fees, to continue striving to reach the County's reduction targets.

TDM strategies are strategies to reduce the number of single-occupant vehicles generated by the Project through site modifications, programming, and operational changes. As described in *Regulatory Setting*, above, Action 101 under the OurCounty Sustainability Plan, directs the County to implement a TDM ordinance that would require developers to incorporate TDM measure. Mitigation measure **TR-4.15-2** requires all future implementing agencies and project applicants to consider a menu of TDM strategies that could be implemented to achieve a reduction in project-generated trips and employee commute trips, until a formal TDM ordinance is adopted. At a project level, the effectiveness of specific TDM strategies ranges from 0% to 31% reduction in VMT, as documented in the 2021 California Air Pollution Control Officers Association (CAPCOA) publication, *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (CAPCOA 2021). While mitigation measure **TR-4.15-2** will serve to reduce VMT, even enacting every practical TDM strategy would not achieve a cumulative 35% reduction in VMT for the Planning Area. The predominantly suburban and rural land use context of the East San Gabriel Valley may limit the effectiveness of many TDM strategies because there are relatively few effective alternatives to driving for most trips, and most destinations (work, education, shopping, services) are relatively far from any given home. TDM strategies are less effective with housing alone than in combination with other land uses nearby, such as employment. Since the ESGVAP buildout would increase the overall service population of the Planning Area and would add more housing to an area with relatively little employment, an overall increase in VMT per service population would occur. Strategies encouraging walking, biking, and transit, for example, would only have a marginal effect because the destinations are still too far to effectively reach in a reasonable time by means other than driving. However, as described above, the ESGVAP includes several policies related the distribution of the planned growth to promote active transportation and transit use (**MAP Policy 5**), reduce car dependency (**MAP Policy 6**), and focus growth within a mile from major transit stops (**ESGVAP Policy LU-1.1**). Policies in the ESGVAP Land Use Element and MAP are designed to support more mixed-use development, enhance pedestrian activities, and increase pedestrian and multi-modal accessibility. Through the development of complete streets, safe greenways, and pedestrian circulation, implementation of the ESGVAP would reduce vehicle trips within residential neighborhoods that currently rely on vehicles to complete trips within walking distance due to dead end roads and other barriers to accessibility beyond the roadway. Therefore, it is anticipated that implementation of the ESGVAP would reduce VMT per capita, by providing individuals with safe, efficient, alternative modes of transportation. Although VMT per capita would be reduced as a result of the proposed Area Plan, with mitigation measures **TR-4.15-1** and **TR-4.15-2**, the impact related to VMT per service population will remain significant and unavoidable.

Impact 4.15-3: Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less-Than-Significant Impact. The proposed ESGVAP MAP includes several policies related to improving safety for vehicles, pedestrians, and bicyclists as well as other traffic safety features

to support safe, accessible, and sustainable multi-modal transportation and transit throughout the Planning Area. As described above, several collision corridors identified in the County's VisionZero Plan are located within the Planning Area. The MAP identifies areas of high bicycle and pedestrian collision density to be prioritized for improvement. The policies of the proposed Area Plan would incorporate design components into street treatments to increase safety for pedestrians, bicyclists and sensitive user groups, provide safe connections for active transportation and transit, identify innovative traffic safety features, and prioritize the safety needs of priority populations (i.e., youth, older adults, zero-car households, and environmental justice community members) (**MAP Policies 4, 5, 6, 9,** and **10**). In addition, the MAP also identifies the need to address real and perceived safety concerns in order to encourage active transportation (**MAP Policy 11**). In addition, consistency with **ESGVAP Policy LU-5.7** would also require development to avoid overly long driveways and avoid siting development and structures in locations with hazardous features. Therefore, while buildout of the Area Plan would result in improvements to the circulation network, potential hazards due to roadway design features or incompatible uses will be evaluated on a project-by-project basis as the buildout occurs with individual development projects. All new highways and upgrades will be planned, designed and built to County standards in accordance with the goals of the proposed MAP as well as design guidelines included in the California Manual of Uniform Traffic Control Devices (MUTCD) and the Caltrans Roadway Design Manual. The County monitors traffic accident patterns and physical conditions of the existing street system, and applies consistent standards throughout the Highway Plan for street design to promote travel safety. These County standards would continue to apply to the roadways within the Planning Area. Therefore, implementation of the Proposed Area Plan would not result in hazards due to design features or incompatible uses and impacts would be less than significant and no mitigation is required.

Impact 4.15-4: Would the Project result in inadequate emergency access?

Less-Than-Significant Impact. Emergency access would be evaluated on a project-by-project basis as the buildout of the ESGVAP occurs. However, the proposed Area Plan contains policies within the Land Use Element intended to ensure adequate emergency access is maintained for the Planning Area and provided for all new development by ensuring all residential subdivisions and new development is sited with access to public roads for safety and evacuation (**ESGVAP Policy LU-5.3, Policy LU-5.7,** and **Policy CC-3.7**). In addition, development would be expressly prohibited in locations without adequate emergency access (**ESGVAP Policy LU-5.8**). Therefore, implementation of the Proposed Area Plan would facilitate the consideration of the needs for emergency access in transportation planning during buildout and impacts related to adequate emergency access would be less than significant and no mitigation is required.

Cumulative Impact

Impact 4.15-5: Would the Project, when combined with other past, present, or reasonably foreseeable projects, conflict with applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less-Than-Significant Impact. As described above, the proposed Area Plan would be consistent with all applicable regulations addressing the circulation system. All future projects implemented

within the Planning Area would be subject to an analysis for consistency with applicable programs, plans, policies and ordinances related to the circulation system, including the goals and policies identified in the ESGVAP and MAP that would advance the State, regional, and local goals related to increased safety, access, transit, and active transportation. Therefore, the ESGVAP would not contribute to a cumulative impact with respect to consistency with programs, plans, policies, and ordinances. Cumulative impacts are considered less than significant.

Impact 4.15-6: Would the Project, when combined with other past, present, or reasonably foreseeable projects, be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Significant and Unavoidable Impact. The geographic scope for traffic includes cumulative growth projections for Los Angeles County that are reflected in the SCAG RTP/SCS. The ESGVAP buildout scenario demonstrates a significant and unavoidable impact after applying an efficiency based VMT threshold, as described above. Although the proposed Area Plan is consistent with SCAG RTP/SCS in network and zoning, it would reallocate population growth and employment growth, resulting in a greater service population overall than is assumed in the SCAG RTP/SCS. The cumulative impact analysis for VMT entails comparing the cumulative "2035 No Project" scenario, representing RTP/SCS cumulative year conditions, to the cumulative "2035 With Project" scenario, representing reallocation of the population/employment growth associated with the ESGVAP to the area. The ESGVAP would result in a cumulatively considerable impact if it results in an average daily VMT per service population or total VMT for the 2035 With Project scenario that exceed the average daily VMT or total VMT 2035 No Project scenario.

As shown in **Table 4.15-7**, *ESGVAP Cumulative VMT Summary*, the daily VMT per service population is slightly lower, but total VMT is higher under the 2035 With Project scenario than the 2035 No Project scenario. Meanwhile, total VMT per service population remains much higher than the County's Baseline of 30.7. This indicates a significant impact under cumulative conditions.

TABLE 4.15-7
ESGVAP CUMULATIVE VMT SUMMARY

VMT Metrics	ESGVAP 2035 No Project	ESGVAP 2035 With Project	Percent Change (2035 With Project VS 2035 No Project)
Service Population	1,436,031	1,456,214	1.4%
Total Daily VMT	56,983,020	57,241,032	0.5%
Total VMT per Service Population	39.7	39.3	-0.9%

SOURCE: Appendix H

While the proposed ESGVAP may result in cumulatively considerable significant impacts to VMT per service population, the cumulative impact of the proposed Area Plan traffic along with other regional growth will be reduced through mitigation measures **TR-4.15-1** and **TR-4.15-2** described above, along with regional programs that are the responsibility of other agencies such as cities within the Planning Area and Caltrans. In addition, as described above, the goals and policies of the proposed ESGVAP would result in a decrease in VMT per capita by prioritizing

transit-oriented development, mixed use development, as well as safe and accessible multi-modal transportation circulation improvements. Future plans and programs implemented by cities within the Planning Area would also be subject to the State and regional policies that encourage or require similar improvements and reductions in VMT per capita and per service population. However, if these programs and policies are not implemented by the agencies with the responsibility to do so, the cumulative transportation and traffic impacts would remain significant and unavoidable. Under these circumstances, the proposed Area Plan could result in a cumulatively significant traffic impact that may remain significant and unavoidable.

Impact 4.15-7: Would the Project, when combined with other past, present, or reasonably foreseeable projects, substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less-Than-Significant Impact. As described above, the proposed Area Plan includes several policies related to safety improvements for vehicular traffic, bicyclists, and pedestrians and identifies areas where safety improvements should be prioritized based on collision densities. In addition, the proposed Land Use Element does not identify any incompatible uses that would result in transportation hazards. Therefore, the proposed Area Plan would not contribute to a cumulatively considerable impacts related to hazards. In addition, all future projects implemented by the County or other State, regional, or local agencies within the Planning Area would be reviewed to ensure compliance with the County's standards or other applicable standards relative to the provision of safe access for vehicles, pedestrian, and bicyclists, which would incorporate standards for adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls to protect pedestrian and enhance bicycle safety. Cumulative impacts are considered less than significant.

Impact 4.15-8: Would the Project, when combined with other past, present, or reasonably foreseeable projects, result in inadequate emergency access?

Less-Than-Significant Impact. As described above, emergency access would be evaluated on a project-by-project basis as the buildout of the ESGVAP occurs. However, implementation of the Proposed Area Plan would require future projects within the Planning Area to address the policies within the Land Use Element intended to ensure adequate emergency access is maintained for the Planning Area by ensuring adequate emergency access to project sites and access to public roads for safety and evacuation. As described in Policy LU-5.8 above, the ESGVAP would expressly prohibit development in areas with insufficient access. Therefore, implementation of the Proposed Area Plan would not contribute to a cumulatively considerable impacts related to emergency access. Cumulative impacts are considered less than significant.

Mitigation Measure

TR-4.15-1: VMT Reduction Projects The County will work with State, regional, and local agencies to reduce regional VMT. Land use policies in the ESGVAP to improve and/or expand transit service, bicycle and pedestrian facilities, and transportation projects will help the region to achieve the projected decreases in regional VMT. The County will also collaborate with State and other agencies to explore the feasibility of new programs for reducing VMT, such as VMT fees.

TR-4.15-2: TDM Strategies. Implementation of TDM strategies, where feasible and necessary based on project- and site-specific considerations, may include but are not limited to those identified below:

1. Increased Job Density
2. Provide Transit-Oriented Development
3. Commute Trip Reduction Marketing
4. Ridesharing Programs
5. Subsidized or Discounted Transit Program
6. End-of-Trip Bicycle Facilities
7. Employer-Sponsored Vanpool
8. Employee Parking Cash-Out
9. Limit Residential Parking Supply
10. Unbundle Residential Parking Costs from Property Cost
11. Provide Pedestrian Network Improvements
12. Expand Bikeway Network
13. Extend Transit Network Coverage or Hours
14. Increase Transit Service Frequency
15. Implement Transit-Supportive Roadway Treatments
16. Provide Bus Rapid Transit

The TDM strategies listed above are described in detail in Appendix H to this Draft PEIR.

Level of Significance After Mitigation

Implementation of the proposed Area Plan would not result in inconsistencies with applicable plans addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. In addition, the proposed Area Plan would not substantially increase hazards due to a design feature or incompatible uses or result in inadequate emergency access. Therefore, no mitigation is required for these less-than-significant impacts.

Due to development facilitated by implementation of the ESGVAP, increase in service population anticipated from buildout in the 2035 with Project scenario, and land uses within the Planning Area compared to the Countywide average, the proposed Area Plan would result in significant and unavoidable impacts related to increases in VMT at the project-level and cumulatively after implementation of mitigation measure **TR-4.15-1** and **TR-4.15-2**. The implementation of these mitigation measure would reduce impacts related to VMT but would not result in a reduction of Planning Area VMT per capita below the County's significant threshold of 16.8% below existing conditions. Mitigation measure **TR-4.5-1** requires the County to ensure implementation of the ESGVAP's policies related to VMT reduction and to work with State, regional, and local agencies for implementation of those policies as well as potential future VMT mitigation strategies. Mitigation measure **TR-4.5-2** requires implementing agencies and project sponsors to

incorporate TDM strategies in all future projects, when feasible, based on project- and site-specific considerations to reduce regional VMT.

4.15.3 References

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4.16 Tribal Cultural Resources

This section identifies and evaluates whether the East San Gabriel Valley Area Plan (ESGVAP or Project) could result in a potential significant impact to Tribal Cultural Resources. This section describes the physical environmental and regulatory setting, the criteria and thresholds used to evaluate the significance of potential impacts, the methods used in evaluating these impacts, and the results of the impact assessment.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (**Appendix A**). These comments identified various substantive issues and questions related to Tribal Cultural Resources, as follows: the Native American Heritage Commission (NAHC) requested that the Draft PEIR follow all applicable Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18) requirements. AB 52 and SB 18 is applicable to this Project and is addressed within this section. **Table 1-1**, *Notice of Preparation and Comment Letters Summary*, in Chapter 1, *Introduction*, includes a summary of all comments received during the scoping comment period.

4.16.1 Environmental Setting

The "study area" for this analysis of impacts to Tribal Cultural Resources consists of the ESGVAP area (Plan Area), i.e., the approximately 32,826-acre (approximately 51-square-mile) area that comprises the easternmost portions of Los Angeles County (County).

Tribal Cultural Resources Definition

Tribal cultural resources, as defined in Public Resources Code Section 21074, include "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are either included or determined to be eligible for inclusion in the California Register of Historical Resources (California Register) or included in a local register of historical resources, or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant. A cultural landscape that meets these criteria is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. Historical resources, unique archaeological resources, or non-unique archaeological resources may also be tribal cultural resources if they meet these criteria.

Ethnographic Setting

The Project is situated within land traditionally occupied by two Native American groups: Gabrielino (including the Tongva and Kizh) and Serrano. The following summary is not intended to provide a comprehensive account of these groups, but is instead a brief historical overview based on available information.

Gabrielino (or Tongva and Kizh)

The term "Gabrielino" is a general term that refers to those Native Americans who were forcibly removed from their lands and relocated by the Spanish to the Mission San Gabriel Arcángel. (Bean and Smith 1978a). Two indigenous terms are commonly used by tribal groups to refer to themselves and are preferred by descendant groups: Tongva and Kizh (Heizer 1968). Prior to

European colonization, the Gabrielino occupied a diverse area that included: the watersheds of the Los Angeles, San Gabriel, and Santa Ana rivers; the Los Angeles basin; and the islands of San Clemente, San Nicolas, and Santa Catalina (Bean and Smith 1978a). Their neighbors included the Chumash and Tataviam to the north, the Juañeno to the south, and the Serrano and Cahuilla to the east. The Gabrielino are reported to have been second only to the Chumash in terms of population size and regional influence (Bean and Smith 1978a). The Gabrielino language was part of the Takic branch of the Uto-Aztecan language family.

The Gabrielino Indians were hunter-gatherers and lived in permanent communities located near the presence of a stable food supply. Subsistence consisted of hunting, fishing, and gathering. Small terrestrial game was hunted with deadfalls, rabbit drives, and by burning undergrowth, while larger game such as deer were hunted using bows and arrows (Bean and Smith 1978a). Community populations generally ranged from 50 to 100 inhabitants, although larger settlements may have existed. The Gabrielino are estimated to have had a population numbering around 5,000 in the pre-contact period (Kroeber 1925). The Late Prehistoric period, spanning from approximately 1,500 years B.P. to the mission era, is the period associated with the florescence of the Gabrielino (Wallace 1955). Coming ashore near Malibu Lagoon or Mugu Lagoon in October of 1542, Juan Rodriguez Cabrillo was the first European to make contact with the Gabrielino Indians.

A map titled *Gabrielino Communities Located within the San Gabriel Valley* (McCawley 1996) depicts nine Native American villages in the San Gabriel Valley. Five of the nine villages (*Shevaanga*, *Sonaanga*, *Sheshiikwanonga*, *Akuuronga*, and *Aluupkenga*) are situated adjacent to or near tributaries of the Rio Hondo. Four of the nine villages (*Ashuukshanga*, *Weniinga*, *Ahwiinga*, and *Pemookanga*) are "located within the prairie-foothill transition zone" (McCawley 1996, 41). The villages in the prairie-foothill transition zone are immediately south of the San Gabriel Mountains and around San Jose Hills. A description of the nine villages is provided below.

Villages Adjacent to or Near Tributaries of the Rio Hondo

Based on historical records, the village of *Shevaanga* is believed to have been located north of Whittier Narrows and near the present location of Mission San Gabriel. The original village site is reported as having been located at the site of Misión Vieja, also known as the Old Mission in Montebello, but was reportedly abandoned after flooding. The original village site location at Misión Vieja is listed as California State Historical Landmark No. 161 (Los Angeles Times 2019; McCawley 1996; TongvaPeople 2022). Johnston (1962) states that the village of *Sonaanga* was located on Michael White's farm, an early settler of the area, while McCawley (1966, 43) indicates that *Sonaanga* is known to have been located approximately "a quarter of a mile or so South Pasadena ward [west] … of La Presa" (Spanish for dam).

Hugo Reid (a Scotsman married to Victoria, a native Indian of the San Gabriel Mission) states that the village of *Aluupkenga* was situated on the grounds of his own Rancho Santa Anita (McCawley 1996, 44). The village site is reported to be located in Arcadia (TongvaPeople 2022). The village of *Sheshiikwanonga* is described as once situated at the Huerta de Peras (orchard of pears) in the community of San Marino and south of the Henry E. Huntington residence. The orchard was a grant of 128 acres made to Reid's wife in 1830 after the secularization of Mission San Gabriel (McCawley 1996). The village of *Akuuronga* (based on the Gabrielino word *akura*,

which means wood) is reportedly known to have been located between the present La Presa Street and San Gabriel Boulevard and built to serve Mission San Gabriel (Johnston 1962; McCawley 1996). The village of *Akuuronga* is described as encompassing about 5 acres and having accommodated a small community of approximately 12 to 15 native and Mexican families (McCawley 1996).

Villages Located Within the Prairie-Foothill Transition Zone

The village name of *Ashuukshanga* comes from the Gabrielino word *asuk*, which means "his grandmother" and is thought to have been located on a knoll north of the current city of Azusa (Johnston 1962, 144; McCawley 1996, 44; TongvaPeople 2022). *Weniinga* was a rancheria located in the city of Covina and is associated with the phrase "one of the place[s] where metates, etc., or anything está tirado [is discarded] as about an Indian camp" (McCawley 1996, 45). *Guinibit* (found in baptismal records) is a variant name for *Weniinga* (Johnston 1962). The village of *Ahwiinga* (meaning 4.16-3uemada or burned brush) is reported as located on Rancho La Puente. This place name appears in missionary expedition accounts by priests Payeras and Sanchez in 1821, where they mention that they passed "Ajuenga" on their way to Mission San Gabriel (McCawley 1996, 46). The village of *Pemookanga* is reported as located on Rancho de los Ybarras and just east of Burbank (McCawley 1996, 46–47; TongvaPeople 2022).

Serrano

The Serrano occupied territories that ranged from low or moderately low desert to the mountain regions of the Transverse and Peninsular ranges bordered to the west roughly by the Cajon Pass in the San Bernardino Mountains, to the east by Twenty-Nine Palms, and to the south by Yucaipa Valley. The Serrano inhabited areas both north and south of the San Bernardino Mountains, and also encompassed the western end of the Mojave Desert (including Lovejoy Springs) in portions of Los Angeles County (Price et al. 2008). The Serrano were organized into clans, with the clan being the largest autonomous political entity. They lived in small villages where extended families lived in circular, dome-shaped structures made of willow frames covered with tule thatching. Each clan had one or more principal villages in addition to numerous smaller villages associated with the principal village (Price et al. 2008). Villages located at higher elevations were placed near canyons that received substantial precipitation or were adjacent to streams and springs. Villages situated at lower elevations were also located close to springs or in proximity to the termini of alluvial fans where the high water table provided abundant mesquite and shallow wells could be dug.

The Serrano subsistence strategy relied upon hunting and gathering, and occasionally fishing. Villages divided into smaller, mobile gathering groups during certain seasons to gather seasonally available foods. The division of labor was split between women gathering and men hunting and fishing (Bean and Smith 1978b; Warren 1984). Mountain sheep, deer, rabbits, acorns, grass seeds, piñon nuts, bulbs, yucca roots, cacti fruit, berries, and mesquite were some of the more common resources utilized (Bean and Smith 1978b; Warren 1984). Despite early European and Spanish contact in 1771, the Serrano remained relatively autonomous until the period between 1819 and 1834 when most of the western Serrano were forcibly removed and relocated to missions (Bean and Smith 1978b; Warren 1984).

Regulatory Setting

Federal Laws, Regulations, and Policies

Federal laws relevant to tribal consultation and tribal cultural resources include Section 106 of the National Historic Preservation Act (NHPA), Native American Graves Protection and Repatriation Act (NAGRPA), American Indian Religious Freedom Act of 1978, Executive Order (EO) 13007, and EO 13175. Relevant provisions of NHPA Section 106 and NAGPRA are summarized in *Regulatory Setting*, in Section 4.5, *Cultural Resources*. The American Indian Religious Freedom Act of 1978, EO 13007, and EO 13175 are summarized below.

American Indian Religious Freedom Act of 1978

The American Indian Religious Freedom Act of 1978 (42 U.S.C. Section 1996) makes it the policy of the United States to "protect and preserve for the American Indians their inherent right to freedom to believe, express, and exercise the traditional religions of the American Indian, Eskimo, Aleut, and Native Hawaiians." These rights include, but are not limited to, access to sites, use and possession of sacred objects, and the freedom to worship through ceremony and traditional rites.

Executive Order 13007

EO 13007, Indian Sacred Sites, was issued by President Clinton on May 24, 1996. The order requires federal land managing agencies to accommodate access to and ceremonial use of Indian sacred sites by Indian religious practitioners and to avoid adversely affecting the physical integrity of such sacred sites. It also requires federal agencies to develop procedures for reasonable notification of proposed actions or land management policies that may restrict access to or ceremonial use of, or adversely affect, sacred sites.

Under the order, *sacred site* is defined as "any specific, discrete, narrowly delineated location on federal land that is identified by an Indian tribe, or Indian individual determined to be an appropriately authoritative representative of an Indian religion, as sacred by virtue of its established religious significance to, or ceremonial use by, an Indian religion; provided that the tribe or appropriately authoritative representative of an Indian religion has informed the agency of the existence of such a site."

Executive Order 13175

EO 13175, Consultation and Coordination with Indian Tribal Governments, was issued by President Clinton on November 6, 2000. The order directs federal agencies to establish regular and meaningful consultation and collaboration with tribal officials in the development of rules, policies, and guidance that have tribal implications, to strengthen the United States government-to-government relationships with Indian tribes, and to reduce the imposition of unfunded mandates upon Indian tribes.

Several executive memoranda have been issued reinforcing this order. In 2004, President George W. Bush issued a memorandum titled "Government-to-Government Relationship with Tribal Governments" that reaffirmed the existence and durability of the unique government-to-government relationship and commitment to working with federally recognized tribal governments on a government-to-government basis. The 2004 memorandum advocated for all

departments and agencies to adhere to these principles and work with tribal governments in a manner that cultivates mutual respect and fosters greater understanding to reinforce these principles. In 2009, President Obama issued a memorandum titled "Memorandum on Tribal Consultation" that sought to improve regular and meaningful consultation and collaboration with tribal officials. The memorandum directed agencies to submit detailed plans of action to implement the policies and directives of EO 13175 and to provide annual reports regarding the implementation of the plans along with recommendations for improving the plans and tribal consultation process. In 2021, President Biden issued a memorandum titled "Tribal Consultation and Strengthening Nation-to-Nation Relationships," reaffirming the policies announced in President Obama's 2009 memorandum.

State Laws, Regulations, and Policies

Assembly Bill 52

Assembly Bill (AB) 52 was approved by Governor Brown on September 25, 2014. The primary intent of AB 52 is to involve California Native American tribes early in the environmental review process and to get needed information in order to locate and avoid tribal cultural resources.

Public Resources Code Section 21080.3.1 requires that, within 14 days of a decision by a lead agency to undertake a project, the lead agency must provide formal notification to the designated contact, or a tribal representative, of California Native American tribes that are traditionally and culturally affiliated with the geographic area of the Project that have requested in writing to be informed by the lead agency (Public Resources Code Section 21080.3.1(b)). Tribes interested in consultation must respond in writing within 30 days from receipt of the lead agency's formal notification and the lead agency must begin consultation within 30 days of receiving the tribe's request for consultation (Public Resources Code Section 21080.3.1[d] and Section 21080.3.1[e]).

Public Resources Code Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; and the significance of the Project's impacts on the tribal cultural resources. If the California Native American tribe requests consultation regarding alternatives to the project, recommended mitigation measures, or significant effects, the consultation shall include those topics. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant impact, if a significant impact exists, on a tribal cultural resource or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (Public Resources Code Section 21080.3.2[b]).

If a California Native American tribe has requested consultation and has failed to provide comments to the lead agency, or otherwise failed to engage in the consultation process, or if the lead agency has provided notification but the California Native American tribe has failed to request consultation within 30 days, then the lead agency may proceed to certify an EIR or adopt a Mitigated Negative Declaration (Public Resources Code Section 21082.3[d][2] and [3]).

Senate Bill 18

Senate Bill (SB) 18 (Statutes of 2004, Chapter 905), which went into effect January 1, 2005, requires local governments (cities and counties) to consult with Native American tribes before making certain

planning decisions and to provide notice to tribes at certain key points in the planning process. The intent is to "provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places" (OPR 2005).

The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level, land use designations are made by a local government. The consultation requirements of SB 18 apply to general plan or specific plan processes proposed on or after March 1, 2005. See *Existing Environmental Conditions* for details of the County's submittal of requests for consultation pursuant to SB 18.

According to the Tribal Consultation Guidelines: Supplement to General Plan Guidelines, the following are the contact and notification responsibilities of local governments (OPR 2005):

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3).
- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period (Government Code Section 65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.
- Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code Section 65092).

Government Code Sections 6254(r) and 6254.10

These sections of the California Public Records Act were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places maintained by the Native American Heritage Commission." Section 6254.10 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports, maintained by, or in the possession of the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the Native American Heritage Commission, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a Native American tribe and a state or local agency."

Regional Laws, Regulations, and Policies

There are no regional laws, regulations, and/or policies that are specifically applicable to tribal cultural resources. See below for a discussion of the local laws, regulations, and policies.

Local Laws, Regulations, and Policies

Los Angeles County Historic Preservation Ordinance

The County's Historic Preservation Ordinance (HPO) is summarized in *Regulatory Setting* in Section 4.5, *Cultural Resources*. Although the HPO specifically mentions tribal cultural resources, sites, features, cultural landscapes sacred places, and objects with cultural value to a California Native American tribe that are listed on the Los Angeles County Historical Landmarks Registry also would meet the definition of "tribal cultural resources" provided in Public Resources Code Section 21074(a)(1)(B).

Los Angeles County General Plan

The Los Angeles County General Plan (2035) has the following goals and policies for the preservation of cultural resources.

Goal C/NR 14: Protected historic, cultural, and paleontological resources.

Policy C/NR 14.1: Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.

Policy C/NR 14.2: Support an inter-jurisdictional collaborative system that protects and enhances historic, cultural, and paleontological resources.

Policy C/NR 14.3: Support the preservation and rehabilitation of historic buildings.

Policy C/NR 14.4: Ensure proper notification procedures to Native American tribes in accordance with Senate Bill 18 (2004).

Policy C/NR 14.5: Promote public awareness of historic, cultural, and paleontological resources.

Policy C/NR 14.6: Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.

Existing Environmental Conditions

Native American Consultation

On February 4, 2022, the County submitted notification and request to consult letters to three individuals and organizations pursuant to AB 52:

- Andrew Salas, Gabrieleño Band of Mission Indians – Kizh Nation
- Anthony Morales, Gabrieleno Tongva San Gabriel Band of Mission Indians
- Lee Clauss, San Manuel Band of Mission Indians (currently known as the Yuhaaviatam of San Manuel Nation)

No responses were received from any of the individuals/organizations pursuant to AB 52.

On February 4, 2022, the County also submitted notification and request to consult letters to sixteen (16) individuals and organizations pursuant to SB 18. SB 18 letters were sent via mail to the following California Native American tribes and individuals:

- Andrew Salas, Gabrieleño Band of Mission Indians – Kizh Nation
- Ann Brierty, Morongo Band of Mission Indians
- Anthony Morales, Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Charles Alvarez, Gabrielino – Tongva Tribe
- Christina Conley, Gabrielino Tongva Indians of California Tribal Council
- Isaiah Vivanco, Soboba Band of Luiseño Indians
- Jessica Mauck, San Manuel Band of Mission Indians (currently known as the Yuhaaviatam of San Manuel Nation)
- Jill McCormick, Quechan Tribe of the Fort Yuma Reservation
- Joseph Ontiveros, Soboba Band of Luiseño Indians
- Lovina Redner, Santa Rosa Band of Cahuilla Indians
- Manfred Scott, Quechan Tribe of the Fort Yuma Reservation
- Mark Cochrane, Serrano Nation of Mission Indians
- Robert Dorame, Gabrielino Tongva Indians of California Tribal Council
- Robert Martin, Morongo Band of Mission Indians
- Sandonne Goad, Gabrielino/Tongva Nation
- Wayne Walker, Serrano Nation of Mission Indians

A total of three responses were received from the individuals/organizations pursuant to SB 18. The Quechan Tribe of the Fort Yuma Reservation indicated that they defer to local tribes. The Soboba Band of Luiseño Indians indicated that they defer to the Gabrieleno/Tongva San Gabriel Band of Mission Indians. The Yuhaaviatam of San Manuel Nation (YSMN) indicated that the Project is located within their ancestral territory, but that they do not see any conflicts with the zoning changes at this time. However, the YSMN tribe also mentioned that when specific projects are planned, the YSMN may have concerns and would likely request formal consultation with the lead agency.

4.16.2 Environmental Impacts

Methodology

Adoption of the ESGVAP would not cause adverse impacts to tribal cultural resources; however, future projects facilitated by the ESGVAP could result in adverse impacts. Impacts to tribal cultural resources that may result from the ESGVAP are evaluated at a programmatic level. The analysis is informed by the results of the County's AB 52 and SB 18 consultations with local Native American individuals and organizations. None of the three individuals/organizations notified pursuant to AB 52 responded. Two of the 16 individuals/organizations notified pursuant to SB 18 responded, but deferred to local tribes. No tribal cultural resources were identified as a result of these consultations.

In determining the level of significance, the analysis assumes that future projects facilitated by the ESGVAP would comply with relevant federal, state, and local laws, ordinances, and regulations.

Significance Thresholds

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, the Project would have a significant impact to tribal cultural resources if it would:

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

   i) Listed or eligible for listing in the California Register, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k); or

   ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code § 5024.1(c). In applying the criteria set forth in Public Resources Code § 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe.

Proposed Project Characteristics and Relevant ESGVAP Goals and Policies

The ESGVAP is intended to the guide long-term growth of the ESGV Plan Area, enhance community spaces, promote a stable and livable environment that balances growth and preservation, and improve the quality of life in the ESGV through the creation of vibrant, thriving, safe, healthy, and pleasant communities. Its primary goals are to: a) retain the residential character of the ESGV Plan Area in harmony with its surroundings; b) promote an active regional hub with diverse options for housing, shopping, entertainment, recreation, and services; c) develop goals, policies, and implementation programs that support smart growth, sustainable development, and thoughtful enhancement/upgrade of existing neighborhoods; d) establish more public spaces and public realm improvements; and e) encourage diversity of housing options and affordability, and economic development.

Because the Project is the planning of future growth within the Plan Area, no actual development is being proposed at this time. Goals and policies from the County's General Plan (2035) are provided in *Regulatory Setting* and focus on protecting cultural resources.

Impact Analysis

Impact 4.16-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is:

i) Listed or eligible for listing in the California Register, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k); or

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code § 5024.1(c). In applying the criteria set forth in Public Resources Code § 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe?

Less-Than-Significant Impact with Mitigation Incorporated. No tribal cultural resources listed or eligible for listing in the California Register or Los Angeles County Historical Landmarks Registry were identified within the unincorporated islands and communities in the Plan Area as a result of consultation. The County has not made any discretionary tribal cultural resource determinations at the project level.

The ESGVAP is a policy document that does not include proposals for or approvals of any specific projects, and as a result, would not result in impacts to tribal cultural resources. However, future projects facilitating land use/zoning changes and policies included in the ESGVAP could involve ground disturbing activities (for construction of residential, commercial and mixed-use development) that could, depending on their location, result in direct or indirect substantial adverse changes to the significance of tribal cultural resources. Future projects facilitated by the ESGVAP would be required to comply with applicable federal, state, and local regulations and, as appropriate, to undergo the County's discretionary review process, including completion of subsequent project-level planning and environmental review under CEQA. These projects would similarly require compliance with AB 52 to ensure that tribal cultural resources are properly identified. Such projects could nonetheless result in significant impacts to sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe qualifying as tribal cultural resources. Thus, there would be a significant impact to tribal cultural resources.

However, implementation of mitigation measure **CR-4.5-2** through **CR-4.5-6**would reduce impacts to tribal cultural resources, including archaeological resources that could also meet the definition of tribal cultural resource, less than significant levels.

Cumulative Impacts

For the purposes of this analysis of cumulative impacts to tribal cultural resources, the geographic area of consideration (i.e., the cumulative impacts study area) consists of the unincorporated islands and communities within the Plan Area and adjacent cities. This geographic scope of analysis is appropriate for the analysis of tribal cultural resources because the types of resources

within this area are similar in nature and origin, and share a common heritage. Cumulative impacts could result at various locations within this area from the initiation of projects facilitated by the ESGVAP and could be perpetual.

Impact 4.16-2: Would the Project when combined with other past, present, or reasonably foreseeable projects, cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is:

i) Listed or eligible for listing in the California Register, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k); or

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code § 5024.1(c). In applying the criteria set forth in Public Resources Code § 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe?

Less-Than-Significant Impact with Mitigation Incorporated. No tribal cultural resources listed or eligible for listing in the California Register or Los Angeles County Historical Landmarks Registry were identified during consultation. However, given the Plan Area's long history, the combined incremental impacts of past, present, and reasonably foreseeable future projects, could (in combination with projects facilitated by the ESGVAP) affect the significance of tribal cultural resources throughout the County, including as a result of disturbance to unanticipated discoveries of such resources during ground-disturbing activities. Cumulative finds of tribal cultural resources could cause or contribute to a significant cumulative impact.

The Project, as a result of projects facilitated by ESGVAP, would contribute a significant incremental contribution to this significant cumulative impact that could be mitigated to a level that would be less than cumulatively considerable (i.e., less than significant) by the implementation of mitigation measures **CR-4.5-2** through **CR-4.5-6** (see Section 4.5, *Cultural Resources*). With the implementation of these measures, the Project's-specific, incremental contribution, taken into consideration with the cumulative projects' impacts on tribal cultural resources over the span of the ESGVAP, would not be cumulatively considerable because the measure would require the County to initiate consultation (within 14 days of a decision to undertake a project facilitated by the ESGVAP) with California Native American tribes in order to avoid or lessen impacts to tribal cultural resources, as well as require archaeological and Native American monitoring and preparation of a plan for the treatment of such resources. With the implementation of these mitigation measures, a less than significant cumulative impact to tribal cultural resources would result.

Mitigation Measures

Mitigation measures **CR-4.5-2** through **CR-4.5-6** (see Section 4.5, *Cultural Resources*).

Level of Significance After Mitigation

The ESGVAP would result in less than significant impacts to tribal cultural resources after implementation of mitigation measures **CR-4.5-2** through **CR-4.5-6** (see Section 4.5, *Cultural Resources*), which require, among other things, archaeological monitoring and Native American coordination, and preparation of a plan for the treatment of archaeological resources, including those that may also qualify as tribal cultural resources, which would further reduce the impact.

4.16.3 References

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4.17 Utilities and Service Systems

This section identifies and evaluates issues related to utilities and service systems to determine whether implementation of the East San Gabriel Valley Area Plan (ESGVAP or Project) could result in a significant impact related to water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities; water supplies; wastewater treatment; or solid waste. This section describes the physical environmental and regulatory setting, the criteria and thresholds used to evaluate the significance of impacts, the methods used in evaluating these impacts, and the results of the impact assessment.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (**Appendix A**). These comments identified various substantive issues and questions related to Utilities and Service Systems, as follows: presently no deficiencies exist in the Los Angeles County Sanitation Districts' (LACSD or Districts') sewerage facilities that serve the unincorporated communities; a fee to connect facilities to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities is permitted by the California Health and Safety Code; guidance on estimating the volume of wastewater future project will generate; and the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). **Table 1-1**, *Notice of Preparation and Comment Letters Summary*, in Chapter 1, *Introduction*, includes a summary of all comments received during the scoping comment period.

4.17.1 Environmental Setting

Regulatory Setting

The "study area" for this analysis of impacts to Utilities and Service Systems consists of the ESGVAP area (Plan Area), i.e., the approximately 32,826-acre (approximately 51-square-mile) area that comprises the easternmost portions of Los Angeles County (County).

Federal Laws, Regulations, and Policies

Clean Water Act

The Clean Water Act (CWA) is the cornerstone of surface water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff.

Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the United States. Where multiple uses exist, water quality standards must protect the most sensitive use. Water quality standards are typically numeric, although narrative criteria based on biomonitoring methods may be employed where numerical standards cannot be established or where they are needed to supplement numerical standards. In Los Angeles County, the State Water Resources Control Board and the Los Angeles Regional Water Quality Control Board

(RWQCB) are responsible for ensuring implementation and compliance with the provisions of the federal CWA.

In 1972, the CWA was amended to provide that the discharge of pollutants to waters of the United States from any point source is unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The 1987 amendments to the CWA added Section 402(p), which establishes a framework for regulating municipal and industrial stormwater discharges, including discharges associated with construction activities, under the NPDES program.

State Laws, Regulations, and Policies

California Water Code

The California Water Code, a section of the California Code of Regulations, establishes the governing laws pertaining to all aspects of water management in California.

State Water Resources Control Board

The State Water Resources Control Board was created by the California Legislature in 1967 with the mission of ensuring the highest reasonable quality for waters of the state, while allocating those waters to achieve the optimum balance of beneficial uses. The State Water Resources Control Board has authority over water allocation by administering and regulating appropriative water right permits and licenses, as per the Water Code, which require that all uses of water be "reasonable and beneficial," which includes municipal and industrial uses, irrigation, hydroelectric generation, and livestock watering.

In 1970, the Porter-Cologne Water Quality Control Act created nine RWQCBs that develop and enforce water quality objectives of the state and implementation plans within their region. The RWQCBs oversee various programs that protect surface water and groundwater quality, and enforce the federal NPDES Wastewater Program, and NPDES Storm Water Program. The RWQCBs are also responsible for developing and implementing total maximum daily loads for impaired water bodies.

Urban Water Management Planning Act

The Urban Water Management Planning Act of 1983, California Water Code Sections 10610 et seq., requires preparation of a plan that:

- Plans for water supply and assesses reliability of each source of water, over a 20-year period, in 5-year increments.
- Identifies and quantifies adequate water supplies, including recycled water, for existing and future demands, in normal, single-dry, and multiple-dry years.
- Implements conservation and the efficient use of urban water supplies. Significant new requirements for quantified demand reductions have been added by the Water Conservation Act of 2009 (Senate Bill 7 of Special Extended Session 7 (SBX7-7)), which amends the act and adds new water conservation provisions to the Water Code.

Assembly Bill 939

Assembly Bill 939 (the Integrated Solid Waste Management Act of 1989; Public Resources Code 40050 et seq.) requires local agencies to create waste management practices that focus on source reduction, recycling and composting, and environmentally safe land disposal. Assembly Bill 939 also requires counties to provide a 15-year solid waste disposal plan, reflecting sufficient disposal capacity for all jurisdictions.

In order to further the goals of AB 939, statewide strategies to achieve a statewide goal of diverting 75 percent of solid waste from landfills by 2020 were established with the adoption of AB 341 in May 2012. As stated in the legislative text of AB 341, it is the policy goal of the State that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and annually thereafter (Public Resources Code Section 41780.01[a]).

California Green Building Standards Code (Title 24, California Code of Regulations, Part 11)

Section 5.408 of the 2013 California Green Building Standards Code (Title 24, California Code of Regulations, Part 11) requires that at least 50 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

Senate Bill (SB) 244

SB 244 (2011) requires that for each identified disadvantaged community, water service, storm drain, sewer service, and structural fire protection needs or deficiencies must be addressed.

Regional Laws, Regulations, and Policies

Regional Municipal Separate Storm Sewer System (MS4) Permits

The County of Los Angeles is a co-permittee under the NPDES stormwater permit covering Los Angeles County (NPDES No. CAS614001). The LARWQCB completed a revision of the NPDES permit for the Los Angeles region in 1996 and 2001. The MS4 Permit requires permittees to reduce the discharge of storm water pollutants to the maximum extent practicable and ensure MS4 discharges do not cause or contribute to violations of water quality standards. The MS4 Permit also requires implementation of various site design best management practices (BMPs) and treatment control BMPs to reduce the possibility of pollutants stored or produced on-site from entering surface water or sewer system.

Regional Water Quality Control Board

Each RWQCB is required to develop, adopt, and implement a Basin Plan for its respective region. The Basin Plan is the master policy document that contains descriptions of the legal, technical, and programmatic bases of water quality regulation in each region. Basin Plans identify beneficial uses of surface waters and groundwater within the corresponding region; specify water quality standards, known as water quality objectives, for both surface water and groundwater; and develop the actions necessary to maintain the standards to control nonpoint and point sources of pollutants to the state's waters. All discretionary projects requiring permits from the RWQCB

(i.e., waste and pollutant discharge permits) must implement Basin Plan requirements (i.e., water quality standards), taking into consideration the beneficial uses to be protected.

The ESGV Planning Area is located within the jurisdiction of Los Angeles Regional Water Quality Control Board (LARWQCB), and the proposed ESGVAP is subject to the LARWQCB's Water Quality Control Plan.

Regional Laws, Regulations, and Policies

There are no regional laws, regulations, and/or policies that are specifically applicable to utilities and service systems. See below for a discussion of the local laws, regulations, and policies.

Local Laws, Regulations, and Policies

Los Angeles County Integrated Waste Management Plan

The California Integrated Waste Management Act of 1989 (AB 939) requires that the responsibility for solid waste management be shared between state and local governments. The State of California has directed the County to prepare and implement a local integrated waste management plan in accordance with AB 939. The Los Angeles County Integrated Waste Management Plan Executive Summary presents the County-wide goals and objectives for integrated solid waste management and describes the County's system of governmental solid waste management infrastructure and the current system of solid waste management in the cities and unincorporated areas of the County. This document also summarizes the types of programs planned for individual jurisdictions and describes countywide programs that could be consolidated.

Construction and Demolition Debris Recycling and Reuse Ordinance

The County of Los Angeles Board (County) of Supervisors adopted the Construction and Demolition Debris Recycling and Reuse Ordinance on January 4, 2005. The Ordinance added Chapter 20.87 to the Los Angeles County Code, which requires projects in the unincorporated areas to recycle or reuse 50 percent of the debris generated. Its purpose is to increase the diversion of construction and demolition debris from disposal facilities and will assist the County in meeting the State of California's 50 percent waste reduction mandate.

Mandatory Organic Waste Disposal Reduction Ordinance

On November 16, 2021, the Los Angeles County Board of Supervisors adopted the Mandatory Organic Waste Disposal Reduction Ordinance. The Ordinance ensures everyone does their part in diverting organic waste and edible food from landfills to reduce emissions of methane and the impacts on climate change. The Ordinance is also required per State Senate Bill 1383 regulations.

County of Los Angeles Department of Public Works Low Impact Development Standards Manual

The County prepared the 2014 Low Impact Development Standards Manual (LID Standards Manual) to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit for stormwater and non-

stormwater discharges from the MS4 within the coastal watersheds of Los Angeles County (CAS004001, Order No. R4-2012-0175). The LID Standards Manual provides guidance for the implementation of stormwater quality control measures in new development and redevelopment projects in unincorporated areas of the County with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-stormwater discharges. All Designated, Non-Designated, street and road construction, and single-family hillside home projects within the Unincorporated Areas of the County are required to comply with the LID Standards Manual.

Los Angeles County General Plan 2035, Public Services and Facilities Element

The following goals and policies from the General Plan are applicable to utilities and service systems.

Goal PS/F 1: A coordinated, reliable, and equitable network of public facilities that preserves resources, ensures public health and safety, and keeps pace with planned development.

Policy PS/F 1.1: Discourage development in areas without adequate public services and facilities.

Policy PS/F 1.2: Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms.

Policy PS/F 1.3: Ensure coordinated service provision through collaboration between County departments and service providers.

Policy PS/F 1.4: Ensure the adequate maintenance of infrastructure.

Policy PS/F 1.5: Focus infrastructure investment, maintenance and expansion efforts where the General Plan encourages development.

Policy PS/F 1.6: Support multi-faceted public facility expansion efforts, such as substations, mobile units, and satellite offices.

Policy PS/F 1.7: Consider resource preservation in the planning of public facilities.

Goal PS/F 2: Increased water conservation efforts.

Policy PS/F 2.1: Support water conservation measures.

Policy PS/F 2.2: Support educational outreach efforts that discourage wasteful water consumption.

Goal PS/F 3: Increased local water supplies through the use of new technologies.

Policy PS/F 3.1: Increase the supply of water though the development of new sources, such as recycled water, gray water, and rainwater harvesting.

Policy PS/F 3.2: Support the increased production, distribution and use of recycled water, gray water, and rainwater harvesting to provide for groundwater recharge, seawater intrusion barrier injection, irrigation, industrial processes and other beneficial uses.

Goal PS/F 4: Reliable sewer and urban runoff conveyance treatment systems.

Policy PS/F 4.1: Encourage the planning and continued development of efficient countywide sewer conveyance treatment systems.

Policy PS/F 4.2: Support capital improvement plans to improve aging and deficient wastewater systems, particularly in areas where the General Plan encourages development, such as TODs [Transit Oriented Developments].

Policy PS/F 4.3: Ensure the proper design of sewage treatment and disposal facilities, especially in landslide, hillside, and other hazard areas.

Policy PS/F 4.4: Evaluate the potential for treating stormwater runoff in wastewater management systems or through other similar systems and methods.

Goal PS/F 5: Adequate disposal capacity and minimal waste and pollution.

Policy PS/F 5.1: Maintain an efficient, safe and responsive waste management system that reduces waste while protecting the health and safety of the public.

Policy PS/F 5.2: Ensure adequate disposal capacity by providing for environmentally sound and technically feasible development of solid waste management facilities, such as landfills and transfer/processing facilities.

Policy PS/F 5.3: Discourage incompatible land uses near or adjacent to solid waste disposal facilities identified in the Countywide Integrated Waste Management Plan.

Policy PS/F 5.4: Encourage solid waste management facilities that utilize conversion and other alternative technologies and waste to energy facilities.

Policy PS/F 5.5: Reduce the County's waste stream by minimizing waste generation and enhancing diversion.

Policy PS/F 5.6: Encourage the use and procurement of recyclable and biodegradable materials.

Policy PS/F 5.7: Encourage the recycling of construction and demolition debris generated by public and private projects.

Policy PS/F 5.8: Ensure adequate and regular waste and recycling collection services.

Policy PS/F 5.9: Encourage the availability of trash and recyclables containers in new developments, public streets, and large venues.

Goal PS/F 6: A County with adequate public utilities.

Policy PS/F 6.1: Ensure efficient and cost-effective utilities that serve existing and future needs.

Policy PS/F 6.2: Improve existing wired and wireless telecommunications infrastructure.

Policy PS/F 6.3: Expand access to wireless technology networks, while minimizing visual impacts through co-location and design

Policy PS/F 6.4: Protect and enhance utility facilities to maintain the safety, reliability, integrity and security of utility services.

Policy PS/F 6.5: Encourage the use of renewable energy sources in utility and telecommunications networks.

Policy PS/F 6.6: Encourage the construction of utilities underground, where feasible.

Policy PS/F 6.7: Discourage above-ground electrical distribution and transmission lines in hazard areas.

Policy PS/F 6.8: Encourage projects that incorporate onsite renewable energy systems.

Policy PS/F 6.9: Support the prohibition of public access within, and the limitation of access in areas adjacent to natural gas storage facilities and oil and gas production and processing facilities to minimize trespass and ensure security.

Policy PS/F 6.10: Encourage utility siting to be localized and decentralized to reduce impacts; reduce transmission losses; promote local conservation by connecting users to their systems more directly; and reduce system malfunctions.

Los Angeles County General Plan Implementation Programs

***PS/F-1 Planning Area Capital Improvement Plans*:** DRP and DPW to jointly secure sources of funding and set priorities for preparing studies to assess infrastructure needs for the 11 Planning Areas. Once funding has been secured and priorities have been set, prepare a Capital Improvement Plan for each of the 11 Planning Areas (see also Planning Areas Framework Program). Each Capital Improvement Plan shall include the following, as needed: Sewer Capacity Study; Transportation; System Capacity Study; Waste Management Study; Stormwater System Study; Public Water; System Study; list of necessary infrastructure improvements; Implementation Program; and Financing Plan.

As applicable, studies related to water, sewer, traffic, and stormwater management should specifically address the needs of the unincorporated legacy communities identified in the Land Use Element.

Existing Environmental Conditions

Wastewater Treatment

Multiple wastewater treatment providers serve the unincorporated areas of the county. The LACSD provide wastewater treatment to many unincorporated areas of Los Angeles County, as well as to 78 cities in Los Angeles County. The Sanitation Districts' wastewater system consists of approximately 1,400 miles of sewers, 48 pumping plants, and 11 wastewater treatment plants. This system conveys and treats about half of the wastewater produced in Los Angeles County (LACSD 2022a). The other half is managed through local municipalities including the City of Los Angeles, and through septic systems.

There are three Water Reclamation Plants (WRPs) within the ESGV Plan Area, the San Jose Creek WRP, Whittier Narrows WRP, and the Los Coyotes WRP. The San Jose Creek WRP consists of two hydraulically interconnected facilities with a capacity of 100 mgd and serves a large residential population of approximately 1,000,000 people (LACSD 2022c). The Whittier

Narrows WRP located near the City of South El Monte, has a capacity of 15 mgd and currently processes an average flow of 9.9 mgd; and the Los Coyotes WRP located in the City of Cerritos, which has a capacity of 37.5 mgd and currently processes an average flow of 23.1 mgd.

Storm Water Management

Los Angeles County's stormwater infrastructure includes 3,330 miles of underground storm drains, 82,000 catch basins, 172 debris dams, 483 miles of open channels, and 14 major dams and reservoirs, making the districts' flood protection and water conservation system one of the largest in the world. The Los Angeles County Basin is jointly managed by the Los Angeles County Flood Control District and the U.S Army Corps of Engineers, serving the county's 86 cities. The County's stormwater pollution prevention efforts are designed to protect and improve the quality of recreational waters and potable water resources, along with beneficial uses of other water resources, to comply with federal, state, and local directives, while fostering a safe and efficient drainage system (LACFD 2022).

Electricity and Natural Gas Service

Southern California Edison (SCE) provides electrical services to the ESGV area. Natural gas is provided to the City by Southern California Gas (SoCalGas). Electricity and natural gas service providers are further described in Section 4.6, *Energy*.

Water

Water supplies are managed through regional wholesalers and local retailers. The Metropolitan Water District of Southern California provides imported water to Los Angeles County from the Colorado River Aqueduct and the Sacramento Delta via the California Aqueduct. The City of Los Angeles also imports water from the eastern Sierra via the Los Angeles Aqueduct.

Local water wholesalers and retailers are required to prepare Urban Water Management Plans (UWMPs) to identify water demands and supplies for wet years, dry years, and extended periods of drought. The County has also prepared an Integrated Regional Water Management Plan (IRWMP) that provides a regional assessment of supplies and demands. All of the water purveyors that provide water supplies to the unincorporated communities within the ESGV Planning Area forecasted water demand within their service areas based on SCAG demographic data for the year 2035. Water supply and demand projections in the IRWMP within the ESGVAP are listed below.

Upper San Gabriel and Rio Hondo Subregion

Projected water supplies by source in the Upper San Gabriel and Rio Hondo IRWM Subregion are shown below in **Table 4.17-1**, *Projected Water Supplies, Upper San Gabriel River and Rio Hondo IRWM Subregion*.

TABLE 4.17-1
PROJECTED WATER SUPPLIES, UPPER SAN GABRIEL RIVER AND RIO HONDO IRWM SUBREGION (AFY)

	2025	2030	2035
Groundwater	218,766	221,376	222,609
Imported Water	121,568	125,114	126,887
Recycled Water	17,217	18,903	20,572
Local Surface Water	18,341	18,341	18,341
Conservation	27,563	30,016	32,258
Stormwater Capture and Direct Use	0	0	0
Water Transfers	0	0	0
Total	**403,456**	**413,751**	**420,668**

SOURCE: LACDPW 2014

Lower San Gabriel and Los Angeles Rivers Subregion

Projected water supplies by source in the Lower San Gabriel and Los Angeles Rivers IRWM Subregion are shown below in **Table 4.17-2**, *Projected Water Supplies, Lower San Gabriel and Los Angeles Rivers IRWM Subregion*.

TABLE 4.17-2
PROJECTED WATER SUPPLIES, LOWER SAN GABRIEL AND LOS ANGELES RIVERS IRWM SUBREGION (AFY)

	2025	2030	2035
Groundwater	275,208	275,673	276,291
Imported Water	100,511	98,852	92,137
Recycled Water	47,620	48,745	49,870
Conservation	1,614	2,137	2,575
Stormwater Capture and Direct Use	400	640	1,000
Water Transfers	1,600	1,600	1,600
Desalinization	5,000	5,000	10,000
Total	**431,953**	**432,647**	**433,473**

SOURCE: LACDPW 2014

Projected water demands by IRWM Region/Subregion within the ESGV Planning Area are shown below in **Table 4.17-3**, *Existing Water Demands by IRWM Region/Subregion*.

The ESGV Planning Area is served by several different water retailers including Azusa Light and Water, City of Glendora Water Service, Golden State Water Company, La Puente Valley Water District, Rowland Water District, San Gabriel Valley Water Company, Southwest Water Company, Valencia Heights Water Company, and Walnut Valley Water District.

TABLE 4.17-3
EXISTING WATER DEMANDS BY IRWM REGION/SUBREGION (AFY)

IRWM Region/Subregion	2025	2030	2035
Upper San Gabriel and Rio Hondo	349,647	357,392	363,856
Lower San Gabriel and Los Angeles Rivers	396,401	398,703	400,916
Total	**746,048**	**756,095**	**764,772**
Total Supplies	**835,409**	**846,398**	**854,141**
Residual Supplies	**89,361**	**90,303**	**89,369**

SOURCE: LACDPW 2014

Solid Waste

For many years, two-thirds of the unincorporated areas (primarily in the San Gabriel Valley and Antelope Valley Planning Areas), residential and commercial solid waste collection services were provided through an open-market system, whereby each resident/business directly arranged for trash collection services with no County involvement. Due to changes in federal and state laws regarding waste reduction, beginning in 2007, DPW gradually implemented Garbage Disposal Districts (GDDs) and the Residential Franchise System to replace the open-market system.

GDDs are designated areas within the unincorporated areas where trash collection and disposal services are provided to both residents and businesses by a private waste hauler that contracts with DPW. Operational expenses are paid from revenues generated through special property tax assessments.

In a residential franchise system, an agreement is awarded to an exclusive waste hauler to provide trash collection and recycling services to all single-family residences and duplexes within specific unincorporated communities. Unincorporated communities including Avocado Heights, Charter Oak, Hacienda Heights, Rowland Heights, South San Jose Hills, Valinda use the residential franchise system. Unincorporated areas that are not franchised or established as a GDD currently operate through an open market system for trash collection services. Residents and business owners in these areas have the discretion to choose any private waste hauler servicing the area. In the open market areas the County does not have any jurisdictional authority over the haulers' service standards, management practices, hours and methods of collection, service rates, and other operational components of solid waste service. (LACDPW 2022).

4.17.2 Environmental Impacts

Methodology

Evaluation of potential impacts related to the provision of water, wastewater, and solid waste services is based on a review of existing policies, documents, and studies that address both services in the county. Information obtained from these sources was reviewed and summarized to describe existing conditions and to identify potential environmental effects, based on the

standards of significance presented in this section. In determining the level of significance, the analysis assumes that future development projects facilitated by the ESGVAP would comply with relevant federal, state, and local laws, ordinances, and regulations.

Significance Thresholds

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, a project would have a significant impact to utilities and service systems if it would:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects;

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Proposed Project Characteristics and Relevant ESGVAP Goals and Policies

The ESGVAP is intended to the guide long-term growth of the ESGV Planning Area, enhance community spaces, promote a stable and livable environment that balances growth and preservation, and improve the quality of life in the ESGV through the creation of vibrant, thriving, safe, healthy, and pleasant communities.

Because the ESGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time.

ESGVAP Goals and Policies

Chapter 2. Land Use Element

The Land Use Element of the ESGVAP changes the General Plan land use and zoning designations of select parcels in the Plan Area to implement the Housing Element and provide for focused growth and preservation areas (as presented in the Land Use Policy Map) and includes land use goals and policies that articulate how the focused growth and preservation of these areas will address land use issues, implement the Vision Statements (found in Chapter 1 of the ESGVAP), enhance the existing land uses and, as a result, quality of life in the ESGV. The following ESGVAP goals and policies are relevant to the water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities; water supplies; wastewater treatment; or solid waste facilities within the Planning Area:

Goal LU-2: Growth is closely coordinated with infrastructure and public facility needs to ensure adequate capacity and a high level of service for existing and future development.

Policy LU-2.1: Coordinated Infrastructure and Capital Facilities. Ensure that new growth is closely coordinated with the need for new or upgraded capital facilities and infrastructure to support capacity needs for existing and new development. Prioritize disproportionately affected communities.

Chapter 4. Community Character and Design Element

This Community Character and Design Element of the ESGVAP strives to preserve the character of the 24 unincorporated communities of the ESGV, which can be characterized as having quiet residential street and lower scales. The following ESGVAP goals and policies are relevant to the water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities; water supplies; wastewater treatment; or solid waste facilities within the Planning Area:

Goal CC-2: Ensure that residential, commercial, mixed-use, open space, and public realm improvements enhance the community identity and character of the ESGV.

Policy CC-2.2: Sustainable Site Design. Prioritize sustainable site development and design practices, such as east–west building orientations to reduce heating costs and drought-tolerant plants that are native to the ESGV.

Policy CC-4.6: Sustainability. Ensure resilient and sustainable commercial and mixed-use projects that are energy- and water-efficient, more compact or encouraging of compact lifestyles, and connect to everyday activities of surrounding communities.

Chapter 5. Natural Resources, Conservation, and Open Space Element

The Natural Resources, Conservation, and Open Space Element provides goals and policies intended to protect and improve aesthetic resources within the ESGV Plan Area. The following ESGVAP goals and policies are relevant to the water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities; water supplies; wastewater treatment; or solid waste facilities within the Planning Area:

Goal NR-7: Development in areas near conservation land and lands with biological resources prioritizes resource preservation, buffers resource-rich lands, and supports local biodiversity.

Policy NR-7.1: Protect Natural and Scenic Resources. Direct development away from natural and scenic resource areas and toward areas where development already exists.

Goal NR-8: Public agencies, residents, businesses, property owners, and property managers have access to knowledge and tools to steward the land toward enhanced biodiversity and planting and preservation of native species.

Goal NR-10: Watersheds are protected from the impacts of development, recreation, and agricultural uses.

Policy NR-10.1: Protect Natural Drainage Systems. Require development to protect the functions of natural drainage systems on site. Site and design development, to complement and use existing drainage patterns and systems, and convey drainage from

the developed area of the site in a nonerosive manner. Restore disturbed or degraded natural drainage systems, where feasible.

Policy NR-10.2: Implement Road Best Management Practices. Support local and state transportation agencies' implementation of best management practices that promote infiltration of runoff from roads and highways and minimize urban runoff flows into waterways.

Goal NR-12: Surface and ground water resources are protected and maintained at a high quality.

Policy NR-12.1: Well Construction. Permit the construction of new water wells only where they will not have significant adverse individual or cumulative impacts on groundwater, streams, or natural resources. Require that a groundwater assessment be performed by a qualified professional for a well location in proximity to a stream, drainage courses, and similar surface water conveyance, to ensure surface water will not adversely impact groundwater quality.

Policy NR-12.2: Development Meets County and Regional Water Quality Control Board Standards. Prohibit development of rural and exurban areas where established County and Regional Water Quality Control Board standards cannot be met, such that the cumulative effect of on-site wastewater treatment systems will negatively impact the environment, either by stream pollution or by contributing to the potential failure of unstable soils.

Policy NR-12.3: Protect Biological Resources. Site new on-site wastewater treatment systems and require them to be designed to minimize impacts to sensitive environmental resources, including grading, site disturbance, and the introduction of increased amounts of water. Require adequate setbacks and/or buffers to protect biological resources, native trees, and surface waters from lateral seepage from the sewage effluent dispersal systems and to protect the on-site wastewater treatment systems from flooding and inundation.

Impact Analysis

Impact 4.17-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Less-Than-Significant Impact. The ESGVAP is a long-range policy document that would facilitate higher density development than is currently allowed, increasing residential density and commercial/mixed-use development around areas with high quality transit. Through the allowance of higher density residential areas, indirect population growth would be anticipated within the areas proposed for increased residential density based on the proposed land use and zoning changes. Indirect population growth could result in increased demand for utilities.

The ESGVAP does not include specific proposed projects that could directly result in new or expanded facilities. However, the ESGVAP includes goals, policies, and implementation actions related to utility siting, water conservation and recycling and energy efficiency. Future development associated with implementation of the ESGVAP would also comply with General Plan policies. Applicable General Plan policies include Policy PS/F 1.1, which discourages

development in areas without adequate public services and facilities, and Policy PS/F1.5, which encourages focused infrastructure investment, maintenance and expansion efforts where the General Plan encourages development. General Plan Policy PS/F 6.10 encourages utility siting to be localized and decentralized to reduce impacts; reduce transmission losses; promote local conservation by connecting users to their systems more directly; and reduce system malfunctions. General Plan Implementation Program PS/F1, Planning Area Capital Improvement Plans, requires DRP and the DPW to jointly secure sources of funding and to set priorities for preparing studies to assess infrastructure needs for Planning Areas, including the ESGV Planning Area. Once funding has been secured and priorities have been set, the County would prepare a Capital Improvement Plan which would include the following as needed Sewer Capacity Study; System Capacity Study; Stormwater System Study; and/or a Public Water System Study; Studies related to sewer and wastewater management would specifically address the needs of the unincorporated ESGV Planning Area. Compliance with the existing General Plan Policies would encourage siting within developed areas to minimize environmental effects should future development require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities. Given that the increased densities proposed by the ESGVAP would not increase SCAG's regional population estimates (see Section 4.12, *Population and Housing*), the infrastructure required to accommodate the utility demands within the Plan Area would be consistent with local service providers' projections. As a result, the ESGVAP would not result in increased regional capacity needs beyond what was already anticipated.

Future development associated with implementation of the ESGVAP would result in an incremental increase in electricity, natural gas, and telecommunications demand. The ESGV Planning Area and surrounding areas are highly urbanized and are currently served by existing utility infrastructure, and the ESGVAP would not be extending any utility or service system into undeveloped areas that are currently unserved by utilities. Upgrades to these local utility systems would not be expected to result in significant environmental impacts from construction, beyond those already projected by the providers.

Proposed ESGVAP policies are intended to result in reduced water use which would reduce the need for the construction of new or expanded water facilities. These include Policy CC-2.2, which encourages prioritization of sustainable site development and design practices, such as drought-tolerant plants that are native to ESGV to reduce water usage and Policy CC-4.6, which encourages sustainability through commercial and mixed-use projects that are energy- and water-efficient, more compact or encouraging of compact lifestyles, and directly supportive through connectivity of the everyday activities of surrounding communities. The Natural Resources, Conservation, and Open Space Element of the ESGVAP encourages protection of existing water resources which would support future development associated with implementation of the ESGVAP. The ESGVAP includes proposed Policy LU-2.1 to ensure that new growth is closely coordinated with the need for new or upgraded capital facilities and infrastructure to support capacity needs and ensure a high level of service to existing and new development. In general, projects implementing ESGVAP policies are expected to result in beneficial environmental

impacts on utilities by reducing water demand, reducing demand on water recycling facilities, and reducing demand for natural gas and electrical power through energy efficiency and alternative forms of energy (Policy CC-2.2 and Policy CC-4.6). Therefore, implementation of the ESGVAP policies and required regulations would reduce impacts.

Furthermore, in order for the Los Angeles County Sanitation Districts, which serve the Planning Area, to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of wastewater treatment facilities are based on the regional growth forecast adopted by SCAG. All proposed expansions to facilities must be sized and service phased in a manner that would be consistent with the SCAG regional growth forecast. The available capacity of treatment facilities are therefore limited to levels associated with the approved growth identified by SCAG.

The ESGVAP would guide future development that may increase the local demand for water supply, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities. Through coordinated infrastructure and capital facilities to ensure that new growth is closely coordinated with the need for new or upgraded capital facilities and infrastructure to support capacity needs and ensure a high level of service to existing and new development proposed Policy LU-2.1 would serve to reduce the potential for new or expanded facilities to result in adverse physical impacts. Depending upon the location of the future public utility facilities, or the extent of expansions or upgrades to existing facilities, there is potential for construction or expansion to create adverse physical effects on the environment. However, because the ESGVAP would not induce regional population growth beyond projections, regional utilities would accommodate the local increases without increasing overall regional demand projections because utility providers base capacity and supply availability on SCAG projections. Environmental impacts resulting from construction of new facilities would not be increased as a result of the ESGVAP. As such, implementation of the ESGVAP would not create new demand related to water, wastewater, stormwater drainage, electric power, natural gas power, or telecommunications utilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant. No mitigation is required.

Impact 4.17-2: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less-Than-Significant Impact. The ESGVAP is a long-range policy document that would facilitate a higher density of development than is currently allowed, increasing residential density and increasing mixed use and commercial areas around areas with high quality transit. These land use changes would result in increased population densities in certain areas, but would not exceed SCAG's regional population projections. As a result, the ESGVAP would not increase water demand within the Plan area beyond previous projections.

Water sources within the ESGV Planning Area are identified in *Existing Environmental Conditions*. The ESGV Planning Area falls within the Upper San Gabriel and Rio Hondo Subregion and Lower San Gabriel and Los Angeles Rivers Subregion. According to the water

supply and demand projections in IRWMPs, which are compiled from UWMPs for water wholesalers and water purveyors within each IRWM subregion, the Upper San Gabriel and Rio Hondo Subregion and Lower San Gabriel and Los Angeles Rivers Subregion would have sufficient water supplies to meet projected demands through 2035. All of the water purveyors that provide water supplies to the unincorporated communities within the ESGV Planning Area forecasted water demand within their service areas based on SCAG demographic data for the year 2035.

Future development associated with implementation of the ESGVAP would also comply with General Plan policies. Applicable policies include Policy PS/F 2.1, which encourages support water conservation measures; Policy PS/F 2.2, which supports educational outreach efforts that discourage wasteful water consumption; Policy PS/F 3.1 to increase the supply of water though the development of new sources, such as recycled water, gray water, and rainwater harvesting; Policy PS/F 3.2 to support the increased production, distribution and use of recycled water, gray water, and rainwater harvesting to provide for groundwater recharge, seawater intrusion barrier injection, irrigation, industrial processes and other beneficial uses. Compliance with the existing General Plan Policies would encourage water conservation and increased water supply to reduce significant environmental effects associated with water supplies.

Proposed ESGVAP policies are intended to result in reduced water use which would reduce water demand associated with future development under the ESGVAP. These include Policy CC-2.2, which encourages prioritization of sustainable site development and design practices, such as drought-tolerant plants that are native to ESGV to reduce water usage and Policy CC-4.6, which encourages sustainability through commercial and mixed-use projects that are energy- and water-efficient, more compact or encouraging of compact lifestyles, and directly supportive through connectivity of the everyday activities of surrounding communities. The Natural Resources, Conservation, and Open Space Element of the ESGVAP encourages protection of existing water resources which would support future development associated with implementation of the ESGVAP. Therefore, the goals and policies proposed in the ESGVAP would result in reductions in water demand.

The ESGVAP would increase population densities in certain areas, but would not induce growth beyond regional SCAG projections. As a result, sufficient water supplies would be available to serve reasonably foreseeable future development during normal, dry and multiple dry years consistent with local UWMP projections. Impacts would be less than significant. No mitigation is required.

Impact 4.17-3: Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less-Than-Significant Impact. As noted above, the ESGVAP would facilitate higher density development than is currently allowed, increasing residential density and commercial/mixed-use development around areas with high quality transit. The ESGVAP would not result in direct

population increases through the development of housing or provision of jobs and growth within the Planning Area. However, through the provision of higher density residential areas, indirect population growth would be anticipated within the areas proposed for increased residential density based on the proposed land use and zoning changes. Indirect population growth could result in increased demand for wastewater treatment would potentially increase as future projects are developed. An increase in the generation of wastewater would potentially result in the need for new or expanded wastewater treatment facilities to be constructed in order to meet the demand.

While the ESGVAP would be a policy document that would not include proposals for or approvals of any specific projects, land use/zoning changes and policies included in the ESGVAP would encourage and facilitate the development of future projects that could result in environmental impacts once developed, such as higher density residential uses and commercial/mixed-use development. These specific future projects would be analyzed in subsequent CEQA environmental analyses, as deemed necessary. Future analysis would estimate the volume of wastewater the project would generate by utilizing LACSD's average wastewater generation factors to determine if sufficient wastewater facilities are available.

The existing service capacities and service areas for many wastewater districts are based on the Existing General Plan land use designations. Within the ESGV Plan Area, Whittier Narrows WRP has a 15 mgd capacity, Los Coyotes WRP has a capacity of 37.5 mgd, and San Jose Creek WRP has a capacity of 100 mgd As described in Chapter 3, *Project Description*, proposed zoning modifications would allow higher densities of growth focused within one mile of major transit stops, within a half-mile of high-quality transit corridors, and within a quarter-mile of established or new commercial centers that would have access to frequent transit services, which contain established wastewater treatment infrastructure. In addition to changes to land use designations and zoning to accomplish growth and preservation strategies, the ESGVAP would update some existing zoning and land use designations to ensure consistency between the ESGVAP and the General Plan land use policy map. In these cases, these updates would not change the density or type of land use allowed and would not result in the generation of wastewater associated with increased density.

Future development associated with implementation of the ESGVAP would comply with General Plan Policy PS/F 4.2, which requires the County to support capital improvement plans to improve aging and deficient wastewater systems, particularly in areas where development is encouraged. Furthermore, the ESGVAP includes proposed Policy LU-2.1 to ensure that new growth is closely coordinated with the need for new or upgraded capital facilities and infrastructure to support capacity needs and ensure a high level of service to existing and new development.

General Plan Implementation Program PS/F1, Planning Area Capital Improvement Plans, requires DRP and the DPW to jointly secure sources of funding and to set priorities for preparing studies to assess infrastructure needs for Planning Areas, including the ESGV Planning Area. Once funding has been secured and priorities have been set, the County would prepare a Capital

Improvement Plan which would include a Sewer Capacity Study. Studies related to sewer and wastewater management would specifically address the needs of the unincorporated ESGV Planning Area. Implementation Program PS/F 1 would ensure adequate treatment capacity is available in the ESGV Planning Area to service future development and that impacts of buildout of the ESGVAP on wastewater treatment capacity would be less than significant. No mitigation is required.

Impact 4.17-4: Would the Project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-Than-Significant Impact. Although no specific development has been proposed at this time, future development associated with implementation of the ESGVAP would generate solid waste. Generation of solid waste would increase as the population increases within the ESGV Planning Area. Indirect population growth would occur near areas already identified as community-serving and central to ESGVAP communities and would be consistent with existing regional planning document assumptions regarding population growth.

During construction of future development associated with implementation of the ESGVAP, the majority of construction and demolition debris would be recycled either on site or at local recycling facilities in accordance with the County's Municipal Code (Chapter 20.87, Construction and Demolition Debris Recycling and Reuse). Therefore, a substantial majority of the construction and demolition materials would be recycled or reused both on site and off site instead of being disposed of in a local landfill.

Implementation of the ESGVAP would facilitate a higher density of development than is currently allowed that would result in an increase in the generation of solid waste. However, the ESGVAP would not induce an increase in regional population beyond SCAG projections. As a result, development allowed by the ESGVAP would not increase solid waste beyond projections anticipated by regional solid waste management facilities.

Furthermore, future development would be required to comply with applicable waste management requirements, and existing General Plan Policies including Policy PS/F 5.1; Policy PS/F 5.2; Policy PS/F 5.4; Policy PS/F 5.5; and Policy PS/F 5.6. Therefore, implementation of the ESGVAP would not generate substantial solid waste or impair attainment of solid waste reduction goals, and impacts would be less than significant. No mitigation is required.

Impact 4.17-5: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less-Than-Significant Impact. Although no specific development has been proposed at this time, future development associated with implementation of the ESGVAP would generate solid waste. All solid waste-generating activities within the County of Los Angeles are subject to the requirements set forth in AB 341 (Chapter 476, Statutes of 2011) which amended the California Integrated Waste Management Act of 1989 that requires diversion of a minimum of 75 percent of

solid waste generated be source-reduced, recycled, or composted. Disposal of waste generated from implementation of the ESGVAP would be consistent with all state regulations and the policies within the Los Angeles County Integrated Waste Management Plan. The ESGVAP would not increase regional capacity requirements for local solid waste facilities compared to existing capacity projections. Future development associated with implementation of the proposed ESGVAP would comply with all solid waste statutes and regulations. Therefore, impacts associated with conflict with federal, state, or local statutes or regulations related to solid waste would be less than significant. No mitigation is required.

Cumulative Impacts

For the purposes of this analysis of cumulative impacts related to utilities and service systems, the geographic area of consideration (i.e., the cumulative impacts study area) consists of Los Angeles County. This geographic scope of analysis is appropriate for the analysis of utilities and service systems because cumulative projects have the potential to cause significant impacts on Los Angeles County if they exceed the capacity of current and projected infrastructure accounted for in the General Plan.

Impact 4.17-6: Would the Project cause or contribute a cumulatively considerable contribution to a significant cumulative impact relating to the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Less-Than-Significant Impact. Future development associated with implementation of the ESGVAP could result in the construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities, which could result in a significant impact. ESGVAP goals, policies, and implementation actions combined with other closely related past, present, and reasonably foreseeable future projects could promote the construction of new facilities to achieve goals for water conservation and recycling, energy efficiency, renewable energy, and waste diversion.

Based on projections from the General Plan Draft EIR, the majority of expected population growth will occur within the unincorporated areas in the northern portion of Los Angeles County. More specifically, most of the population growth is expected in the Antelope Valley Planning Area and Santa Clarita Planning Area. This growth would generate the need for additional services and infrastructure. General Plan Implementation Program PS/F-1, Planning Area Capital Improvement Plan, requires the Department of Regional Planning and Department of Public Works to secure funding and access infrastructure needs for the 11 planning areas.

Additionally, a capital improvement plan is required to be created to address infrastructure needs related to water, sewer, traffic, and stormwater management. Policy PS/F 4.2 requires the County to support capital improvement plans and improve aging and insufficient wastewater infrastructure. Policy PS/F 6.1 is intended to ensure efficient and cost-effective utilities that serve existing and future needs. Accordingly, future related projects would be required to comply with

local regulations and General Plan policies. Furthermore, given that the ESGVAP would not induce regional population growth beyond SCAG projections, regional utilities would accommodate the local increases without increasing overall regional demand projections. As a result, the ESGVAP's contribution to cumulative demands for utilities would not be considerable. No mitigation is required.

Impact 4.17-7: Would the Project cause or contribute a cumulatively considerable contribution to a significant cumulative impact relating to insufficient water supplies?

Less-Than-Significant Impact. Future development associated with implementation of the ESGVAP could result in insufficient water supplies, resulting in a significant impact. Based on projections from the General Plan Draft EIR, the majority of expected population growth will occur within the unincorporated areas in the northern portion of Los Angeles County. More specifically, most of the population growth is expected in the Antelope Valley Planning Area and Santa Clarita Planning Area.

Based on the General Plan's cumulative water demand projections, the County will have enough water to support all water demands including land uses, residential and nonresidential development, and projected population increases. Additional policies and goals in the General Plan will ensure that future projects do not supersede the anticipated water consumption and demand. Policy PS/F 3.1 aims to increase the supply of water though the development of new sources, such as recycled water, gray water, and rainwater harvesting. Policy PS/F 3.2 would support the increased production, distribution, and use of recycled water, gray water, and rainwater harvesting to provide for groundwater recharge, seawater intrusion barrier injection, irrigation, industrial processes, and other beneficial uses. Goal PS/F 2 works to increase water conservation efforts. The ESGVAP includes goals and policies to reduce water consumption. Furthermore, future related projects would be required to comply with local regulations and General Plan policies, including Policy PS/F-3.2, Goal PS/F 2, ESGVAP Policy CC-2.2, and ESGVAP Policy CC-4.6. Furthermore, because the ESGVAP would not induce regional population growth beyond SCAG projections, regional water suppliers would accommodate the local increases without increasing overall regional demand projections. As a result, the ESGVAP's contribution to cumulative demands for utilities would not be considerable. No mitigation is required.

Impact 4.17-8: Would the Project cause or contribute a cumulatively considerable contribution to a significant cumulative impact relating to inadequate wastewater treatment capacity?

Less-Than-Significant Impact. Future development associated with implementation of the ESGVAP could result in insufficient wastewater treatment services, resulting in a significant impact. The ESGVAP combined with other closely related past, present, and reasonably foreseeable future projects could cause significant impacts if they would generate wastewater exceeding the combined capacity of wastewater treatment facilities in Los Angeles County. Based on the General Plan's cumulative wastewater treatment capacity projections, the County

has the capacity to treat wastewater from cumulative projects at existing wastewater treatment plants. Additional policies and goals outlined in the General Plan will ensure that future projects do not exceed the combined capacity of wastewater treatment plants in Los Angeles County. Policy PS/F 5.1 supports an efficient, safe and responsive waste management system that reduces waste while protecting the health and safety of the public. Policy PS/F 4.2 requires the County to support capital improvement plans and improve on aging and insufficient wastewater infrastructure.

Accordingly, future related projects would be required to comply with local regulations and General Plan policies. Given that the ESGVAP would not induce regional population growth beyond SCAG projections, regional wastewater treatment facilities would accommodate the local increases without increasing overall regional demand projections. As a result, the ESGVAP's contribution to cumulative demands for utilities would not be considerable. No mitigation is required.

Impact 4.17-9: Would the Project cause or contribute a cumulatively considerable contribution to a significant cumulative impact relating to the generation of solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-Than-Significant Impact. Future development associated with implementation of the ESGVAP could result in insufficient solid waste infrastructure and exceed state and local standards, resulting in a significant impact. The ESGVAP when combined with other closely related past, present, and reasonably foreseeable future projects could cause significant cumulative impacts if they would generate solid waste exceeding the combined capacity of landfills in Los Angeles County or if they would violate state or local solid waste disposal regulations.

Based on the General Plan's forecasted net increase in solid waste generation due to proposed project buildout, which includes the Planning Area, existing landfills serving the county would be able to accommodate the increase in solid waste and would not require the construction of new or expanded landfills. Additionally, future projects would be required to comply with Assembly Bill 939, which requires the County to construct new solid waste infrastructure if its capacity will be exhausted in 15 years.

Cumulative effects from future projects, population, and development growth accounted for in the General Plan would not require the construction of new solid waste disposal facilities. Additional policies and goals outlined in the General Plan would ensure that future projects do not exceed the combined capacity of solid waste disposal infrastructure in Los Angeles County. Policy PS/F 5.2 ensures adequate disposal capacity by providing for environmentally sound and technically feasible development of solid waste management facilities, such as landfills and transfer/processing facilities. Policy PS/F 5.4 encourages solid waste management facilities that utilize conversion and other alternative technologies and waste to energy facilities. Policy PS/F

5.5 aims to reduce the County's waste stream by minimizing waste generation and enhancing diversion.

The intent is to increase solid waste diversion to reduce the amount of solid waste placed in landfills. Furthermore, future related projects would be required to comply with local regulations and General Plan policies. Given that the ESGVAP would not induce regional population growth beyond SCAG projections, solid waste management facilities would accommodate the local increases without increasing overall regional demand projections. As a result, the ESGVAP's contribution to cumulative demands for utilities would not be considerable. No mitigation is required.

Impact 4.17-10: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less-Than-Significant Impact. Future projects facilitated by the ESGVAP would potentially generate solid waste. All solid waste-generating activities within the County of Los Angeles are subject to the requirements set forth in AB 341 (Chapter 476, Statutes of 2011) which amended the California Integrated Waste Management Act of 1989 that requires diversion of a minimum of 75 percent of solid waste generated be source-reduced, recycled, or composted. Disposal of waste generated from implementation of the ESGVAP would be consistent with all state regulations and the policies within the Los Angeles County Integrated Waste Management Plan. Future development under the proposed ESGVAP and other closely related past, present, and reasonably foreseeable future projects would be required to comply with all solid waste statutes and regulations. Therefore, the ESGVAP would not cause or contribute to any significant cumulative impact associated with conflict with federal, state, or local statutes or regulations related to solid waste. No mitigation is required.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No significant impacts have been identified requiring mitigation and no significant and unavoidable impacts would occur.

4.17.3 References

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4.18 Wildfire

This section addresses the potential impacts of the East San Gabriel Valley Area Plan (ESGVAP or Project) related to wildfire, specifically the impacts on an emergency response and/or emergency evacuation plan. This impact is also addressed in Section 4.8, *Hazards and Hazardous Materials*. This section describes the physical environmental and regulatory setting, the criteria and thresholds used to evaluate the significance of impacts, the methods used in evaluating these impacts, and the results of the impact assessment.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (**Appendix A**). Comments received did not identify any substantive issues or questions related to Wildfire. **Table 1-1**, *Notice of Preparation and Comment Letters Summary*, in Chapter 1, *Introduction*, includes a summary of all comments received during the scoping comment period.

4.18.1 Environmental Setting

Fire Protection and Emergency Services

Emergency response plans include elements to maintain continuity of government, emergency functions of governmental agencies, mobilization and application of resources, mutual aid, and public information. Emergency response plans are maintained at the federal, state, and local level for all types of disasters, including human-made and natural. It is the responsibility of government to undertake an ongoing comprehensive approach to emergency management in order to avoid or minimize the effects of hazardous events, such as wildfires. Local governments have the primary responsibility for preparedness and response activities. The Los Angeles County Office of Emergency Management (OEM) maintains the Los Angeles County Operational Area Emergency Response Plan and the County of Los Angeles All-Hazard Mitigation Plan. OEM leads and coordinates disaster plans and disaster preparedness exercises for all cities and 288 special districts in Los Angeles County.

The Los Angeles County Fire Department (LACoFD) serves 59 cities and the unincorporated areas of Los Angeles County. The LACoFD provides safety, fire and emergency medical services to the 4.1 million residents in the County, across 2,311 square miles. (LACoFD 2020a, 2021)

The LACoFD is comprised of 177 fire stations, 288 engine companies, 112 paramedic units and 34 truck companies. Specialized resources include three hazardous materials squads, six swift water rescue units, two urban search and rescue squads, and two fire boats (LACoFD 2021). According to the LACoFD statistical summary, as of 2020, there were a total of 4,775 personnel employed across all divisions. The LOCoFD service area is divided into three regions, North, Central and East. Within these regions there are 9 divisions and 22 battalions (LACoFD 2021). The East Region serves East San Gabriel Valley and consists of Divisions II, IV, VIII, and IX (LACoFD 2021).

In addition to fire protection and management, the LACoFD also provides hazardous materials mitigation, search and rescue and emergency medical services. These services are provided through the following divisions: Fire Prevention, Health and Hazardous Materials, Forestry, Lifeguard and Air and Wildland Divisions. (LACoFD 2021)

The LACoFD created a response time standard to ensure that adequate fire protection is available in each district. The following response times are outlined in the Los Angeles County General Plan EIR (County of Los Angeles 2014):

- **Urban Areas:** 5 minutes or less
- **Suburban Areas:** 8 minutes or less
- **Rural Areas:** 12 minutes or less

LACoFD is one of six contract counties that have executed a contract with the State of California to provide wildland fire protection on State Responsibility Areas. The Department has the responsibility as a contract County to implement the State Strategic Fire Plan and functionally operates as a unit of CAL FIRE and is responsible for Strategic Fire Plan activities in the county, discussed further in *Regulatory Setting*, under 2021 LACoFD Strategic Plan.

Regulatory Setting

Federal Laws, Regulations, and Policies

National Fire Protection Association

The National Fire Protection Association (NFPA) is a non-profit organization with a mission to eliminate death, economic loss, and property damage from fire, electrical and associated hazards. The NFPA design, building and installation criteria includes 300 codes and standards which enact to minimize the risk of fire incidents.

NFPA 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, establishes a recommended response time for dispatched incidents. NFPA recommends that fire departments respond to emergency calls within 6 minutes of receiving the call, 90 percent of the time.

State Laws, Regulations, and Policies

California Health and Safety Code (Section 13000 et seq.)

Section 13000 et seq. of the California Health and Safety Code outlines state fire regulations such as building standards, fire notification systems, fire protection devices (extinguishers and smoke alarms), high-rise building standards, and childcare facilities standards. All state-occupied buildings, state owned buildings and state institutions must comply with these regulations and building standards. The State Fire Marshall is responsible for enforcing the regulations and standards outlined in Section 13000 et seq. of the California Health and Safety Code.

State Responsibility Area Fire Safe Regulations (Title 14 Natural Resources, Department of Forestry and Fire Protection)

Title 14, also known as the State Responsibility Area Fire Safe Regulations, was amended by the California Board of Forestry and Fire Protection in 2020. These regulations guild basic wildfire protection standards in California. Title 14 establishes minimum wildfire protection to support building and development in State Responsibility Areas. These measures require sufficient emergency access, sufficient and accessible water supply for containing fires, clear building signage and numbering and vegetation modification to reduce fire risk.

2019 California Fire Code

The California Fire Code is contained within Title 24, Chapter 9 of the California Code of Regulations. Based on the International Fire Code, the California Fire Code is created by the California Buildings Standards Commission and regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. Similar to the International Fire Code, the California Fire Code and the California Building Code (CBC) use a hazards classification system to determine the appropriate measures to incorporate to protect life and property. Section 1206 of the California Fire Code outlines provisions for applicable stationary and mobile energy storage systems, including threshold quantities.

The California Public Resources Code includes fire safety provisions that apply to either mountainous, forest, brush, and/or grass covered lands that are deemed necessary by the director or agency with primary responsibility for fire protection in the area. During the fire hazard season, these regulations restrict the use of equipment that may produce a spark, flame, or fire; require the use of spark arrestors on equipment that has an internal combustion engine; specify requirements for the safe use of gasoline-powered tools in fire hazard areas; and specify fire-suppression equipment that must be provided on-site for various types of work in fire-prone areas. Additional codes provided in Public Resources Code Sections 4294–4296 require that any person who owns, controls, operates, or maintains any electrical transmission or distribution line upon any mountainous land, or in forest-covered land, brush-covered land, or grass-covered land shall, during such times and in such areas as are determined to be necessary by the director or the agency which has primary responsibility for the fire protection of such areas, and maintain a firebreak clearing around and adjacent to any pole, tower, and conductors that carry electric current as specified in Public Resources Code Sections 4292 and 4293. Section 4292 requires that PG&E maintain a 10-foot firebreak clearance around the base of a utility pole, with tree limbs within the 10-foot radius of the pole being removed up to 8-feet above ground. The State's Fire Prevention Standards for Electric Utilities (14 CCR Sections 1250–1258) provide specific exemptions from electric pole and tower firebreak and electric conductor clearance standards and specifies when and where standards apply.

Regional Laws, Regulations, and Policies

There are no regional laws, regulations, and/or policies that are specifically applicable to wildfire. See below for a discussion of the local laws, regulations, and policies.

Local Laws, Regulations, and Policies

Los Angeles County General Plan

The following goals and policies from the Safety Element of the General Plan are relevant to Wildfire:

Goal S 3: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to fire hazards.

Policy S 3.12: Support efforts to incorporate systematic fire protection improvements for open space, including facilitation of safe fire suppression tactics, standards for adequate access for firefighting, fire mitigation planning with landowners and other stakeholders, and water sources for fire suppression.

Goal S 4: Effective County emergency response management capabilities.

Policy S 4.1: Ensure that residents are protected from the public health consequences of natural or man-made disasters through increased readiness and response capabilities, risk communication, and the dissemination of public information.

Policy S 4.2: Support County emergency providers in reaching their response time goals.

Policy S 4.3: Coordinate with other County and public agencies, such as transportation agencies, and health care providers on emergency planning and response activities, and evacuation planning.

Policy S 4.4: Encourage the improvement of hazard prediction and early warning capabilities.

Policy S 4.5: Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.

Policy S 4.6: Ensure that essential public facilities are maintained during natural disasters, such as flooding

Los Angeles County Operational Area Emergency Response Plan

Adopted in 2012, the LA County Operational Area Emergency Response Plan identifies how the emergency response plan aligns with other local, state, and federal authorities. The Plan identifies various emergency management phases, incident management systems, and identifies operational priorities.

2021 LACoFD Strategic Plan

As noted above, LACoFD has the responsibility as a CAL FIRE contract County to implement the State Strategic Fire Plan and functionally operates as a unit of CAL FIRE and is responsible for Strategic Fire Plan activities in the county. The 2021 LACoFD Strategic Plan includes three goals: emergency operations, public service, and organizational effectiveness. The 2021 LACoFD Strategic Plan includes goals for the Department related to analyzing the threat of wildfire to communities in the wildland urban interface (WUI), fuel reduction projects, developing battalion specific asset maps, strategies and tactics, and identifying fire prevention strategies that are consistent with the County's land use planning strategies. The Department also includes goals to

support local Fire Safe Councils and to work with communities to develop Community Wildfire Protection Plans (LACoFD 2021).

Existing Environmental Conditions

The San Gabriel Valley is one of the major geographic areas of Southern California. The Valley is bounded by the San Gabriel Mountains to the north, the Chino Hills and San Jose Hills to the east, the Puente Hills to the South, and the San Rafael Hills to the west. The Valley is named after the southward flowing San Gabriel River, which runs through the center of the San Gabriel Valley, and serves as one of the boundaries of the ESGVAP area. The East San Gabriel Valley is a subregion of the San Gabriel Valley. This subregion is also one of the planning areas established by the General Plan. This planning area is located south of the Angeles National Forest, west of San Bernardino County, north of Orange County, and generally east of the Interstate (I)-605 and the San Gabriel River. There are 13 cities and 24 unincorporated communities in the East San Gabriel Valley. The ESGVAP addresses future growth in the unincorporated portion of the East San Gabriel Valley.

4.18.2 Environmental Impacts

Methodology

Evaluation of impacts related to wildfire is based on a review of existing policies, documents, and studies that address these services in the county. Information obtained from these sources was reviewed and summarized to describe existing conditions and to identify environmental effects based on the standards of significance presented in this section. In determining the level of significance, the analysis assumes that future projects facilitated by the ESGVAP measures and actions would comply with relevant federal, state, and local laws, ordinances, and regulations.

Significance Thresholds

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, the Project would have a significant impact to wildfire if it would:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan;

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment;

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes; or

e) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

Based on the analysis documents in the Initial Study (Appendix A), it was concluded that implementation of the ESGVAP would result in less than significant impacts with respect to criteria b) through e), either directly or as a result of future projects facilitated by the ESGVAP, because the ESGVAP would not: due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes; and expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Accordingly, only threshold a) was carried forward for more detailed review.

Proposed Project Characteristics and Relevant ESGVAP Goals and Policies

The ESGVAP is intended to the guide long-term growth of the ESGV Planning Area, enhance community spaces, promote a stable and livable environment that balances growth and preservation, and improve the quality of life in the ESGV through the creation of vibrant, thriving, safe, healthy, and pleasant communities.

Because the ESGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time.

ESGVAP Goals and Policies

Chapter 2. Land Use Element

The Land Use Element of the ESGVAP changes the General Plan land use and zoning designations of select parcels in the Plan Area to provide for focused growth and preservation areas (as presented in the Land Use Policy Map) and includes land use goals and policies that articulate how the focused growth and preservation of these areas will address land use issues, implement the Vision Statements (found in Chapter 1 of the ESGVAP), enhance the existing land uses and, as a result, quality of life in the ESGV. The following goals and policies of the Land Use Element support the protection of wildfire areas within the Planning Area:

> **Goal LU-5:** The ESGV community is built and maintained to mitigate and withstand the effects of any natural or human-caused hazard.
>
> > **Policy LU-5.1: Hazard Areas.** Avoid new development in designated environmental hazard areas, including frequently flooded areas, areas prone to landslides, wildland/urban interface areas, and Fire Hazard Severity Zones.
> >
> > **Policy LU-5.2: Prohibit New Development in Lands Surrounded by Very High Fire Hazard Severity Zones.** Prohibit new development on lands surrounded by Very High Fire Hazard Severity Zones (VHFHSZs) in the Puente Hills and adjacent areas.

Policy LU-5.3: Road Access. Require that any new development be located and designed so that is it accessed from existing public roads and provides direct access to multiple primary roads to support safety, aid in efficient evacuation, and safeguard life and well-being during hazards.

Policy LU-5.4: Undergrounding Transmission Lines. Work with utilities to transition all overhead electrical transmission lines and supporting infrastructure underground to reduce fire risk. Prioritize high fire-risk areas and install underground lines in a manner that avoids harm to sensitive biological resources.

Policy LU-5.5: Fuel Modification and Native Vegetation. Site and design structures to minimize the impact of fuel modification on native vegetation and sensitive biological resources. Limit fuel modification to the minimum area necessary. Use site-specific fuel modification strategies, such as thinning, selective removal, and spacing, to create effective defensible space that preserves native vegetation. Avoid the complete removal of native vegetation during fuel modification.

Policy LU-5.6: Vegetation Management. Proactively manage vegetation in fire hazard areas under the guidance of a biologist to avoid impacts to sensitive resources, sensitive species, and fire-resistant native species in the ESGV.

Policy LU-5.7: Siting Development. In fire hazard areas, require that development sites and structures be located off ridgelines, hilltops, and other dangerous topographic features such as chimneys, steep draws, and saddles; be adjacent to existing development perimeters; and avoid excessively long driveways.

Policy LU-5.8: Development and Adequate Fire Protections. In fire hazard areas, prohibit development in areas with insufficient access, water pressure, fire flow rates, or other accepted means for adequate fire protection.

Policy LU-5.9: Fire Hydrant Installation. Support the installation of fire hydrants along Turnbull Canyon Road for added protections against potential wildfires, and in any other locations deemed necessary.

Impact Analysis

Impact 4.18-1: Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less-Than-Significant Impact. LACoFD provides fire, safety, and emergency medical services to the Project Area. Additionally, many cities within the County use LACoFD services. LACoFD operates multiple divisions including Air and Wildland, Fire Prevention, and Forestry. In addition, the Health Hazardous Materials Division's mission is to "protect the public health and the environment from accidental releases and improper handling, storage, transportation, and disposal of hazardous materials and wastes through coordinated efforts of inspections, emergency response, enforcement, and site mitigation oversight" (LACoFD 2020b). The Los Angeles region's first responders currently use a patchwork of often incompatible radio technologies and frequencies. This uncoordinated system means that neighboring agencies and systems cannot easily communicate with one another. The Los Angeles Regional Interoperable Communication System uses the Land Mobile Radio system, which allows first and second responders to communicate directly with one another on a day-to-day basis, replacing a patchwork of 40+ aging

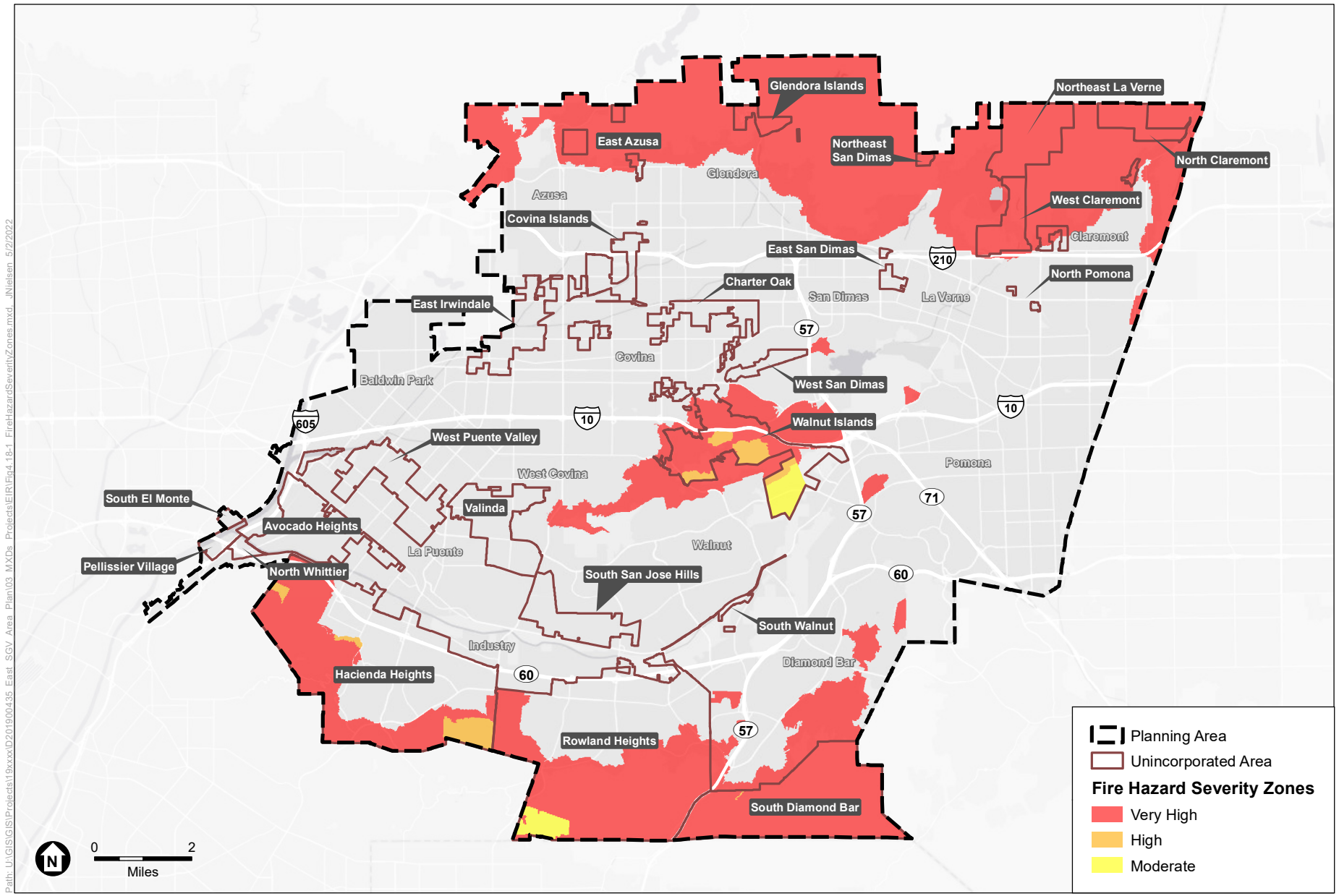
radio networks as the County's primary means of public safety communications. The system provides increased coverage and capacity and eliminates barriers to multijurisdictional responses by allowing police, firefighters, and paramedics in the field to communicate directly with users outside of their agency (LARICS 2021).

The Environmental Health Division is a division within the Los Angeles County Department of Public Health that is responsible for the enforcement and education of federal, state, and local laws and regulations relating to environmental factors that affect public health and safety. The Environmental Health Divisions serves County residents and visitors; the food industry; housing and institution operators; water, sewage, and solid waste industries; and other public and private industries. The mission of the Environmental Health Division is to assess environmental conditions and reduce exposure to health risks and to educate the public on sources of environmental risk so they are empowered to protect themselves, their families, and their communities (County of Los Angeles, Department of Public Health 2021).

The Project is a policy document and adoption of the Project alone would not produce environmental impacts. The Project consists of the ESGVAP for which no actual development is proposed as part of implementing the plan. While the Project is a policy document that is not anticipated to produce environmental impacts, the land use and zoning changes that would go into effect as part of the Project would allow for greater densities than currently allowed within the County.

The Project includes land use and zoning changes that would allow for greater intensities than previously permitted in the unincorporated areas of the County. However, the Project would concentrate rezoning efforts in urban and suburban areas, and the majority are located along commercial corridors. As shown in **Figure 4.18-1**, *Fire Hazard Severity Zones*, the growth areas of the ESGVAP are not located in FHSZs. The entities proposing growth and development associated with implementation of the Project would be required to coordinate among various County departments, as further described below, to ensure adequate emergency response.

As explained in *Regulatory Setting*, OEM is responsible for organizing and directing the preparedness efforts of the emergency management organization of the County. The OEM is the day-to-day Los Angeles County Operational Area coordinator. The emergency response plan for the Project area is the Operational Area Emergency Response Plan, which is prepared by OEM (County of Los Angeles 2012). The Operational Area Emergency Response Plan strengthens short- and long-term emergency response and recovery capability and identifies emergency procedures and emergency management routes in the County.



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SOURCE: ESRI; Los Angeles County GIS; ESA, 2022.

East San Gabriel Valley Area Plan

Figure 4.18-1
Fire Hazard Severity Zones

In addition to aspects of the existing regulatory framework that would lessen potential impacts of the Project on emergency response, a number of goals and policies in the County's General Plan, listed in *Regulatory Setting* (specifically Goal S 4 and Policies S 4.1, S 4.2, S 4.3, S 4.4, S 4.5 and S 4.6), would also serve to minimize potential impacts to emergency response.

While the ESGVAP would allow for greater intensities than previously permitted in the unincorporated areas of the County, the existing regulatory setting, the goals and policies contained in the General Plan, and general location of the areas where land use and zoning changes are to occur are within urban areas, would ensure that potential impacts to emergency response associated with implementation of the Project would be less than significant. Additionally, approval of the Project itself, as a policy document, would not change these regulations and would not provide any goals, policies, or programs that would significantly impact emergency response and/or evacuation. Therefore, impacts to an adopted emergency response plan or emergency evacuation plan would be less than significant. No mitigation is required.

Cumulative Impacts

For the purposes of this analysis of cumulative impacts related to wildfire, the geographic area of consideration consists of Los Angeles County, inclusive of both incorporated and unincorporated areas. This geographic scope of analysis is appropriate for the analysis of wildfire because cumulative projects have the potential to cause significant impacts on Los Angeles County if they interfere with or impair emergency response or evacuation plans of adjacent or other jurisdictions accounted for in the General Plan.

Impact 4.18-2: Would the Project, when combined with other past, present, or reasonably foreseeable projects, substantially impair an adopted emergency response plan or emergency evacuation plan?

Less-Than-Significant Impact. The culmination of past, present, and foreseeably future projects could result in road closures or in-road construction work. Cumulative residential, industrial, and commercial projects could also include projects that require road closures within the County. This analysis of cumulative impacts assumes most cumulative projects would be required to comply with CEQA and other independently enforceable County regulations prior to their approval. When the Project's incremental impacts are considered in combination with the incremental impacts of past, present, and reasonably foreseeable future projects, it's incremental contribution to the interference with or impairment of emergency response or evacuation plans would not be cumulatively considerable.

Any future development would be required to comply with applicable federal, state, and local regulations related to emergency response and wildland fires. Required compliance with these regulations would ensure impacts related to emergency response and wildfire would be less than significant. Therefore, cumulative impacts would be less than significant. No mitigation is required.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No significant impacts have been identified requiring mitigation and no significant and unavoidable impacts would occur.

4.18.3 References

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CHAPTER 5
Project Alternatives

5.1 Introduction to Alternatives

CEQA requires a lead agency to analyze a reasonable range of alternatives to a proposed project that could feasibly attain most of the basic objectives of the project while substantially reducing or eliminating significant environmental impacts and evaluate the comparative merits of the alternatives (14 CCR 15126.6[a]). The State CEQA Guidelines direct that the selection of alternatives be governed by "a rule of reason" (14 CCR 15126.6[a] and [f]). As defined by the State CEQA Guidelines (14 CCR 15126.6[f]):

> *The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the Lead Agency determines could feasibly attain most of the basic objectives of the project.*

Under these principles, an EIR needs to describe and evaluate only those alternatives necessary to permit a reasonable choice and "to foster meaningful public participation and informed decision making" (State CEQA Guidelines Section 15126.6[f]). Consideration of alternatives focuses on those that can either eliminate significant adverse environmental impacts or substantially reduce them. Alternatives considered in this context may include those that are costlier and those that could impede to some degree the attainment of the project objectives (Section 15126.6[b]). CEQA does not require the alternatives to be evaluated at the same level of detail as the proposed project. Rather, the discussion of alternatives must include sufficient information about each alternative to allow "meaningful evaluation, analysis, and comparison with the proposed project" (State CEQA Guidelines, Section 15126.6[d]).

The State CEQA Guidelines Section 15126.6 also requires an EIR to evaluate a "no project" alternative to allow decision-makers to compare impacts of approving a project with the impacts of not approving it. The inclusion of an alternative in an EIR does not constitute definitive evidence that the alternative is in fact "feasible." The final decision regarding the feasibility of alternatives lies with the decision maker(s) for a given project, who must make the necessary findings addressing the potential feasibility of an alternative, including whether it meets most of the basic project objectives (further described in Section 5.2, *Project Objectives*, below) or reduces the severity of significant environmental effects pursuant to CEQA (California Public Resources Code, Section 21081; see also 14 CCR 15091).

This chapter describes the key considerations used to identify and screen potential alternatives, explains why some potential alternatives were eliminated from further consideration, and describes the alternatives that were carried forward for more detailed analysis. This chapter also compares the environmental impacts of the Project and alternatives evaluated in detail. This comparison is based on the analysis of environmental impacts of the Project, provided in Chapter 4, *Environmental Analysis*, and the alternatives that were carried forward for more detailed review in this Chapter 5.

5.2 Project Objectives

The overarching vision of the ESGVAP is to conserve the residential character of the East San Gabriel Valley communities while at the same time, grow sustainably into a dynamic regional hub that provides diverse options for housing, shopping, entertainment, recreation, and services for its residents, workers, and visitors. The ESGVAP supports the community's desire to preserve the rural and equestrian character of specific communities in the East San Gabriel Valley.

The primary objectives of the ESGVAP are to:

1. Retain the residential character of the ESGV Planning Area in harmony with its surroundings;
2. Promote economic development via an active regional hub near transportation centers with diverse options for housing, shopping, entertainment, recreation, and public services;
3. Develop goals, policies, and implementation programs that support smart growth, sustainable development, and thoughtful enhancement of residential neighborhoods while preserving communities' rural and equestrian character;
4. Establish more public spaces and create walkable communities linked by paths and greenways; and
5. Encourage a diversity of housing options and affordability.

5.3 Significant and Unavoidable Impacts

As evaluated throughout Chapter 4, *Environmental Analysis*, of this PEIR, the following impacts related to the Project have been determined to be significant and unavoidable after implementation of all feasible mitigation measures:

- Aesthetics (refer to Section 4.1 for detailed discussion) – Four significant and unavoidable impacts would occur with implementation of the ESGVAP, where development facilitated under the Plan would cause direct and cumulative impacts related to causing an adverse effect on a scenic vista as well as cause direct and cumulative impacts related to substantially degrading the existing character or quality of public views of the Project area due to building heights, bulk, pattern, scale, character, or other features.
- Air Quality (refer to Section 4.3 for detailed discussion) – Four significant and unavoidable impacts would occur with implementation of the ESGVAP, where development facilitated under the Plan would result in a cumulative considerable net increase of any criteria pollutant for which the Plan region is non-attainment under an applicable federal or state ambient air quality standard; a direct impact related to exposing sensitive receptors to substantial

pollutant concentrations; a direct impact related to resulting in other emissions (such as those leading to odors) affecting a substantial number of people; and a cumulatively considerable impact related to resulting in construction or operational emissions that exceed an applicable SCAQMD recommended significance.

- Biological Resources (refer to Section 4.4 for detailed discussion) – Four significant and unavoidable impacts would occur with implementation of the ESGVAP, where development facilitated under the Plan would result in direct and cumulative impacts related to causing a substantial adverse impact on any candidate, sensitive, or special status species as well as direct and cumulative impacts related to causing a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands).
- Noise (refer to Section 4.11 for detailed discussion) – Four significant and unavoidable impacts would occur with implementation of the ESGVAP, where development facilitated under the Plan would result in direct and cumulative impacts related to generating a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Plan area in excess of standards established in the local general plan or noise ordinance as well as direct and cumulative impacts related to generating excessive groundborne vibration or groundborne noise levels from construction activities.
- Transportation (refer to Section 4.15 for detailed discussion) – Two significant and unavoidable impacts would occur with implementation of the ESGVAP, where development facilitated under the Plan would result in direct and cumulative impacts related inconsistency with State CEQA Guidelines Section 15064.3, subdivision (b).

5.4 Alternatives Considered and Eliminated During the Project Planning Process

The State CEQA Guidelines Section 15126.6(c) recommends that an EIR identify any alternatives that were considered by the lead agency but were rejected as infeasible and briefly explain the reasons for their rejection. Among the factors described by State CEQA Guidelines Section 15126.6 in determining whether to exclude alternatives from detailed consideration in an EIR are failure to meet most of the basic objectives of a project, infeasibility, or inability to avoid significant environmental impacts. With respect to the feasibility of potential alternatives to a project, State CEQA Guidelines Section 15126.6(t)(l) states that factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries ... and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.

In determining what alternatives should be considered in the PEIR, it is important to acknowledge the objectives of the project, the project's significant effects, and unique project considerations. In determining an appropriate range of Project alternatives to be evaluated in this PEIR, two possible alternatives were initially considered and then rejected in accordance with the criteria established in Section 15126.6(c) of the State CEQA Guidelines. A description of each potential alternative considered but rejected along with the rationale for rejection is provided below.

Alternative Location/Alternative Sites

Pursuant to Section 15126.6(f)(2) of the State CEQA Guidelines, the County considered the potential for alternative locations to the Project. As stated in Section 15126.6(f)(2)(A), the key question and first step in analyzing alternative sites is whether any of the significant effects of a project would be avoided or substantially lessened by putting that project in another location. Only locations that would avoid or substantially lessen any of the significant effects of a project need to be considered in the PEIR.

The ESGVAP also aims to create a more robust housing stock within the ESGV that provides affordable options while still meeting the County's Regional Housing Needs Assessment (RHNA) allocations. The Project aims to increase residential uses throughout the ESGV Planning Area by primarily increasing the allowable residential uses and densities primarily around transit centers as a way to foster smart growth within the County. The County has also identified that additional residential uses could be obtained from rezoning agricultural-zoned parcels that currently support residential uses as residential, as well as establishing streamlined zoning to create consistency across the Plan area.

Specifically, the Project's proposed land use changes would allow for the increase in commercial and residential development within one mile of major transit stops, within a half-mile of High-Quality Transit Areas (HQTAs), and near major intersections where there is accessibility to existing or proposed frequent transit and commercial services. The goal of these land use changes would be to target growth near transit and active transportation facilities and everyday commercial services, and coordinate growth with improvements and investments that support walkable, thriving, and connected communities.

In order to achieve the desired smart-growth around transit centers and HQTAs within the ESGV Planning Area, the County determined that a one-mile planning radius for transit centers and a 0.5-mile planning radius for the HQTAs is the appropriate distances to maximize the usage of transit services as a means to decrease vehicle mile traveled (VMT) and other related environmental impacts, such as air quality and greenhouse gas (GHG) emissions, within the ESGV Planning Area. Due to the nature of creating transit-focused development, the County could not consider alternative locations outside of the identified planning radii because the effectiveness of locating residential uses near transit centers as a way to foster smart growth decreases as the distance between the two uses increase.

For the existing agricultural-zoned properties currently serving as residential uses, the County would rezone these properties for residential uses to create consistency between the County's land use and zoning documents and exiting use of those properties. Similarly, the County would also streamline zoning to create consistencies throughout the ESGV, which in turn could create new residential uses. For both of these zoning processes, the parcels that meet the County's existing land use and zoning designations would be applicable, where alternative sites or locations that do not match the County's zoning criteria would not apply. Therefore, due to the

nature of land use and zoning designations being site-specific, the County could not consider alternative sites or alternative locations for these two zoning processes.

For the reasons listed above, the County rejected the alternative site or location alternative as it would not achieve the objectives of the Project and would not foster the desired type of development within the ESGV Planning Area. This alternative is not further evaluated within this PEIR.

Reduced Development Project

The County considered an alternative that would reduce or eliminate the amount of candidate parcels proposed for re-designation under the proposed land use and zoning amendments as a way to reduce environmental impacts compared to the Project (hereinafter refer to as the Reduced Development Alternative). However, the Reduced Development Alternative was rejected as it would not allow for the increase in designated residential uses throughout the ESGV Planning Area that is necessary to accommodate the County's share of the regional housing allocation established by the Southern California Association of Governments (SCAG) for the 2021–2029 planning period. Furthermore, the Project would update and reorganize the existing overlapping land use plans, policies, and regulations throughout the East San Gabriel Valley communities, as well as simplify and streamline land use and zoning regulations for the ESGV Planning Area. In contrast, the Reduced Development Alternative would only partially achieve these land use and zoning goals, as the excluded parcels from the ESGVAP would remain subject to existing land use and zoning designations, which would create further land use and zoning inconsistencies in the ESGV Planning Area as the entire Planning Area would not be updated as a whole. For these reasons, the Reduced Development Alternative was considered but rejected from further evaluation within this PEIR.

5.5 Alternatives Selected for Further Analysis in this PEIR

This section discusses a reasonable range of alternatives to the Project, including a No Project Alternative, as required by State CEQA Guidelines Section 15126.6(e). These alternatives include the following:

- Alternative 1 – No Project Alternative
- Alternative 2 – 0.5-Mile Transit Planning Radius Alternative
- Alternative 3 – 0.25-Mile Transit Planning Radius Alternative

Pursuant to Section 15126.6(d) of the State CEQA Guidelines, each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less than, similar to, or greater than the corresponding impacts of the Project. Each alternative is also evaluated to determine whether the Project Objectives would be substantially achieved.

5.5.1 Alternative 1: No Project Alternative

Alternative 1 Description

Section 15126.6(e) of the State CEQA Guidelines requires that an EIR evaluate the specific alternative of "no project" along with its impact. As stated in this section of the State CEQA Guidelines, the purpose of describing and analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving a proposed project with the impacts of not approving a proposed project. As specified in Section 15126.6(e)(3)(A), when a project is the revision of an existing land use or regulatory plan or policy or an ongoing operation, the No Project Alternative (Alternative 1) will be the continuation of the plan, policy, or operation into the future. Therefore, the No Project Alternative, as required by the State CEQA Guidelines, would analyze the effects of not adopting and implementing the ESGVAP. Future development under the No Project Alternative would continue to be guided by the County's existing General Plan land use, including the recently adopted Housing Element Update, and zoning designations. The No Project Alternative would result in the continuation of existing conditions and planned development within the County as no land use or zoning amendments would be processed under this alternative. No new significant environmental impacts or an increased severity of environmental impacts identified in the County's General Plan, including the updated Housing Element, or Community Plan EIRs would occur under this alternative because it would retain the current General Plan and Community Plan land use designations and policy provisions.

Comparison of the Effects of Alternative 1 to the Project

Aesthetics

As discussed in Section 4.1, *Aesthetics*, implementation of the Project would result in significant and unavoidable impacts related to an adverse effect on a scenic vista and could substantially degrade the existing visual character or quality of public views or conflict with applicable zoning and other regulations governing scenic quality.

Future development under Alternative 1 would continue to be guided by the County's existing General Plan's land use and zoning designations, where development would be consistent with current County plans, policies, and regulations regarding aesthetics. If future development under this alternative proposes increased building heights or a variance in building form or visual character, the County would require such projects to demonstrate their consistency with existing plans, policies, and regulations related to aesthetics on a project-by-project basis and would require each project to obtain all applicable discretionary permits to ensure visual and aesthetic impacts are reduced to a less than significant level during the project entitlement process. Therefore, Alternative 1 would not result in impacts related to aesthetics as there would be no change to scenic resources or the visual landscape in the ESGVP Planning Area other than what is currently allowable under existing land use and zoning designations. For these reasons, Alternative 1 would result in less than significant impacts related to aesthetics, which would substantially reduce impacts related to aesthetics compared to the Project.

While Alternative 1 would reduce Project impacts to aesthetics, this Alternative would not implement the goals and policies relevant to aesthetics and visual quality, which would provide a cohesive aesthetic quality to new development within the ESGV while protecting the existing visual character, encourage smart transit-oriented growth with improved walkability, and improve land use and zoning designations to strengthen individual community character. Moreover, Alternative 1 would not include the policies, goals, and implementing actions of the ESGVAP related to the protection of ridgelines and scenic views. Since development under Alternative 1 would not be subject to these goals and policies of the overarching ESGVAP, this Alternative would not provide the same benefits as the Project nor achieve the Project Objectives.

Agriculture and Forestry Resources

As discussed in Section 4.2, *Agriculture and Forestry Resources,* the Project would rezone agricultural zones that are developed with residential uses from A-1 (Light Agriculture) to an appropriate residential zone, such as R-1 (Single-family residence) or R-A (Residential Agricultural), so that zoning would reflect the existing use and would be consistent with the General Plan land use policy designations. Furthermore, due to the small amount of designated farmland in the unincorporated areas of the County, conversion of farmland would not be anticipated as a result of the Project. Therefore, impacts to agriculture and forestry under the Project would be less than significant.

Under Alternative 1, development would occur in the same areas as the Project but would be in accordance with existing zoning and land use designations as the ESGVAP would not be adopted. Since development would occur in accordance to the current land use and zoning designation, conversion of agricultural land, farmland, or forestry land would not occur under this alternative. In contrast to the Project, Alternative 1 would not include the rezoning of agricultural zones that are currently developed with residential uses and those parcels would continue to be inconsistent with the General Plan land use policy designations. While allowing inconsistent zoning and land use designations doesn't necessarily result in physical environmental impacts, the appropriate rezoning that would occur under the Project would be considered a benefit to the County as their land use and zoning designations would be consistent throughout the ESGV; however, this benefit would not occur with implementation of Alternative 1. Therefore, Alternative 1 would result in less than significant impacts to agriculture and forestry resources, similar to the Project.

Air Quality

As discussed in Section 4.3, *Air Quality,* adoption of the ESGVAP would not conflict with any applicable air quality plan, policy, or regulation and therefore, impacts would be less than significant. Implementation of the Project would result in significant and unavoidable impacts with respect to a cumulatively considerable net increase of a criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard; the exposure of sensitive receptors to substantial pollutant concentrations during construction and operations due to future development projects facilitated by adoption of the ESGVAP generating substantial emissions in proximity to sensitive receptors; generating odors during construction

and operation; and a cumulatively considerable net increase of a criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard.

Under Alternative 1, development would occur in the same areas as the Project but would be in accordance with existing zoning and land use designations. Since the ESGVAP would not be adopted as the guiding land use and zoning document for the Planning Area, future development would be proposed and evaluated for environmental impacts on a project-by-project basis during the project entitlement process. During its individual environmental review process, potential air quality impacts would be identified and compared against relevant thresholds to determine significance. It is reasonable to assume that since future development under this Alternative would be consistent with the County's General Plan land use and zoning designations, future projects would also demonstrate consistency with the applicable air quality plans, policies, and regulations as those projects would result in growth already accounted in SCAG's regional growth projections for within the ESGV. Therefore, impacts with conflicting with applicable air quality plans, policies, and regulations would be less than significant under Alternative 1, similar to the Project.

In regards to the Project's significant and unavoidable impacts to the thresholds listed above, development facilitated under Alternative 1 would also have the potential to result in similar impacts. Under Alternative 1, development would occur in the same areas as the Project but would be in accordance with existing zoning and land use designations as the ESGVAP would not be adopted. Even though future development would be consistent with the existing land use and zoning designations, future projects' potential to impact air quality would be determined on a site-by-site basis and would be evaluated during their individual environmental review process in accordance with CEQA. Future development would be subject to all applicable discretionary permits and would be required to comply with all Federal, State and local requirements relevant to air quality. Since development under Alternative 1 would be governed by the County's General Plan, future projects would be subject to all applicable General Plan mitigation measures identified for air quality as well as project-specific mitigation measures to reduce potential impacts. Even with incorporation of all applicable mitigation measures, obtaining all discretionary permits, and compliance with Federal, State and local requirements, it is speculative at this time to assume that all future projects would be able to reduce their impacts to air quality to a less than significant level under Alternative 1. Therefore, impacts to air quality under Alternative 1 would remain significant and unavoidable, similar to those identified for the Project.

Biological Resources

As discussed in Section 4.4, *Biological Resources,* the Project, as a result of development facilitated by the ESGVAP, would result in significant and unavoidable impacts to biological resources even with mitigation measures incorporated. Under Alternative 1, development would occur in the same areas as the Project but would be in accordance with existing zoning and land use designations as the ESGVAP would not be adopted. Even though future development would be consistent with the existing land use and zoning designations, future projects' potential to impact biological resources would be determined on a site-by-site basis and would be evaluated during their individual environmental review process in accordance with CEQA. Future

development would be subject to all applicable discretionary permits and would be required to comply with all federal, state and local requirements for protecting biological resources. Since development under Alternative 1 would be governed by the County's General Plan, future projects would be subject to all applicable General Plan mitigation measures identified for biological resources as well as project specific mitigation measures to reduce potential impacts. Even with incorporation of all applicable mitigation measures, obtaining all discretionary permits, and compliance with federal, state and local requirements, it is speculative at this time to assume that all future projects would be able to reduce their impacts to biological resources to a less than significant level under Alternative 1. Therefore, impacts to biological resources under Alternative 1 would remain significant and unavoidable, similar to those identified for the Project.

Cultural Resources

As discuss in Section 4.5, *Cultural Resources,* the Project, as a result of development facilitated by the ESGVAP, would result in less than significant impacts to cultural resources, including historical, archaeological, and paleontological resources and human remains, after incorporation and implementation of Mitigation measures CR-14.5-1 through CR-4.5-10. Under Alternative 1, development would occur in the same areas as the Project but would be in accordance with existing zoning and land use designations as the ESGVAP would not be adopted. Even though future development would be consistent with the existing land use and zoning designations, future projects' potential to impact cultural resources would be determined on a site-by-site basis and would be evaluated during their individual environmental review process in accordance with CEQA. Since a Project's potential to impact cultural resources is site-dependent, future development under this Alternative would have the same potential to impact cultural resources as the proposed Project. Future development under this Alternative would also be required to comply with all Federal, State and local requirements for protecting cultural resources. Similar to the proposed ProjecI, individual projects under Alternative 1 would also be required to incorporate and implement all feasible mitigation measures to reduce impacts to cultural resources, which could include but would not be limited to the same Mitigation measures identified for the proposed Project. Therefore, with mitigation measures incorporated, Alternative 1 would result in less than significant impacts to cultural resources. Impacts under this Alternative would be similar as those identified for the proposed Project.

Energy

As discussed in Section 4.6, *Energy,* future development implemented under the ESGVAP would result in less than significant impacts with respect to energy. Under Alternative 1, development would occur in the same areas as the Project but would be in accordance with existing zoning and land use designations as the ESGVAP would not be adopted. While future development projects would be constructed and operated in accordance with existing land use and zoning designations, these activities would still be regulated by the same laws, regulations, plans, and policies related to energy use and savings as the proposed Project. Compliance with the existing energy laws, regulations, plans, and policies would mandate that future projects incorporate similar energy efficiency and saving designs and strategies for both the construction and operation phases.

Therefore, future projects developed under Alternative 1 would result in less than significant impacts related to energy. However, Alternative 1 would not target future growth around transit centers or along valued transit corridors and therefore, would not aid in reducing VMT or air quality or GHG emissions by clustering higher residential densities with commercial and alternative transportation uses. The Project's benefit of driving transit-oriented development would not be achieved under this Alternative and as such, the energy efficiency and saving designs and strategies contained in the ESGVAP would not be able to be applied uniformly across the Planning Area. Thus, while both Alternative 1 and the proposed Project would result in less than significant impacts related to energy, the Project would result in less severe impacts with respect to energy.

Greenhouse Gas Emissions

As discussed in Section 4.7, *Greenhouse Gas Emissions,* the County, as lead agency, has determined that the ESGVAP's contribution to cumulative GHG emissions and global climate change would be less than significant if the ESGVAP is consistent with the applicable regulatory plans and policies to reduce GHG emissions: 2017 Climate Change Scoping Plan, SCAG's 2020–2045 RTP/SCS, and Draft 2045 CAP. Given that the Project would not conflict with applicable GHG reduction plans, policies, and regulations, emissions associated with future development facilitated by adoption of the ESGVAP would be less than significant.

Under Alternative 1, development would occur in the same areas as the Project but would be in accordance with existing zoning and land use designations as the ESGVAP would not be adopted. Even though future development would be consistent with the existing land use and zoning designations, future projects' potential to generate GHG emissions would be dependent on the construction and operation characteristics of individual projects, where impacts would be determined on a project-by-project basis and would be evaluated during their individual environmental review process in accordance with CEQA. Similar to the proposed Project, if future development under Alternative 1 could demonstrate consistency with applicable GHG reduction plans, policies, and regulations, then impacts related to GHG emissions would be considered to be less than significant. However, since the timing, intensity, and design of future development permitted under Alternative 1 is unknown at this time and has not been included in an overarching plan that has demonstrated consistency with the most recent applicable GHG reduction plans, policies, and regulations, impacts to GHG emissions would be considered significant under Alternative 1. Even with incorporation of all applicable mitigation measures, obtaining all discretionary permits, and compliance with Federal, State and local requirements, it is speculative at this time to assume that all future projects would be able to reduce their impacts to GHG emissions to a less than significant level under this Alternative. Therefore, impacts related to GHG emissions under Alternative 1 would remain significant and unavoidable, which would be greater impacts than those identified for the Project.

Hazards and Hazardous Materials

As determined by the Initial Study (refer to **Appendix A** of this Draft PEIR), adoption of the Project would result in less than significant impacts with respect to criteria a) through e) and

criterion g). As discussed in Section 4.8, *Hazards and Hazardous Materials,* adoption of the ESGVAP, as the long-term planning document for the East San Gabriel Valley, would not alter the existing General Plan policies and regulations or create additional goals, policies and regulations that would impact fire protection and emergency services. Therefore, impacts associated with impeding or interfering with an adopted emergency response plan or emergency evacuation plan would be less than significant.

Under Alternative 1, development would occur in the same areas as the Project but would be in accordance with existing zoning and land use designations as the ESGVAP would not be adopted. Even though future development would be consistent with the existing land use and zoning designations, future projects' potential to create hazards or use hazardous materials would be dependent on the construction and operation characteristics of individual projects, where impacts would be determined on a project-by-project basis and would be evaluated during their individual environmental review process in accordance with CEQA. Moreover, while the Initial Study determined that the development facilitated under the Project would result in less than significant impacts with respect to criteria a) through e) and criterion g), future projects implemented under Alternative 1 would need to be evaluated on a site-by-site basis for its impacts related to this criteria.

Compliance with existing regulations, plans, and policies would ensure that future projects' impacts related to creating a hazard or using hazardous materials are minimized to the greatest extent feasible. Furthermore, during the environmental review process, future project would be required to demonstrate consistency with the County's emergency and/or evacuation plans and incorporate mitigation if it was determined that the project was inconsistent. However, since the timing, intensity, and design of future development permitted under Alternative 1 is unknown at this time and has not been included in an overarching plan that has demonstrated consistency with the most recent County's emergency and evacuation plans, policies, and regulations, impacts to hazards and hazardous materials would be considered significant under Alternative 1. Even with incorporation of all applicable mitigation measures, obtaining all discretionary permits, and compliance with Federal, State and local requirements, it is speculative at this time to assume that all future projects would be able to reduce their impacts to hazards and hazardous materials to a less than significant level under this Alternative. Therefore, impacts related to hazards and hazardous materials under Alternative 1 would remain significant and unavoidable, which would be greater impacts than those identified for the Project.

Hydrology and Water Quality

As determined by the Initial Study (refer to Appendix A of this Draft PEIR), adoption of the Project would result in less than significant impacts with respect a) and criteria c) through g). As discussed in Section 4.9, *Hydrology and Water Quality,* adoption of the ESGVAP, either directly or as a result of future projects facilitated by the ESGVAP, would not interfere with groundwater supplies or recharge nor conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, impacts related to groundwater supplies or

recharge; substantially degrading water quality; and conflicting with a Groundwater Sustainability Plan (GSP) would be less than significant.

Under Alternative 1, development would occur in the same areas as the Project but would be in accordance with existing zoning and land use designations as the ESGVAP would not be adopted. Even though future development would be consistent with the existing land use and zoning designations, future projects' potential to impact water quality, groundwater supplies or recharge, and conflict with applicable surface- and groundwater plans would be dependent on the construction and operation characteristics of individual projects and individual project sites. Future projects' impacts would be determined on a project-by-project basis and would be evaluated during their individual environmental review process in accordance with CEQA. Moreover, while the Initial Study determined that the development facilitated under the Project would result in less than significant impacts with respect to a) and criteria c) through g), future projects implemented under Alternative 1 would need to be evaluated on a site-by-site basis for its impacts related to this criteria.

While future development under this Alternative could occur anywhere within the County's General Plan jurisdiction, including undeveloped or non-urban areas, compliance with all applicable regulations, plans, and policies, including the California Building Code (CBC) and County Municipal Code, would reduce impacts to hydrology and water quality to the greatest extent feasible. In addition to regulatory compliance, standard mitigation measures in combination with best management practices (BMPs) would be adequate to further reduce future projects' impacts to a less than significant level, similar to the Project. Furthermore, a GSP has not been prepared and implemented for the San Gabriel Valley groundwater basin; therefore, future development under Alternative 1 would not have the potential to conflict or interfere with a groundwater plan, similar to the Project. Therefore, impacts to water quality, groundwater supplies or recharge, and conflict with applicable surface- and groundwater plans would be less than significant, similar to the Project.

Land Use and Planning

As determined in the Initial Study (refer to Appendix A of this Draft PEIR), adoption of the Project would not physically divide an established community nor conflict goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas. As discussed in Section 4.10, *Land Use and Planning,* adoption of the Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation as the ESGVAP land use goals and policies are consistent with the Los Angeles County General Plan and other regional land use plans adopted to avoid or mitigation impacts on the natural or built environment. No inconsistent policies were identified, nor were any proposed ESGVAP policies found to potentially conflict with the intent of regional plans or preclude the attainment of regional plans' primary goals. Therefore, implementation of the ESGVAP would result in a less than significant impact.

Under Alternative 1, development would occur in the same areas as the Project but would be in accordance with existing zoning and land use designations as the ESGVAP would not be adopted. Since development would occur in accordance to the current land use and zoning designation, future development projects under Alternative 1 would not conflict with the County's General Plan or other regional land use plans adopted to avoid or mitigation impacts on the natural or built environment. All future development under this Alternative would occur with existing land use and zoning designations and would be developed as currently planned in the County's General and Community Plans. Therefore, impacts related to conflict with the intent of regional plans or preclude the attainment of regional plans' primary goals would be less than significant under Alternative 1, similar to the Project.

However, while Alternative 1 would result in similar impacts as the Project, development facilitated under this Alternative would not be subjected to the ESGVAP benefits of providing streamlined land use and zoning amendments, area-wide policies and goals to develop the Planning Area as a whole, or creating transit-oriented growth that supports alternative transportation and walkability between residential and commercial uses. Thus, while the severity of impacts would be similar between Alternative 1 and the Project, this Alternative would not create any of the benefits of the Project in the ESGV.

Noise

As discussed in Section 4.11, *Noise,* development facilitated by the ESGVAP would have the potential to result in significant noise and vibration levels during construction. Mitigation measures NOI-4.11-2 would be implemented to reduce construction noise levels to the greatest extent feasible. However, because of the potential for construction activities to occur near sensitive uses, and because of the potential intensity of construction activities, it may not be feasible to reduce the impact to a less-than-significant level, and the impact would remain significant and unavoidable. In order to reduce vibration impacts from a construction site could be achieved with the installation of a wave barrier, which is typically a trench or a thin wall made of sheet piles installed in the ground (essentially a subterranean sound barrier to reduce noise). However, wave barriers must be very deep and long to be effective and are not considered feasible for temporary applications, such as a typical land use development project (Caltrans 2020). However, mitigation measure NOI-4.11-3 would be implemented to reduce the severity of temporary vibration impacts from on-site construction. However, even with implementation of mitigation measure NOI-4.11-3, vibration impacts from construction activities would be significant and unavoidable.

In addition, development facilitated by the ESGVAP would have the potential to result in significant noise levels during operation. Mitigation measures NOI-4.11-1would be implemented to reduce construction noise levels to the greatest extent feasible. However, even with implementation of Mitigation measure NOI-4.11-1 exterior noise levels may still exceed the County's noise land use compatibility criteria despite exterior noise attenuation (i.e., noise controls, sound walls, and/or berms). Thus, operation noise impacts would remain significant and unavoidable.

Under Alternative 1, development would occur in the same areas as the Project but would be in accordance with existing zoning and land use designations as the ESGVAP would not be adopted. Even though future development would be consistent with the existing land use and zoning designations, future projects' potential to generate excessive noise and vibration levels during construction and operation would be dependent on the construction and operation characteristics of individual projects and individual project sites. Noise and vibration impacts would be determined on a project-by-project basis and would be evaluated during their individual environmental review process in accordance with CEQA. If development project can demonstrate compliance with the County's established noise and vibration thresholds, with or without mitigation measures incorporated, then impacts related to noise and vibration would be considered to be less than significant. However, since the timing, intensity, surrounding uses, and design of future development permitted under Alternative 1 is unknown at this time, it would be speculative at this time to assume that all future projects under Alternative 1 would be able to reduce their noise and vibration levels below established thresholds during construction and operation, even with mitigation measures incorporated. Therefore, noise and vibration impacts would remain significant and unavoidable under Alternative 1, which would be similar impacts as those identified for the Project.

Population and Housing

As discussed in Section 4.12, *Population and Housing,* while implementation of the ESGVAP would result in increases in density and development intensity which could result in population growth, this growth would not be unplanned and would be consistent with existing SCAG regional planning documents' assumptions regarding population growth. Furthermore, implementation of the ESGVAP would not result in the direct displacement of Planning Area residents or housing. Potential displacement impacts associated with individual proposed development projects in the Planning Area would be analyzed and, if required, mitigated in accordance with CEQA. Therefore, impacts related to unplanned growth and displacement would be less than significant.

Under Alternative 1, development would occur in the same areas as the Project but would be in accordance with existing zoning and land use designations as the ESGVAP would not be adopted. Since development would occur in accordance to the current land use and zoning designation, including the recently adopted Housing Element Update, development under Alternative 1 would not generate new unplanned population growth or increased commercial opportunities outside of what was projected in the County's General Plan. Therefore, impacts related to unplanned population growth and removal of housing causing displacement would be less than significant under Alternative 1, similar to the Project. However, the severity of impacts would be less under this Alternative than the Project because implementation of Alternative 1 would not increase residential and commercial densities around transit centers and HQTA and in turn, would not encourage development to the extent of the Project. Thus, population growth under this Alternative would continue as in existing conditions and would be occur slower than under the Project.

While growth would occur slower under Alternative 1, this Alternative would not foster smart transit-oriented growth within the Planning Area and would not provide the benefits of the Project within the ESGV. A goal of the ESGVAP is to provide a more robust housing stock in the ESGV that consists of affordable housing and helps the County achieve its RHNA allocation. Since Alternative 1 would not include implementation of the policies and goals of the ESGVAP, it is uncertain at this time if residential development would be provided in pace with the growing ESGV population under Alternative 1. If residential development is not provide in pace with population growth under this Alternative, housing shortages could occur, which in turn could dissuade new residents from moving to the ESGV or could cause some existing residents to move away. Therefore, while this Alternative would not result in the same rate of growth as the Project, it also would not develop new residential units at the same rate as the Project. Thus, the Project's benefits to the housing market would not be achieved under Alternative 1.

Public Services

As discussed in Section 4.13, *Public Services,* adoption of the ESGVAP would not directly increase demand on the existing police and fire protection services, schools, or libraries as the ESGVAP is a policy document and would not build new housing that results in direct population increases. However, the ESGVAP could indirectly increase demand on these public services as the Project proposes changes to land use and zoning designation that would create higher density residential areas, which would allow for construction of additional units and therefore result in indirect population growth. All development facilitated by the ESGVAP would be consistent with the policies related to public services of the Plan and other applicable regional planning documents. In addition, all development projects would be required to pay all applicable development fees and various taxes to fund these public services. Through the payment of development fees and taxes would provide funds to these public services to provide additional personnel and/or equipment and/or expand existing facilities to support the population growth indirectly caused by the Project. Therefore, impacts associated with public services would be less than significant.

Under Alternative 1, development would occur in the same areas as the Project but would be in accordance with existing zoning and land use designations as the ESGVAP would not be adopted. Higher residential densities would not occur under Alternative 1 and all residential development would continue to occur as currently planned where population growth within the Planning Area would continue as projected by the County General Plan and Communities Plans, which would occur at a slower rate than under the Project. Similar to the Project, all future development would also be required to pay all applicable development fees and taxes to support funding of public services in time as development occurs. In addition, all future development would be required to demonstrate consistency with the policies and processes related to public services contained in the County General Plan and other applicable regional planning documents. Therefore, impacts to public services would be less than significant under Alternative 1, similar to the Project.

While growth under Alternative 1 would occur at a slower rate than projected for the Project, which would in turn reduce future demands on existing public services, the reduction in

development would also reduce the amount of development fees and taxes the County could use to provide additional services. For this reason, the severity of impacts associated with Alternative 1 would be similar as the Project since the slower growth balances out the reduction in available development fees and taxes used to provide for additional services.

Recreation

As discussed in Section 4.14, *Recreation,* implementation of the ESGVAP as a programmatic document directing future growth and development in the Planning Area would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; result in the construction or expansion of recreational facilities which might have an adverse effect on the environment; or interfere with regional trail connectivity. Development facilitated by the Project would be required to adhere to all applicable regulations, including the Quimby Act, Los Angeles County Code Section 21.24.340, and ESGVAP policies to ensure local parkland would be provided through funding or dedication proportional to future growth and development associated with the proposed land uses and zoning changes of the ESGVAP. Furthermore, potential physical impacts on the environment from all future parks, recreation, and trail projects facilitated under the ESGVAP would be analyzed and mitigated, if required, on a project-by-project basis in compliance with CEQA and/or NEPA. For these reasons, impacts related to recreation would be less than significant.

Under Alternative 1, development would occur in the same areas as the Project but would be in accordance with existing zoning and land use designations as the ESGVAP would not be adopted. Higher residential densities would not occur under Alternative 1 and all residential development would continue to occur as currently planned where population growth within the Planning Area would continue as projected by the County General Plan and Communities Plans. Under this Alternative, future development projects would be required to undergo project-specific analysis under CEQA and would be required to either provide a dedication of adequate parkland or pay an in-lieu park and recreation facilities impact fee as a condition of approval for compliance with the Quimby Act and Area Plan standards. At the project-level, dedication of adequate parkland or pay an in-lieu park and recreation facilities impact fee would be sufficient in reducing project impacts to recreation to a less than significant level. Thus, impacts to recreation under Alternative 1 and the Project would be similar.

However, because Alternative 1 does not involve implementation of the ESGVAP or other targeted growth plan for the Planning Area, this Alternative cannot guide the development of additional parks and recreational facilities within the ESGV, which is currently deficient in providing adequate parkland and recreation facilities. Therefore, while the severity of impacts would be similar between this Alternative and the Project, this Alternative would not create the recreational benefits of the Project.

Transportation

As discussed in Section 4.15, *Transportation,* implementation of the ESGVAP would not result in inconsistencies with applicable plans addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities nor substantially increase hazards due to a design feature or incompatible uses or result in inadequate emergency access. Impacts associated with these thresholds would be less than significant. However, due to development facilitated by the ESGVAP, increase in service population anticipated from buildout in the 2035 with Project scenario, and land uses within the Planning Area compared to the Countywide average, the Project would result in significant and unavoidable impacts related to increases in VMT, even after incorporation of mitigation measures TR-4.15-1 and TR-4.15-2.

Under Alternative 1, development would occur in the same areas as the Project but would be in accordance with existing zoning and land use designations as the ESGVAP would not be adopted. Higher residential densities would not occur under Alternative 1 and all residential development would continue to occur as currently planned where population growth within the Planning Area would continue as projected by the County General Plan and Communities Plans. Even though future development facilitated under this Alternative would be consistent with the existing land use and zoning designations, future projects' potential to impact transportation would be dependent on the construction and operation characteristics of individual projects. Transportation impacts, especially VMT, would be determined on a project-by-project basis and would be evaluated during their individual environmental review process in accordance with CEQA. Future development would be required to comply with all Federal, State and local requirements related to transportation. Since development under Alternative 1 would be governed by the County's General Plan, future projects would be subject to all applicable General Plan mitigation measures identified for transportation as well as project specific mitigation measures to reduce potential impacts. Even with incorporation of all applicable mitigation measures and compliance with Federal, State and local requirements, it is speculative at this time to assume that all future projects would be able to reduce their impacts to transportation to a less than significant level under Alternative 1. Therefore, impacts to transportation under Alternative 1 would remain significant and unavoidable, similar to those identified for the Project.

While impacts to transportation would be similar under Alternative 1 and the Project, this Alternative would not increase transit-oriented growth within the Planning Area, which would encourage use of alternative transit services and help to reduce Countywide VMT as higher residential densities would be clustered around transit centers and HQTAs. Furthermore, Alternative 1 would not provide additional policies, plans, and implementation actions to help develop the East San Gabriel Valley as a whole as a way to reduce conflicting transportation decisions and VMT while also increasing walkability and usage of alternative transportation. While this Alternative would not change land use and zoning designations to accommodate higher residential densities around transit areas, the difference in population growth between this Alternative and the Project does not directly outweigh the missed benefits of the Project under this Alternative. Therefore, without the policies, plans, and implementation actions of the ESGVAP guiding transportation decisions across the Planning Area, it is reasonable to assume

that impacts related to transportation would be more severe under this Alternative than those identified for the Project.

Tribal Cultural Resources

As discussed in Section 4.16, *Tribal Cultural Resources,* implementation of the ESGVAP would result in less than significant impacts to tribal cultural resources, especially with compliance with Assembly Bill (AB) 52 which requires the County to consult with California Native American tribes to identify tribal cultural resources that could be impacted by a project facilitated by the ESGVAP. If a tribal cultural resource is identified as a result of consultation, the measure requires that the County implement project-specific mitigation measures or consider alternatives capable of avoiding or minimizing significant impacts to the tribal cultural resource. Additionally, mitigation measures CR-4.5-2 through CR-4.5-6 (see Section 4.5, *Cultural Resources*) require, among other things, archaeological monitoring and Native American and preparation of a plan for the treatment of archaeological resources, including those that may also qualify as tribal cultural resources, which would further reduce the impact.

Under Alternative 1, development would occur in the same areas as the Project but would be in accordance with existing zoning and land use designations as the ESGVAP would not be adopted. Even though future development would be consistent with the existing land use and zoning designations, future projects' potential to impact tribal cultural resources would be determined on a site-by-site basis and would be evaluated during their individual environmental review process in accordance with CEQA. Since a Project's potential to impact tribal cultural resources is site-dependent, future development under this Alternative would have the same potential to impact cultural resources as the proposed Project. Future development under this Alternative would also be required to comply with all Federal, State and local requirements for protecting cultural resources, including conducting tribal consultation in accordance with AB 52, as necessary, prior to approving a project. Similar to the proposed Project, individual projects under Alternative 1 would also be required to incorporate and implement all feasible mitigation measures to reduce impacts to tribal cultural resources, which could include but would not be limited to the same Mitigation measures identified for the proposed Project. Therefore, with mitigation measures incorporated, Alternative 1 would result in less than significant impacts to tribal cultural resources. Impacts under this Alternative would be similar as those identified for the proposed Project.

Utilities and Service Systems

As discussed in Section 4.17, *Utilities and Service Systems,* since the ESGVAP would not induce regional population growth beyond SCAG projections, regional utilities would accommodate the local increases without increasing overall regional demand projections for all existing utilities and service systems. Therefore, impacts would be less than significant.

Under Alternative 1, development would occur in the same areas as the Project but would be in accordance with existing zoning and land use designations as the ESGVAP would not be adopted. Similar to the Project, development under Alternative 1 would not induce population growth

beyond SCAG's projections as development would be guided by the existing County General Plan and Community Plans. Therefore, development would continue as in existing conditions and demand on utilities would incrementally increase in proportion to SCAG's population growth projections, which would ensure that utility providers would be able to continue to serve the ESGV. Therefore, impacts to utilities and service systems would be less than significant, similar to the Project.

While growth under Alternative 1 would occur at a slower rate than projected for the Project, which would in turn reduce future demands on existing utility and service systems, the reduction in development would also reduce the amount of development fees the utility providers could use to provide additional services. For this reason, the severity of impacts associated with Alternative 1 would be similar as the Project since the slower growth balances out the reduction in available development fees used to provide for additional services.

Wildfire

As determined in the Initial Study (refer to Appendix A of this Draft PEIR), adoption of the Project would result in less than significant impacts with respect to criteria b) through e), either directly or as a result of future projects facilitated by the ESGVAP, because the ESGVAP would not: due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes; and expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. As discussed in Section 4.18, *Wildfire,* while adoption of the ESGVAP would allow for greater intensities than previously permitted in the unincorporated areas of the County, the existing regulatory setting, the goals and policies contained in the General Plan, and general location of the areas where land use and zoning changes are to occur are within urban areas, would ensure that potential impacts to emergency response associated with implementation of the Project would be less than significant.

Under Alternative 1, development would occur in the same areas as the Project but would be in accordance with existing zoning and land use designations as the ESGVAP would not be adopted. Development under this Alternative would continue as in existing conditions and could be implemented in urban and rural settings as allowed under the existing County General Plan and Community Plans. Even though future development would be consistent with the existing land use and zoning designations, future projects' potential for wildfire would be determined on a site-by-site basis and would be evaluated during their individual environmental review process in accordance with CEQA. Future development under this Alternative would also be required to comply with all Federal, State and local requirements relevant for wildfires, which would help to reduce impacts. However, since the timing, intensity, and location of future development permitted under Alternative 1 is unknown at this time, especially in the non-urbans areas of the

ESGV, impacts associated with wildfires would be considered significant under Alternative 1. Even with incorporation of all applicable mitigation measures, obtaining all discretionary permits, and compliance with Federal, State and local requirements, it is speculative at this time to assume that all future projects would be able to reduce their impacts to wildfires to a less than significant level under this Alternative. Therefore, impacts related to wildfire under Alternative 1 would be significant and unavoidable, which would be greater impacts than those identified for the Project.

Summary of Impacts under Alternative 1 Compared to the Project

Implementation of Alternative 1 would result in similar impacts for the majority of issue areas as identified for the Project, with the exception of aesthetics, GHG emissions, hazards and hazardous materials, and wildfire. Alternative 1 would reduce the Project's significant and unavoidable impacts to aesthetics to a less than significant level as future development facilitated under this Alternative would be governed by existing building and architectures policies and regulations, including established building heights, which would not interfere or obstruct scenic resources. Alternative 1 would result in three new significant and unavoidable impacts related to GHG emissions, hazards and hazardous materials, and wildfire, as those issue areas are site-specific and regulatory compliance and mitigation measures cannot guarantee the reduction of impacts to a less than significant level. Since the timing, intensity, and location of future development permitted under Alternative 1 is unknown at this time, it is speculative at this time to assume that all future projects would be able to reduce these impacts to a less than significant level under Alternative 1; thus, the potential impacts remain significant and unavoidable. Furthermore, while the significance conclusion would be the same as the Project, Alternative 1 would result in more severe impacts related to energy and GHG emissions, as the energy efficiencies and savings and reduction in VMT would not be provided to the same extent as the Project. Finally, while the significance conclusion would be the same as the Project, Alternative 1 would result in less severe impacts related to population and housing, as growth would occur at a slower rate as projected in the County's General Plan and Communities Plans.

5.5.2 Alternative 2: 0.5-Mile Transit Center Planning Radius Alternative

Alternative 2 Description

The 0.5-Mile Transit Center Planning Radius for the ESGVAP Alternative (Alternative 2) would be similar to the Project, with the exception that the transit planning radius for transit centers would be reduced from a one-mile radius to a 0.5-mile radius. The 0.5-mile planning radius for High-Quality Transit Areas (HQTAs), as well as all other Project components, would remain the same as the Project under this alternative. By reducing the Planning Area from a one-mile radius to a 0.5-mile radius, it would be reasonable to assume that the Planning Area used for the Project would be roughly reduced by 50 percent under this alternative (hereinafter referred to as Alternative 2 Planning Area). Under the reduced Alternative 2 Planning Area, the developable area of the ESGVAP would be limited. This alternative is also consistent with the goals of SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (hereinafter

referred to as Connect SoCal), which aims to guide jurisdictions in increasing residential uses and densities within a 0.5-mile radius of transit stops and HQTAs in order to increase the use of public transportation and decrease individuals' VMT with the purpose of decreasing air quality and GHG emissions. Furthermore, Alternative 2 would achieve the Project's objectives but on a reduced scale compared to the Project since it would allow for fewer future housing options, which would limit growth around transit centers and HQTAs, and provide less opportunity for an increase in commercial uses due to the reduced developable area. Alternative 2 was included in this analysis as a balanced approach between reducing the Planning Area with the goal of decreasing the severity of the Project's environmental impacts and allowing for the desired smart-growth that the County envisions for the East San Gabriel Valley.

Comparison of the Effects of Alternative 2 to the Project

Aesthetics

As discussed in Section 4.1, *Aesthetics,* of this PEIR, implementation of the Project would result in significant and unavoidable impacts related to an adverse effect on a scenic vista and could substantially degrade the existing visual character or quality of public views or conflict with applicable zoning and other regulations governing scenic quality.

Development under Alternative 2 would be reduced to the Alternative 2 Planning Area but would still be guided by the ESGVAP, including the policies related to aesthetics and visual resources. Implementation of Alternative 2 would still allow the construction of new development and would involve changes to the existing visual appearance of development in the East San Gabriel Valley, primarily clustered within ½ mile of active transit resources and commercial centers. Similar to the Project, development under Alternative 2 could result in targeted clustering of higher density development around valued transit corridors, which may have taller buildings heights, increased densities, or greater scale, the construction of which would have the potential to obscure views of the surrounding mountainous terrain from certain vantage points within the lowland valley. While abundant views of these scenic and visual resources would remain with new development allowed under Alternative 2, the extent of physical change that could occur and the associated alteration and potential blockage of views is considered substantial. However, due to the reduced Planning Area, Alternative 2 would permit less development compared to the Project, which would reduce the amount of physical changes to the existing visual landscape and the amount of blockage to existing views to the areas within ½ mile of active transit resources. Even though Alternative 2 would reduce the amount of physical impacts related to aesthetics compared to the Project, this alternative still plans for higher density development than currently exists in the area. Since no feasible mitigation measures are available to reduce this impact, Alternative 2 would also result in significant and unavoidable aesthetic impacts. However, these impacts would be less severe than those identified for the Project due to the reduced Alternative 2 Planning Area.

Agriculture and Forestry Resources

As discussed in Section 4.2, *Agriculture and Forestry Resources,* the Project would rezone agricultural zones that are developed with residential uses from A-1 (Light Agriculture) to an appropriate residential zone, such as R-1 (Single-family residence) or R-A (Residential Agricultural), so that zoning would reflect the existing use and would be consistent with the General Plan land use policy designations. Furthermore, due to the small amount of designated farmland in the unincorporated areas of the County, conversion of farmland would not be anticipated as a result of the Project. Therefore, impacts to agriculture and forestry under the Project would be less than significant.

Similar to the Project, Alternative 2 would target community-serving growth near planned or existing transit stations, commercial retail service areas, HQTAs, and active transportation corridors but would limit this growth to the Alternative 2 Planning Area. Since all Project components would remain the same as the Project under Alternative 2, with the exception of the change in the planning radius distance around transit centers, the following analysis only discusses the potential rezoning of agricultural-zoned parcels within the Alternative 2 planning area. Specifically, this analysis is comparing the difference in impacts between the ESGVAP changes within the one-mile planning radii around the transit centers versus Alternative 2 changes within the 0.5-mile planning radii around the transit centers. All other impacts to parcels not located around transit centers are assumed to be similar to the Project.

Alternative 2 would rezone agricultural zones that are developed with residential uses from A-1 (Light Agriculture) to an appropriate residential zone, such as R-1 (Single-family residence) or R-A (Residential Agricultural) within the Alternative 2 Planning Area, so that zoning would reflect the existing use and would be consistent with the General Plan land use policy designations. All proposed changes in land use and zoning would occur in urbanized areas that are currently developed and not used for light agriculture. These proposed land use and zoning changes would not result in physical changes to existing agricultural areas or forest lands as these changes would not alter the density or type of land use allowed but would provide consistency with the General Plan. Therefore, impacts related to agriculture and forestry resources would be less than significant, similar to the Project. However, while Alternative 2 would allow for streamlined land use and zoning processes as a benefit to the County, it would not correct these types of land use and zoning inconsistencies to the same extent as the Project due to the reduced Alternative 2 Planning Area.

Air Quality

As discussed in Section 4.3, *Air Quality,* implementation of the Project would result in significant and unavoidable impacts with respect to a cumulatively considerable net increase of a criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard; the exposure of sensitive receptors to substantial pollutant concentrations during construction and operations due to future development projects facilitated by adoption of the ESGVAP generating substantial emissions in proximity to sensitive receptors; generating odors during construction and operation; and a cumulatively considerable net increase of a criteria

pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard.

Similar to the Project, Alternative 2 would implement the policies related to air quality within the ESGVAP but would limit the Plan's authority to the reduced Alternative 2 Planning Area. While ESGVAP policies would potentially reduce air quality emissions, future development permitted by Alternative 2 would be required to conduct their own CEQA analysis and would determine significance based on the future individual project specifics. Individual projects that exceed the thresholds would normally result in a potentially significant impact and require mitigation. However, since implementation of Alternative 2 would allow for greater densities of growth within the Alternative 2 Planning Area, future projects developed pursuant to Alternative 2 might not be able to demonstrate consistency with applicable air quality plans, policies, and regulations or might not be able to fully mitigate their air quality impacts to a less-than-significant level depending on site specifics. For this reason, Alternative 2 would also result in significant and unavoidable air quality impacts, similar to the Project. However, these impacts would be less severe than those identified for the Project due to the reduced Alternative 2 Planning Area.

Biological Resources

As discussed in Section 4.4, *Biological Resources,* development of the Project would result in significant and unavoidable impacts to biological resources even with mitigation measures incorporated. Similar to the Project, Alternative 2 would implement the ESGVAP policies and goals related to biological resources but would restrict the Plan's authority to the Alternative 2 Planning Area. Future development proposed pursuant to Alternative 2 would be required to identify and evaluate potential impacts to biological resources on a site-by-site basis during their individual environmental review process in accordance with CEQA. Future development under this Alternative would be subject to all applicable discretionary permits and would be required to comply with all federal, state and local requirements for protecting biological resources. Since development under Alternative 2 would be governed by the ESGVAP, future projects would be subject to all applicable biological resources mitigation measures included in this PEIR that apply to the reduced Alternative 2 Planning Area, including the incorporated General Plan mitigation measures, as well as any project-specific mitigation measures to reduce potential impacts. Even with incorporation of all applicable mitigation measures, obtaining all discretionary permits, and compliance with federal, state and local requirements, it cannot be guaranteed at this time that all future projects would be able to reduce their impacts to a less than significant level under Alternative 2. Therefore, impacts to biological resources under Alternative 2 would remain significant and unavoidable, similar to the Project. However, since the Alternative 2 Planning Area would be reduced from the Project's Planning Area, it is reasonable to assume that amount of physical impacts that could occur to biological resources would be reduced under Alternative 2.

Cultural Resources

As discuss in Section 4.5, *Cultural Resources,* the Project, as a result of development facilitated by the ESGVAP, would result in less than significant impacts to cultural resources, including

historical, archaeological, and paleontological resources and human remains, after incorporation and implementation of Mitigation measures CR-14.5-1 through CR-4.5-10. Similar to the Project, Alternative 2 would implement the ESGVAP policies and goals related to cultural resources but would restrict the Plan's authority to the Alternative 2 Planning Area. Future development proposed pursuant to Alternative 2 would be required to identify and evaluate potential impacts to cultural resources on a site-by-site basis during their individual environmental review process in accordance with CEQA. Future development under this Alternative would be required to comply with all Federal, State and local requirements for protecting cultural resources. Since development under Alternative 2 would be governed by the ESGVAP, future projects would be subject to all applicable cultural resources mitigation measures included in this PEIR that apply to the reduced Alternative 2 Planning Area as well as any project-specific mitigation measures to reduce potential impacts. Therefore, with mitigation measures incorporated, Alternative 2 would result in less than significant impacts to cultural resources. However, since the Alternative 2 Planning Area would be reduced from the Project's Planning Area, it is reasonable to assume that amount of physical impacts that could occur to cultural resources would be reduced under Alternative 2.

Energy

As discussed in Section 4.6, *Energy,* future development implemented under the ESGVAP would result in less than significant impacts with respect to energy. Similar to the Project, Alternative 2 would implement the ESGVAP policies and goals related to energy efficiency and savings but would restrict the Plan's authority to the Alternative 2 Planning Area. In addition to implementation of the energy efficiency and savings designs and strategies contained in the ESGVAP, Alternative 2 would comply with all applicable Federal, State, and local regulations related to energy usage and savings, which would further reduce impacts during construction and operation of future projects developed under Alternative 2. Therefore, future projects developed under Alternative 2 would result in less than significant impacts related to energy.

However, while Alternative 2 would still promote transit-oriented growth and implement the energy savings designs and strategies of the ESGVAP in the Alternative 2 Planning Area, implementation of this Alternative would reduce the area that would be subject to the energy efficiencies and savings development features compared to the proposed Project. Future development proposed in the areas excluded from the Alternative 2 Planning Area would not be required to implement these energy saving designs and strategies and could solely rely on regulatory compliance to reduce impacts to energy. Due to the reduced area of the Alternative 2 Planning Area, Alternative 2 would limit the energy efficiencies and savings benefits compared to the proposed Project. Thus, while impacts would be less than significant for both Alternative 2 and the Project, this Alternative would result in more severe impacts with respect to energy due to the limited physical implementation of the ESGVAP energy efficiencies and savings designs and strategies.

Greenhouse Gas Emissions

As discussed in Section 4.7, *Greenhouse Gas Emissions,* the County, as lead agency, has determined that the ESGVAP's contribution to cumulative GHG emissions and global climate change would be less than significant if the ESGVAP is consistent with the applicable regulatory plans and policies to reduce GHG emissions: 2017 Climate Change Scoping Plan, SCAG's 2020–2045 RTP/SCS, and Draft 2045 CAP. Given that the Project would not conflict with applicable GHG reduction plans, policies, and regulations, emissions associated with future development facilitated by adoption of the ESGVAP would be less than significant.

Similar to the Project, Alternative 2 would implement the ESGVAP policies and goals related to GHG emissions but would restrict the Plan's authority to the Alternative 2 Planning Area. Since the proposed Project has demonstrated consistency with the most recent applicable GHG reduction plans, policies, and regulations, Alternative 2 would also be consistent with these plans, policies, and regulations since this Alternative is a scaled-down version of the Project. Therefore, emissions associated with future development facilitated by adoption of Alternative 2 would be less than significant, similar to the Project. However, since development would be limited to the Alternative 2 Planning Area under this Alternative, the severity of impacts would be reduced due to the reduction in the allowable development area compared to the Project.

Hazards and Hazardous Materials

As determined by the Initial Study (refer to Appendix A of this Draft PEIR), adoption of the Project would result in less than significant impacts with respect to criteria a) through e) and criterion g). As discussed in Section 4.8, *Hazards and Hazardous Materials,* adoption of the ESGVAP, as the long-term planning document for the East San Gabriel Valley, would not alter the existing General Plan policies and regulations or create additional goals, policies and regulations that would impact fire protection and emergency services. Therefore, impacts associated with impeding or interfering with an adopted emergency response plan or emergency evacuation plan would be less than significant.

Similar to the Project, Alternative 2 would also establish the ESGVAP as the long-term planning document but would restrict the Plan's authority to the Alternative 2 Planning Area. Since the proposed Project has demonstrated consistency with the most recent County's General Plan, including the Public Services and Facilities Element, Alternative 2 would also be consistent with the General plan's plans, policies, and regulations related to fire protection and emergency services since this Alternative is a scaled-down version of the Project. Furthermore, Alternative 2 would also be required to comply with all applicable regulations, plans, and policies related to fire protection and emergency services, similar to the Project. Therefore, impacts associated with hazards and hazardous materials related to future development facilitated by adoption of Alternative 2 would be less than significant, similar to the Project.

However, while Alternative 2 would reduce the amount of developable land under the jurisdiction of the ESGVAP which would in turn reduce future needs for fire protection and emergency services, the reduction in development would also reduce the amount of development fees that the

County could use to provide additional services. For this reason, the severity of impacts associated with Alternative 2 would be similar as the Project as the reduction in size of the planning area balances out the reduction in available development fee for additional services.

Hydrology and Water Quality

As determined by the Initial Study (refer to Appendix A of this Draft PEIR), adoption of the Project would result in less than significant impacts with respect a) and criteria c) through g). As discussed in Section 4.9, *Hydrology and Water Quality,* adoption of the ESGVAP, either directly or as a result of future projects facilitated by the ESGVAP, would not interfere with groundwater supplies or recharge nor conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, impacts related to groundwater supplies or recharge; substantially degrading water quality; and conflicting with a GSP would be less than significant.

Similar to the Project, Alternative 2 would also establish the ESGVAP as the long-term planning document but would restrict the Plan's authority to the Alternative 2 Planning Area. Development facilitated under Alternative 2 would be targeted to urban areas with new development on vacant parcels or redevelopment within the 0.5-mile planning radius for HQTAs as well as all other Project components. Due to the urban nature and reduced size of the Alternative 2 Planning Area, future development would result in relatively minor increases in impervious surfaces, which would be reduced compared to the Project, and would not substantially interfere or obstruct groundwater recharge. Moreover, the reduced Alternative 2 Planning Area would reduce the amount of new residential density that could be developed compared to the Project and as such, would also reduce the demand for drinking water, which could be sourced from groundwater supplies.

Compliance with all applicable regulations, plans, and policies, including the CBC and County Municipal Code, would reduce impacts to hydrology and water quality to the greatest extent feasible. In addition to regulatory compliance, standard mitigation measures in combination with BMPs would be adequate to further reduce future projects' impacts to a less than significant level, similar to the Project. Furthermore, a GSP has not been prepared and implemented for the San Gabriel Valley groundwater basin; therefore, future development under Alternative 2 would not have the potential to conflict or interfere with a groundwater plan, similar to the Project. For these reasons, impacts to water quality, groundwater supplies or recharge, and conflicts with applicable surface- and groundwater plans would be less than significant, similar to the Project. However, the severity of these impacts would be reduced due to the reduction in the allowable development area compared to the Project.

Land Use and Planning

As determined in the Initial Study (refer to Appendix A of this Draft PEIR), adoption of the Project would not physically divide an established community nor conflict goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas. As discussed in Section 4.10, *Land Use and Planning,* adoption of the Project would not cause a

significant environmental impact due to a conflict with any land use plan, policy, or regulation as the ESGVAP land use goals and policies are consistent with the Los Angeles County General Plan and other regional land use plans adopted to avoid or mitigated impacts on the natural or built environment. No inconsistent policies were identified, nor were any proposed ESGVAP policies found to potentially conflict with the intent of regional plans or preclude the attainment of regional plans' primary goals. Therefore, implementation of the ESGVAP would result in a less than significant impact.

Similar to the Project, Alternative 2 would also establish the ESGVAP as the long-term planning document but would restrict the Plan's authority to the Alternative 2 Planning Area. Since the proposed Project has demonstrated consistency with the County's General Plan and other regional land use plans adopted to avoid or mitigation impacts on the natural or built environment, Alternative 2 would also be consistent with these plans, policies, and regulations since this Alternative is a scaled-down version of the Project. Therefore, impacts would also be less than significant for Alternative 2, similar to the Project.

However, Alternative 2 would not fully achieve the Project's Objectives as the areas subject to the Plan's authority would reduce roughly by 50 percent. Implementation of Alternative 2 would still provide efficient use of land, encourage green building, enhance walkability, and integrate land use and mobility throughout its communities but to a lesser extent than the Project. For this reason, while the severity of impacts would be similar between Alternative 2 and the Project, Alternative 2 would only partially create the benefits of the Project in the East San Gabriel Valley.

Noise

As discussed in Section 4.11, *Noise,* development facilitated by the ESGVAP would have the potential to result in significant noise and vibration levels during construction. Mitigation measures NOI-4.11-2 would be implemented to reduce construction noise levels to the greatest extent feasible. However, because of the potential for construction activities to occur near sensitive uses, and because of the potential intensity of construction activities, it may not be feasible to reduce the impact to a less-than-significant level, and the impact would remain significant and unavoidable. In order to reduce vibration impacts from a construction site could be achieved with the installation of a wave barrier, which is typically a trench or a thin wall made of sheet piles installed in the ground (essentially a subterranean sound barrier to reduce noise). However, wave barriers must be very deep and long to be effective and are not considered feasible for temporary applications, such as a typical land use development project (Caltrans 2020). Thus, it is concluded that there are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from on-site construction. Therefore, vibration impacts from construction activities would be significant and unavoidable.

In addition, development facilitated by the ESGVAP would have the potential to result in significant noise levels during operation. Mitigation measures NOI-4.11-1 would be implemented to reduce construction noise levels to the greatest extent feasible. However, even with

implementation of Mitigation measure NOI-4.11-1 exterior noise levels may still exceed the County's noise land use compatibility criteria despite exterior noise attenuation (i.e., noise controls, sound walls, and/or berms). Thus, operation noise impacts would remain significant and unavoidable.

Similar to the Project, Alternative 2 would also establish the ESGVAP as the long-term planning document but would restrict the Plan's authority to the Alternative 2 Planning Area. While the reduction in developable area under Alternative 2 would reduce the amount of future development allowed under this Alternative, the change in the size of the Planning Area would not eliminate the potential for future development to have site-specific conditions that could result in significant and unavoidable noise and vibration impacts. Future development projects would be required to implement Mitigation measures NOI-4.11-2 and NOI-4.11-3 to reduce significant noise and vibration impacts to the greatest extent feasible, as necessary. However, as identified for the Project, it may not be feasible in all circumstances to implement Mitigation measures due to site conditions to reduce construction and operational impacts to a less than significant level. Therefore, noise and vibration impacts would be significant and unavoidable under Alternative 2, similar to the Project. However, the severity of these impacts would be reduced due to the reduction in the allowable development area compared to the Project.

Population and Housing

As discussed in Section 4.12, *Population and Housing,* while implementation of the ESGVAP would result in increases in density and development intensity which could result in population growth, this growth would not be unplanned and would be consistent with existing regional planning document assumptions regarding population growth. Furthermore, implementation of the ESGVAP would not result in the direct displacement of Planning Area residents or housing. Potential displacement impacts associated with individual proposed development projects in the Planning Area would be analyzed and, if required, mitigated in accordance with CEQA. Therefore, impacts related to unplanned growth and displacement would be less than significant.

Similar to the Project, Alternative 2 would also establish the ESGVAP as the long-term planning document but would restrict the Plan's authority to the Alternative 2 Planning Area. Since the Alternative 2 Planning Area would be reduced compared to the Project, this Alternative would result in less growth compared to the Project but more growth than projected by the existing County General Plan. The growth under Alternative 2 would still be consistent with SCAG's regional projections as the ESGVAP was guided by the SCAG Connect Socal and the Los Angeles County General Plan growth projections. Moreover, while the Planning Area would be reduced under Alternative 2, this Alternative would still encourage development by implementing zoning and policies that support efficient development application processes and approvals, and by planning for infrastructure improvements and utilities provision that can be provided based on the adoption of the ESGVAP for the Alternative 2 Planning Area. By targeting the location of housing and therefore population growth within the Alternative 2 Planning Area communities, this Alternative would still address the SCAG-assigned growth targets, but to a less extent than the Project, to ensure that not only would the communities within the Alternative 2 Planning Area

have capacity for this growth, but it would have policies, zoning, and related development regulations in place to minimize growth at unplanned levels and in unplanned locations. Therefore, impacts associated with inducing unplanned growth would be less than significant, similar to the Project. However, since this Alternative would not encourage growth to the same extent as the Project, it would not be as successful at achieving the County's RHNA housing goals as the Project and would only partially achieve the Project's Objectives.

In regards to causing people or housing to be displaced, Alternative 2 would also implement the ESGVAP policies together with Los Angeles County's recent housing initiatives related to inclusionary housing and interim and supportive housing to minimize the potential for exclusionary displacement and displacement pressures. While the adoption of Alternative 2 would not directly displace residents or housing in the Alternative 2 Planning Area, development facilitated under this Alternative would evaluate its potential to displace residents or housing and, if required, mitigate such impacts in accordance with CEQA. Therefore, impacts related to displacing residents or housing would be less than significant under Alternative 2, similar to the Project. However, since the Alternative 2 Planning Area would be reduced compared to the Project, the severity of this impact would also be reduced due to the reduction in the allowable development area compared to the Project.

Public Services

As discussed in Section 4.13, *Public Services,* adoption of the ESGVAP would not directly increase demand on the existing police and fire protection services, schools, or libraries as the ESGVAP is a policy document and would not build new housing that results in direct population increases. However, the ESGVAP could indirectly increase demand on these public services as the Project proposes changes to land use and zoning designation that would create higher density residential areas, which would allow for construction of additional units and therefore result in indirect population growth. All development facilitated by the ESGVAP would be consistent with the policies related to public services of the Plan and other applicable regional planning documents. In addition, all development projects would be required to pay all applicable development fees and various taxes to fund these public services. Through the payment of development fees and taxes would provide funds to these public services to provide additional personnel and/or equipment and/or expand existing facilities to support the population growth indirectly caused by the Project. Therefore, impacts associated with public services would be less than significant.

Similar to the Project, Alternative 2 would also establish the ESGVAP as the long-term planning document but would restrict the Plan's authority to the Alternative 2 Planning Area. Adoption of Alternative 2 would not directly induce population growth as the ESGVAP is a policy document and would not build new housing in the Alternative 2 Planning Area. However, this Alternative would have the potential to indirectly cause population growth by increasing residential densities within the Alternative 2 Planning Area, which would increase demands on existing public services. However, similar the Project, all future development facilitated by this Alternative would also be required to pay all applicable development fees and taxes to support funding of

public services in time as development occurs. In addition, all future development under Alternative 2 would be required to demonstrate consistency with the policies and processes related to public services contained in the County General Plan and other applicable regional planning documents during the environmental review process. With these safeguards in place, impacts to public services would be less than significant under Alternative 2, similar to the Project.

Furthermore, while Alternative 2 would reduce the amount of developable land compared to the Project, which would in turn reduce future demands on existing public services, the reduction in development would also reduce the amount of development fees and taxes the County could use to provide additional services. For this reason, the severity of impacts associated with Alternative 2 would be similar as the Project since the reduction in size of the planning area balances out the reduction in available development fees and taxes used to provide for additional services.

Recreation

As discussed in Section 4.14, *Recreation,* implementation of the ESGVAP as a programmatic document directing future growth and development in the Planning Area would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; result in the construction or expansion of recreational facilities which might have an adverse effect on the environment; or interfere with regional trail connectivity. Development facilitated by the Project would be required to adhere to all applicable regulations, including the Quimby Act, Los Angeles County Code Section 21.24.340, and ESGVAP policies to ensure local parkland would be provided through funding or dedication proportional to future growth and development associated with the proposed land uses and zoning changes of the ESGVAP. Furthermore, potential physical impacts on the environment from all future parks, recreation, and trail projects facilitated under the ESGVAP would be analyzed and mitigated, if required, on a project-by-project basis in compliance with CEQA and/or NEPA. For these reasons, impacts related to recreation would be less than significant.

Similar to the Project, Alternative 2 would also establish the ESGVAP as the long-term planning document but would restrict the Plan's authority to the Alternative 2 Planning Area. Development facilitated by Alternative 2 would also be required to adhere to all applicable regulations, including the Quimby Act, Los Angeles County Code Section 21.24.340, and ESGVAP policies applicable to the Alternative 2 Planning Area to ensure local parkland would be provided through funding or dedication proportional to future growth and development associated with the proposed land uses and zoning changes of the ESGVAP under Alternative 2. In addition, future development projects under this Alternative would be required to undergo project-specific analysis under CEQA and would be required to either provide a dedication of adequate parkland or pay an in-lieu park and recreation facilities impact fee as a condition of approval for compliance with the Quimby Act and Area Plan standards. At the project-level, dedication of adequate parkland or pay an in-lieu park and recreation facilities impact fee would be sufficient in

reducing project impacts to recreation to a less than significant level. Thus, impacts to recreation under Alternative 2 and the Project would be similar.

However, because Alternative 2 would reduce the developable area in the Planning Area compared to the Project, this Alternative would not be as effective at providing parkland and recreational facilities within the East San Gabriel Valley as the Project, which are currently at deficient levels. Therefore, while the severity of impacts would be similar between this Alternative and the Project, this Alternative would create limited recreational benefits compared to the Project.

Transportation

As discussed in Section 4.15, *Transportation,* implementation of the ESGVAP would not result in inconsistencies with applicable plans addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities nor substantially increase hazards due to a design feature or incompatible uses or result in inadequate emergency access. Impacts associated with these thresholds would be less than significant. However, due to development facilitated by the ESGVAP, increase in service population anticipated from buildout in the 2035 with Project scenario, and land uses within the Planning Area compared to the Countywide average, the Project would result in significant and unavoidable impacts related to increases in VMT, even after incorporation of Mitigation measures TR-4.15-1 and TR-4.15-2.

Similar to the Project, Alternative 2 would also establish the ESGVAP as the long-term planning document but would restrict the Plan's authority to the Alternative 2 Planning Area. Since the Project has demonstrated consistency with applicable plans addressing the circulation system, Alternative 2 would also be consistent with these plans since this Alternative is a scaled-down version of the Project. Likewise, Alternative 2 would also not be expected to substantially increase hazards due to a design feature or incompatible uses or result in inadequate emergency access. Impacts associated with these two thresholds would be less than significant under Alternative 2, similar to the Project.

In regards to VMT, Alternative 2 would reduce the developable area subject to the ESGVAP, which in turn could potentially reduce the VMT generated by the higher densities proposed within the Alternative 2 Planning Area. However, the reduction of the Alternative 2 Planning Area would not necessarily eliminate the potential for future development to generate VMT levels that exceed the County-established VMT thresholds, which could result in significant VMT impacts. Future development projects facilitated under Alternative 2 would be required to implement Mitigation measures TR-4.15-1 and TR-4.15-2 to reduce significant impacts to the greatest extent feasible, as necessary. However, since the timing, intensity, and design of future development permitted under Alternative 2 is unknown at this time, implementation of these Mitigation measures may not be effective in fully reducing impacts below the County-established VMT thresholds, similar as identified for the Project. Therefore, because implementation of Mitigation measures TR-4.15-1 and TR-4.15-2 cannot guarantee that impacts would be fully reduced to a less than significant level under Alternative 2, it its conservative to assume that

impacts related to VMT would remain significant and unavoidable under this Alternative, similar to the Project. However, since the Alternative 2 Planning Area would be reduced compared to the Project, the severity of this impact would also be reduced due to the reduction in the allowable development area compared to the Project.

Tribal Cultural Resources

As discussed in Section 4.16, *Tribal Cultural Resources,* implementation of the ESGVAP would result in less than significant impacts to tribal cultural resources, especially with compliance with Assembly Bill (AB) 52 which requires the County to consult with California Native American tribes to identify tribal cultural resources that could be impacted by a project facilitated by the ESGVAP. If a tribal cultural resource is identified as a result of consultation, the measure requires that the County implement project-specific mitigation measures or consider alternatives capable of avoiding or minimizing significant impacts to the tribal cultural resource. Additionally, mitigation measures CR-4.5-2 through CR-4.5-6 (see Section 4.5, *Cultural Resources*) require, among other things, archaeological monitoring and Native American and preparation of a plan for the treatment of archaeological resources, including those that may also qualify as tribal cultural resources, which would further reduce the impact.

Similar to the Project, Alternative 2 would implement the ESGVAP policies and goals related to tribal cultural resources but would restrict the Plan's authority to the Alternative 2 Planning Area. Future development proposed pursuant to Alternative 2 would be required to identify and evaluate potential impacts to tribal cultural resources on a site-by-site basis during their individual environmental review process in accordance with CEQA. Future development under this Alternative would be required to comply with all Federal, State and local requirements for protecting tribal cultural resources, including conducting tribal consultation in accordance with AB 52, as necessary, prior to approving a project. Since development under Alternative 2 would be governed by the ESGVAP, future projects would be subject to all applicable tribal cultural resources and cultural resources mitigation measures included in this PEIR that apply to the reduced Alternative 2 Planning Area as well as any project-specific mitigation measures to reduce potential impacts. Therefore, with mitigation measures incorporated, Alternative 2 would result in less than significant impacts to tribal cultural resources, similar to the Project. However, since the Alternative 2 Planning Area would be reduced from the Project's Planning Area, it is reasonable to assume that amount of physical impacts that could occur to tribal cultural resources would also be reduced under Alternative 2.

Utilities and Service Systems

As discussed in Section 4.17, *Utilities and Service Systems,* since the ESGVAP would not induce regional population growth beyond SCAG projections, regional utilities would accommodate the local increases without increasing overall regional demand projections for all existing utilities and service systems. Therefore, impacts would be less than significant.

Similar to the Project, Alternative 2 would implement the ESGVAP policies and relevant to utilities and service systems but would restrict the Plan's authority to the Alternative 2 Planning

Area. As stated above under Population and Housing, the ESGVAP was guided by the SCAG Connect Socal and the Los Angeles County General Plan, where the potential population growth that could occur with implementation of the Plan has been accounted for in SCAG's regional growth projections. Since Alternative 2 is a scaled-down version of the Project, the population growth that could occur with implementation of Alternative 2 has been accounted for in the regional utility providers' plans for calculating demands and supplies as those plans are based off SCAG's projections. Furthermore, while the Planning Area would be reduced under Alternative 2, this Alternative would still plan for infrastructure improvements and utilities provision that could be provided based on the adoption of the ESGVAP for the Alternative 2 Planning Area. For these reasons, impacts to utilities and service systems with implementation of Alternative 2 would be less than significant, similar to the Project.

While growth under Alternative 2 would occur at a slower rate than projected for the Project, which would in turn reduce future demands on existing utility and service systems, the reduction in development would also reduce the amount of development fees the utility providers could use to provide additional services. For this reason, the severity of impacts associated with Alternative 1 would be similar as the Project since the slower growth balances out the reduction in available development fees used to provide for additional services.

Wildfire

As determined in the Initial Study (refer to Appendix A of this Draft PEIR), adoption of the Project would result in less than significant impacts with respect to criteria b) through e), either directly or as a result of future projects facilitated by the ESGVAP, because the ESGVAP would not: due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes; and expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. As discussed in Section 4.18, *Wildfire,* while adoption of the ESGVAP would allow for greater intensities than previously permitted in the unincorporated areas of the County, the existing regulatory setting, the goals and policies contained in the General Plan, and general location of the areas where land use and zoning changes are to occur are within urban areas, would ensure that potential impacts to emergency response associated with implementation of the Project would be less than significant.

Similar to the Project, Alternative 2 would implement the ESGVAP policies and relevant to wildfire but would restrict the Plan's authority to the Alternative 2 Planning Area. Since the Project was determined to have less than significant impacts to wildfire, implementation of Alternative 2 would also result in less than significant impacts related to wildfire as Alternative 2 is a scaled-down version of the Project and would concentrate development closer to transit centers and HQTAs than the Project. All land use and zoning changes proposed under Alternative

2 would occur in an urban environment, which would reduce the impacts of wildfire. Furthermore, adoption of Alternative 2 would not change the goals and policies contained in the County's General Plan, which would ensure that potential impacts to wildfire, including emergency response, would be further reduced to a less than significant level. Moreover, since the Alternative 2 Planning Area would be reduced compared to the Project, the severity of this impact would also be reduced due to the reduction in the allowable development area compared to the Project.

Summary of Impacts of Alternative 2 Compared to the Project

Implementation of Alternative 2 would not reduce any of the Project's significant and unavoidable impacts associated with aesthetics, air quality, biological resources, noise, or transportation to a less than significant level, but would reduce the severity of these impacts due to the reduction in developable area contained in the Alternative 2 Planning Area. In addition, while the significance conclusion would be the same as the Project, Alternative 2 would also reduce the severity of impacts associated with cultural resources, GHG emissions, noise, population and housing, and tribal cultural resources. Moreover, since the authority of the ESGVAP would be restricted to the Alternative 2 Planning Area, the energy efficiency and savings policies, goals, and development features of the ESGVAP would not be as widely applied throughout the County. Therefore, Alternative 2 would have more severe energy impacts than the Project, and as such, would not provide the additional energy benefits of the Project. Lastly, Alternative 2 would result in similar impacts to all other issue areas as the Project.

5.5.3 Alternative 3: 0.25-Mile Transit Planning Radii Alternative

Alternative 3 Description

Alternative 3 would be similar to the Project, with the exception that the transit planning radii for both transit centers and HQTAs would be reduced from one mile and ½ mile, respectively, under the Project to ¼ mile for both under this alternative. By reducing the Project Planning Area from a one-mile planning radius to a 0.25-mile planning radius for transit centers and from a 0.5-mile planning radius to 0.25-mile planning radius for HQTAs, it would be reasonable to assume that the Planning Area used for the Project would be roughly reduced by 75 percent under this alternative (hereinafter referred to as Alternative 3 Planning Area). With the reduced Alternative 3 Planning Area, this alternative would further limit the developable area of the ESGVAP. Alternative 3 would achieve the Project's objectives but on a substantially reduced scale since it would allow for fewer future housing options, which would limit growth around transit centers and HQTAs, and result in less opportunity for an increase in commercial uses due to the reduced developable area. Alternative 3 was included in this analysis as a means to reduce the severity of the Project's environmental impacts by greatly reducing the Planning Area while still 5-34rojectng, to some degree, the Project objectives.

Comparison of the Effects of Alternative 3 to the Project

Aesthetics

As discussed in Section 4.1, *Aesthetics,* of this PEIR, implementation of the Project would result in significant and unavoidable impacts related to an adverse effect on a scenic vista and could substantially degrade the existing visual character or quality of public views or conflict with applicable zoning and other regulations governing scenic quality.

Development under Alternative 3 would be reduced to the Alternative 3 Planning Area but would still be guided by the ESGVAP, including the policies related to aesthetics and visual resources. Implementation of Alternative 3 would allow the construction of new development and would involve changes to the existing visual appearance of development in the East San Gabriel Valley, primarily clustered within ¼ mile of active transit resources and commercial centers. Similar to the Project, development under Alternative 3 could result in targeted clustering of higher density development around valued transit corridors, which may have taller buildings heights, increased densities, or greater scale, the construction of which would have the potential to obscure views of the surrounding mountainous terrain from certain vantage points within the lowland valley. While abundant views of these scenic and visual resources would remain with new development allowed under Alternative 3, the extent of physical change that could occur and the associated alteration and potential blockage of views is considered substantial. However, due to the reduced Alternative 3 Planning Area, Alternative 3 would permit the least amount of development compared to the Project, which would limit the amount of physical changes to the existing visual landscape and the amount of blockage to existing views to the areas within ¼ mile of active transit resources. Even though Alternative 3 would greatly reduce the amount of physical impacts related to aesthetics compared to the Project, this alternative still plans for higher density development than currently exists in the area. Since no feasible mitigation measures are available to reduce this impact, Alternative 3 would also result in significant and unavoidable aesthetic impacts. However, these impacts would be substantially less intense than those identified for the Project.

Agriculture and Forestry Resources

As discussed in Section 4.2, *Agriculture and Forestry Resources,* the Project would rezone agricultural zones that are developed with residential uses from A-1 (Light Agriculture) to an appropriate residential zone, such as R-1 (Single-family residence) or R-A (Residential Agricultural), so that zoning would reflect the existing use and would be consistent with the General Plan land use policy designations. Furthermore, due to the small amount of designated farmland in the unincorporated areas of the County, conversion of farmland would not be anticipated as a result of the Project. Therefore, impacts to agriculture and forestry under the Project would be less than significant.

Similar to the Project, Alternative 3 would also target community-serving growth near planned or existing transit stations, commercial retail service areas, HQTAs, and active transportation corridors but would limit this growth to the Alternative 3 Planning Area. Since all Project

components would remain the same as the Project under Alternative 3, with the exception of the change in the planning radii distances around transit centers and HQTAs, the following analysis only discusses the potential rezoning of agricultural-zoned parcels within the Alternative 3 planning area. Specifically, this analysis is comparing the difference in impacts between the ESGVAP changes within the one-mile planning radii around the transit centers versus Alternative 3 changes within the 0.25-mile planning radii around the transit centers and HQTAs. All other impacts to parcels not located around transit centers and/or HQTAs are assumed to be similar as the ESGVAP.

Alternative 3 would rezone agricultural zones that are developed with residential uses from A-1 (Light Agriculture) to an appropriate residential zone, such as R-1 (Single-family residence) or R-A (Residential Agricultural) within the Alternative 3 Planning Area, so that zoning would reflect the existing use and would be consistent with the General Plan land use policy designations. All proposed changes in land use and zoning would occur in urbanized areas that are currently developed and not used for light agriculture. These proposed land use and zoning changes would not result in physical changes to existing agricultural areas or forest lands as these changes would not alter the density or type of land use allowed but would provide consistency with the General Plan. Therefore, impacts related to agriculture and forestry resources would be less than significant, similar to the Project. However, while Alternative 3 would allow for land use and zoning consistency as a benefit to the County, it would not update these types of land use and zoning inconsistencies to the same extent as the Project due to the greatly reduced Alternative 3 Planning Area.

Air Quality

As discussed in Section 4.3, *Air Quality,* implementation of the Project would result in significant and unavoidable impacts with respect to a cumulatively considerable net increase of a criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard; the exposure of sensitive receptors to substantial pollutant concentrations during construction and operations due to future development projects facilitated by adoption of the ESGVAP generating substantial emissions in proximity to sensitive receptors; generating odors during construction and operation; and a cumulatively considerable net increase of a criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard.

Similar to the Project, Alternative 3 would implement the policies related to air quality within the ESGVAP but would limit the Plan's authority to the reduced Alternative 3 Planning Area. While ESGVAP policies would potentially reduce air quality emissions, future development permitted by Alternative 3 would be required to conduct their own CEQA analysis and would determine significance based on the future individual project specifics. Individual projects that exceed the thresholds would normally result in a potentially significant impact and require mitigation. However, since implementation of Alternative 3 would allow for greater densities of growth within the Alternative 3 Planning Area, future projects developed pursuant to this alternative might not be able to demonstrate consistency with applicable air quality plans, policies, and

regulations or might not be able to fully mitigate their air quality impacts to a less-than-significant level depending on site specifics. For this reason, Alternative 3 would also result in significant and unavoidable air quality impacts, similar to the Project. However, these impacts would be substantially less severe than those identified for the Project due to the limited Alternative 3 Planning Area.

Biological Resources

As discussed in Section 4.4, *Biological Resources,* development of the Project would result in significant and unavoidable impacts to biological resources even with mitigation measures incorporated. Similar to the Project, Alternative 3 would implement the ESGVAP policies and goals related to biological resources but would restrict the Plan's authority to the limited Alternative 3 Planning Area. Future development proposed pursuant to Alternative 3 would be required to identify and evaluate potential impacts to biological resources on a site-by-site basis during their individual environmental review process in accordance with CEQA. Future development under this Alternative would be subject to all applicable discretionary permits and would be required to comply with all federal, state and local requirements for protecting biological resources. Since development under Alternative 3 would be governed by the ESGVAP, future projects would be subject to all applicable biological resources mitigation measures included in this PEIR that apply to the limited Alternative 3 Planning Area, including the incorporated General Plan mitigation measures, as well as any project-specific mitigation measures to reduce potential impacts. Even with incorporation of all applicable mitigation measures, obtaining all discretionary permits, and compliance with federal, state and local requirements, it cannot be guaranteed at this time that all future projects would be able to reduce their impacts to a less than significant level under Alternative 3. Therefore, impacts to biological resources under Alternative 3 would remain significant and unavoidable, similar to the Project. However, since the Alternative 3 Planning Area would be the most reduced from the Project's Planning Area, it is reasonable to assume that amount of physical impacts that could occur to biological resources would be substantially reduced under Alternative 3.

Cultural Resources

As discuss in Section 4.5, *Cultural Resources,* the Project, as a result of development facilitated by the ESGVAP, would result in less than significant impacts to cultural resources, including historical, archaeological, and paleontological resources and human remains, after incorporation and implementation of Mitigation measures CR-14.5-1 through CR-4.5-10. Similar to the Project, Alternative 3 would implement the ESGVAP policies and goals related to cultural resources but would restrict the Plan's authority to the Alternative 3 Planning Area. Future development proposed pursuant to Alternative 3 would be required to identify and evaluate potential impacts to cultural resources on a site-by-site basis during their individual environmental review process in accordance with CEQA. Future development under this Alternative would be required to comply with all Federal, State and local requirements for protecting cultural resources. Since development under Alternative 3 would be governed by the ESGVAP, future projects would be subject to all applicable cultural resources mitigation measures included in this PEIR that apply to

the reduced Alternative 3 Planning Area as well as 5-38rojectt-specific mitigation measures to reduce potential impacts. Therefore, with mitigation measures incorporated, Alternative 3 would result in less than significant impacts to cultural resources. However, since the Alternative 2 Planning Area would be substantially reduced from the Project's Planning Area, it is reasonable to assume that amount of physical impacts that could occur to cultural resources would be greatly reduced under Alternative 3.

Energy

As discussed in Section 4.6, *Energy,* future development implemented under the ESGVAP would result in less than significant impacts with respect to energy. Similar to the Project, Alternative 3 would implement the ESGVAP policies and goals related to energy efficiency and savings but would restrict the Plan's authority to the Alternative 3 Planning Area. In addition to implementation of the energy efficiency and savings designs and strategies contained in the ESGVAP, Alternative 3 would comply with all applicable Federal, State, and local regulations related to energy usage and savings, which would further reduce impacts during construction and operation of future projects developed under this Alternative. Therefore, future projects developed under Alternative 3 would result in less than significant impacts related to energy. However, while Alternative 3 would still promote transit-oriented growth and implement the energy savings designs and strategies of the ESGVAP in the Alternative 3 Planning Area, implementation of this Alternative would greatly reduce the area that would be subject to the energy efficiencies and savings development features compared to the proposed Project. Future development proposed in the areas excluded from the Alternative 3 Planning Area would not be required to implement these energy saving designs and strategies and could solely rely on regulatory compliance to reduce impacts to energy. Due to the substantially reduced area of the Alternative 3 Planning Area, Alternative 3 would considerably limit the energy efficiencies and savings benefits compared to the proposed Project. Thus, while impacts would be less than significant for both Alternative 3 and the Project, this Alternative would result in more severe impacts with respect to energy due to the limited physical implementation of the ESGVAP energy efficiencies and savings designs and strategies.

Greenhouse Gas Emissions

As discussed in Section 4.7, *Greenhouse Gas Emissions,* the County, as lead agency, has determined that the ESGVAP's contribution to cumulative GHG emissions and global climate change would be less than significant if the ESGVAP is consistent with the applicable regulatory plans and policies to reduce GHG emissions: 2017 Climate Change Scoping Plan, SCAG's 2020–2045 RTP/SCS, and Draft 2045 CAP. Given that the Project would not conflict with applicable GHG reduction plans, policies, and regulations, emissions associated with future development facilitated by adoption of the ESGVAP would be less than significant.

Similar to the Project, Alternative 3 would implement the ESGVAP policies and goals related to GHG emissions but would restrict the Plan's authority to the Alternative 3 Planning Area. Since the proposed Project has demonstrated consistency with the most recent applicable GHG reduction plans, policies, and regulations, Alternative 3 would also be consistent with these plans,

policies, and regulations since this Alternative is a substantially scaled-down version of the Project. Therefore, emissions associated with future development facilitated by adoption of Alternative 3 would be less than significant, similar to the Project. However, since development would be limited to the Alternative 3Planning Area under this Alternative, the severity of impacts would be considerably reduced due to the substantial reduction in the allowable development area compared to the Project.

Hazards and Hazardous Materials

As determined by the Initial Study (refer to Appendix A of this Draft PEIR), adoption of the Project would result in less than significant impacts with respect to criteria a) through e) and criterion g). As discussed in Section 4.8, *Hazards and Hazardous Materials,* adoption of the ESGVAP, as the long-term planning document for the East San Gabriel Valley, would not alter the existing General Plan policies and regulations or create additional goals, policies and regulations that would impact fire protection and emergency services. Therefore, impacts associated with impeding or interfering with an adopted emergency response plan or emergency evacuation plan would be less than significant.

Similar to the Project, Alternative 3 would also establish the ESGVAP as the long-term planning document but would restrict the Plan's authority to the Alternative 3 Planning Area. Since the proposed Project has demonstrated consistency with the most recent County's General Plan, including the Public Services and Facilities Element, Alternative 3 would also be consistent with the General plan's plans, policies, and regulations related to fire protection and emergency services since this Alternative is a substantially scaled-down version of the Project. Furthermore, Alternative 3 would also be required to comply with all applicable regulations, plans, and policies related to fire protection and emergency services, similar to the Project. Therefore, impacts associated with hazards and hazardous materials related to future development facilitated by adoption of Alternative 3 would be less than significant, similar to the Project. However, while Alternative 3 would considerably reduce the amount of developable land under the jurisdiction of the ESGVAP which would in turn reduce future needs for fire protection and emergency services, the reduction in development would also reduce the amount of development fees that the County could use to provide additional services. For this reason, the severity of impacts associated with Alternative 3 would be similar as the Project as the reduction in size of the planning area balances out the reduction in available development fee for additional services.

Hydrology and Water Quality

As determined by the Initial Study (refer to Appendix A of this Draft PEIR), adoption of the Project would result in less than significant impacts with respect a) and criteria c) through g). As discussed in Section 4.9, *Hydrology and Water Quality,* adoption of the ESGVAP, either directly or as a result of future projects facilitated by the ESGVAP, would not interfere with groundwater supplies or recharge nor conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, impacts related to groundwater supplies or recharge; substantially degrading water quality; and conflicting with a GSP would be less than significant.

Similar to the Project, Alternative 3 would also establish the ESGVAP as the long-term planning document but would restrict the Plan's authority to the Alternative 3 Planning Area. Development facilitated under Alternative 3 would be targeted to urban areas with new development on vacant parcels or redevelopment within a 0.25-mile planning radii of transit centers and HQTAs, which would substantially reduce the developable area compared to the Project. Due to the urban nature and the greatly reduced size of the Alternative 3 Planning Area, future development would result in relatively minor increases in impervious surfaces, which would be considerably reduced compared to the Project, and would not substantially interfere or obstruct groundwater recharge. Moreover, the considerably reduced Alternative 3 Planning Area would decrease the amount of new residential density that could be developed compared to the Project and as such, would also lessen the demand for drinking water, which could be sourced from groundwater supplies.

Compliance with all applicable regulations, plans, and policies, including the CBC and County Municipal Code, would reduce impacts to hydrology and water quality to the greatest extent feasible. In addition to regulatory compliance, standard mitigation measures in combination with BMPs would be adequate to further reduce future projects' impacts to a less than significant level, similar to the Project. Furthermore, a GSP has not been prepared and implemented for the San Gabriel Valley groundwater basin; therefore, future development under Alternative 3 would not have the potential to conflict or interfere with a groundwater plan, similar to the Project. For these reasons, impacts to water quality, groundwater supplies or recharge, and conflicts with applicable surface- and groundwater plans would be less than significant, similar to the Project. However, the severity of these impacts would be substantially reduced due to the reduction in the allowable development area compared to the Project.

Land Use and Planning

As determined in the Initial Study (refer to Appendix A of this Draft PEIR), adoption of the Project would not physically divide an established community nor conflict goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas. As discussed in Section 4.10, *Land Use and Planning,* adoption of the Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation as the ESGVAP land use goals and policies are consistent with the Los Angeles County General Plan and other regional land use plans adopted to avoid or mitigation impacts on the natural or built environment. No inconsistent policies were identified, nor were any proposed ESGVAP policies found to potentially conflict with the intent of regional plans or preclude the attainment of regional plans' primary goals. Therefore, implementation of the ESGVAP would result in a less than significant impact.

Similar to the Project, Alternative 3 would also establish the ESGVAP as the long-term planning document but would restrict the Plan's authority to the Alternative 3 Planning Area. Since the proposed Project has demonstrated consistency with the County's General Plan and other regional land use plans adopted to avoid or mitigation impacts on the natural or built environment, Alternative 3 would also be consistent with these plans, policies, and regulations since this

Alternative is a greatly scaled-down version of the Project. Therefore, impacts would also be less than significant for Alternative 3, similar to the Project.

However, Alternative 3 would only partially achieve the Project's Objectives as the areas subject to the Plan's authority would reduce roughly by 75 percent. Implementation of Alternative 3 would still provide efficient use of land, encourage green building, enhance walkability, and integrate land use and mobility throughout its communities but to a much lesser extent than the Project. For this reason, while the severity of impacts would be similar between Alternative 3 and the Project, Alternative 3 would only marginally create the benefits of the Project in the East San Gabriel Valley as these types of benefits would only be clustered around transit centers and HQTAs.

Noise

As discussed in Section 4.11, *Noise,* development facilitated by the ESGVAP would have the potential to result in significant noise and vibration levels during construction. Mitigation measures NOI-4.11-2 would be implemented to reduce construction noise levels to the greatest extent feasible. However, because of the potential for construction activities to occur near sensitive uses, and because of the potential intensity of construction activities, it may not be feasible to reduce the impact to a less-than-significant level, and the impact would remain significant and unavoidable. In order to reduce vibration impacts from a construction site could be achieved with the installation of a wave barrier, which is typically a trench or a thin wall made of sheet piles installed in the ground (essentially a subterranean sound barrier to reduce noise). However, wave barriers must be very deep and long to be effective and are not considered feasible for temporary applications, such as a typical land use development project (Caltrans 2020). Thus, it is concluded that there are no feasible mitigation measures that could be implemented to reduce the temporary vibration impacts from on-site construction. Therefore, vibration impacts from construction activities would be significant and unavoidable.

In addition, development facilitated by the ESGVAP would have the potential to result in significant noise levels during operation. Mitigation measures NOI-4.11-1 would be implemented to reduce construction noise levels to the greatest extent feasible. However, even with implementation of Mitigation measure NOI-4.11-1 exterior noise levels may still exceed the County's noise land use compatibility criteria despite exterior noise attenuation (i.e., noise controls, sound walls, and/or berms). Thus, operation noise impacts would remain significant and unavoidable.

Similar to the Project, Alternative 3 would also establish the ESGVAP as the long-term planning document but would restrict the Plan's authority to the Alternative 3 Planning Area. While the reduction in developable area under Alternative 3 would considerably reduce the amount of future development allowed under this Alternative, the change in the size of the Planning Area would not eliminate the potential for future development to have site-specific conditions that could result in significant and unavoidable noise and vibration impacts. Future development projects would be required to implement Mitigation measures NOI-4.11-2 and NOI-4.11-3 to reduce significant noise and vibration impacts to the greatest extent feasible, as necessary.

However, as identified for the Project, it may not be feasible in all circumstances to implement Mitigation measures due to site conditions to reduce construction and operational impacts to a less than significant level. Therefore, noise and vibration impacts would be significant and unavoidable under Alternative 3, similar to the Project.

Population and Housing

As discussed in Section 4.12, *Population and Housing,* while implementation of the ESGVAP would result in increases in density and development intensity which could result in population growth, this growth would not be unplanned and would be consistent with existing regional planning document assumptions regarding population growth. Furthermore, implementation of the ESGVAP would not result in the direct displacement of Planning Area residents or housing. Potential displacement impacts associated with individual proposed development projects in the Planning Area would be analyzed and, if required, mitigated in accordance with CEQA. Therefore, impacts related to unplanned growth and displacement would be less than significant.

Similar to the Project, Alternative 3 would also establish the ESGVAP as the long-term planning document but would restrict the Plan's authority to the Alternative 3 Planning Area. Since the Alternative 3 Planning Area would be considerably reduced compared to the Project, this Alternative would result in a slightly faster rate of growth compared to growth projected by the existing County General Plan but slower than the growth encouraged by the Project. The growth under Alternative 3 would still be consistent with SCAG's regional projections as the ESGVAP was guided by the SCAG Connect SoCal and the Los Angeles County General Plan growth projections. Moreover, while the Planning Area would be reduced under Alternative 3, this Alternative would still encourage development by implementing zoning and policies that support efficient development application processes and approvals, and by planning for infrastructure improvements and utilities provision that can be provided based on the adoption of the ESGVAP for the Alternative 3 Planning Area. By targeting the location of housing and therefore population growth within the Alternative 3 Planning Area communities, this Alternative would still address the SCAG-assigned growth targets, but to a less extent than the Project, to ensure that not only would the communities within the Alternative 3 Planning Area have capacity for this growth, but it would have policies, zoning, and related development regulations in place to minimize growth at unplanned levels and in unplanned locations. Therefore, impacts associated with inducing unplanned growth would be less than significant, similar to the Project. However, since this Alternative would not encourage growth to the same extent as the Project, it would not be as successful at achieving the County's RHNA housing goals as the Project and would only partially achieve the Project's Objectives.

In regard to causing people or housing to be displaced, Alternative 3 would also implement the ESGVAP policies together with Los Angeles County's recent housing initiatives related to inclusionary housing and interim and supportive housing to minimize the potential for exclusionary displacement and displacement pressures. While the adoption of Alternative 3would not directly displace residents or housing in the Alternative 3 Planning Area, development facilitated under this Alternative would evaluate its potential to displace residents or housing and,

if required, mitigate such impacts in accordance with CEQA. Therefore, impacts related to displacing residents or housing would be less than significant under Alternative 3, similar to the Project. However, since the Alternative 3 Planning Area would be greatly reduced compared to the Project, the severity of this impacts would also be considerably reduced due to the substantial reduction in the allowable development area compared to the Project.

Public Services

As discussed in Section 4.13, *Public Services,* adoption of the ESGVAP would not directly increase demand on the existing police and fire protection services, schools, or libraries as the ESGVAP is a policy document and would not build new housing that results in direct population increases. However, the ESGVAP could indirectly increase demand on these public services as the Project proposes changes to land use and zoning designation that would create higher density residential areas, which would allow for construction of additional units and therefore result in indirect population growth. All development facilitated by the ESGVAP would be consistent with the policies related to public services of the Plan and other applicable regional planning documents. In addition, all development projects would be required to pay all applicable development fees and various taxes to fund these public services. Through the payment of development fees and taxes would provide funds to these public services to provide additional personnel and/or equipment and/or expand existing facilities to support the population growth indirectly caused by the Project. Therefore, impacts associated with public services would be less than significant.

Similar to the Project, Alternative 3 would also establish the ESGVAP as the long-term planning document but would restrict the Plan's authority to the Alternative 3 Planning Area. Adoption of Alternative 3 would not directly induce population growth as the ESGVAP is a policy document and would not build new housing in the Alternative 3 Planning Area. However, this Alternative would have the potential to indirectly cause population growth by increasing residential densities within the Alternative 3 Planning Area, which would increase demands on existing public services. However, similar the Project, all future development facilitated by this Alternative would also be required to pay all applicable development fees and taxes to support funding of public services in time as development occurs. In addition, all future development under Alternative 3 would be required to demonstrate consistency with the policies and processes related to public services contained in the County General Plan and other applicable regional planning documents during the environmental review process. With these safeguards in place, impacts to public services would be less than significant under Alternative 3, similar to the Project. Furthermore, while Alternative 3 would greatly reduce the amount of developable land compared to the Project, which would in turn reduce future demands on existing public services, the reduction in development would also reduce the amount of development fees and taxes the County could use to provide additional services. For this reason, the severity of impacts associated with Alternative 3 would be similar as the Project since the reduction in size of the planning area balances out the reduction in available development fees and taxes used to provide for additional services.

Recreation

As discussed in Section 4.14, *Recreation,* implementation of the ESGVAP as a programmatic document directing future growth and development in the Planning Area would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; result in the construction or expansion of recreational facilities which might have an adverse effect on the environment; or interfere with regional trail connectivity. Development facilitated by the Project would be required to adhere to all applicable regulations, including the Quimby Act, Los Angeles County Code Section 21.24.340, and ESGVAP policies to ensure local parkland would be provided through funding or dedication proportional to future growth and development associated with the proposed land uses and zoning changes of the ESGVAP. Furthermore, potential physical impacts on the environment from all future parks, recreation, and trail projects facilitated under the ESGVAP would be analyzed and mitigated, if required, on a project-by-project basis in compliance with CEQA and/or NEPA. For these reasons, impacts related to recreation would be less than significant.

Similar to the Project, Alternative 3 would also establish the ESGVAP as the long-term planning document but would restrict the Plan's authority to the Alternative 3 Planning Area. Development facilitated by Alternative 3 would also be required to adhere to all applicable regulations, including the Quimby Act, Los Angeles County Code Section 21.24.340, and ESGVAP policies applicable to the Alternative 3 Planning Area to ensure local parkland would be provided through funding or dedication proportional to future growth and development associated with the proposed land uses and zoning changes of the ESGVAP under Alternative 3. In addition, future development projects under this Alternative would be required to undergo project-specific analysis under CEQA and would be required to either provide a dedication of adequate parkland or pay an in-lieu park and recreation facilities impact fee as a condition of approval for compliance with the Quimby Act and Area Plan standards. At the project-level, dedication of adequate parkland or pay an in-lieu park and recreation facilities impact fee would be sufficient in reducing project impacts to recreation to a less than significant level. Thus, impacts to recreation under Alternative 3 and the Project would be similar.

However, because Alternative 3 would greatly reduce the developable area in the Planning Area compared to the Project, this Alternative would be considerably less effective at providing parkland and recreational facilities within the East San Gabriel Valley as the Project, which are currently at deficient levels. Therefore, while the severity of impacts would be similar between this Alternative and the Project, this Alternative would create marginal recreational benefits compared to the Project.

Transportation

As discussed in Section 4.15, *Transportation,* implementation of the ESGVAP would not result in inconsistencies with applicable plans addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities nor substantially increase hazards due to a design feature or incompatible uses or result in inadequate emergency access. Impacts associated with

these thresholds would be less than significant. However, due to development facilitated by the ESGVAP, increase in service population anticipated from buildout in the 2035 with Project scenario, and land uses within the Planning Area compared to the Countywide average, the Project would result in significant and unavoidable impacts related to increases in VMT, even after incorporation of Mitigation measures TR-4.15-1 and TR-4.15-2.

Similar to the Project, Alternative 3 would also establish the ESGVAP as the long-term planning document but would restrict the Plan's authority to the Alternative 3 Planning Area. Since the Project has demonstrated consistency with applicable plans addressing the circulation system, Alternative 3 would also be consistent with these plans since this Alternative is a scaled-down version of the Project. Likewise, Alternative 3 would also not be expected to substantially increase hazards due to a design feature or incompatible uses or result in inadequate emergency access. Impacts associated with these two thresholds would be less than significant under Alternative 3, similar to the Project.

In regard to VMT, Alternative 3 would substantially reduce the developable area subject to the ESGVAP, which in turn could potentially reduce the VMT generated by the higher densities proposed within the Alternative 3 Planning Area. However, the reduction of the Alternative 3 Planning Area under would not necessarily eliminate the potential for future development to generate VMT levels that exceed the County-established VMT thresholds, which could result in significant VMT impacts. Future development projects facilitated under Alternative 3 would be required to implement Mitigation measures TR-4.15-1 and TR-4.15-2 to reduce significant impacts to the greatest extent feasible, as necessary. However, since the timing, intensity, and design of future development permitted under Alternative 3 is unknown at this time, implementation of these Mitigation measures may not be effective in fully reducing impacts to levels below the County-established VMT thresholds, similar as identified for the Project. Therefore, because implementation of Mitigation measures TR-4.15-1 and TR-4.15-2 cannot guarantee that impacts would be fully reduced to a less than significant level under Alternative 3, it is conservative to assume that impacts related to VMT would remain significant and unavoidable under this Alternative, similar to the Project. However, since the Alternative 3 Planning Area would be considerably reduced compared to the Project, the severity of this impact would also be substantially reduced due to the reduction in the allowable development area compared to the Project.

Tribal Cultural Resources

As discussed in Section 4.16, *Tribal Cultural Resources,* implementation of the ESGVAP would result in less than significant impacts to tribal cultural resources, especially with compliance with Assembly Bill (AB) 52 which requires the County to consult with California Native American tribes to identify tribal cultural resources that could be impacted by a project facilitated by the ESGVAP. If a tribal cultural resource is identified as a result of consultation, the measure requires that the County implement project-specific mitigation measures or consider alternatives capable of avoiding or minimizing significant impacts to the tribal cultural resource. Additionally, mitigation measures CR-4.5-2 through CR-4.5-6 (see Section 4.5, *Cultural Resources*) require,

among other things, archaeological monitoring and Native American and preparation of a plan for the treatment of archaeological resources, including those that may also qualify as tribal cultural resources, which would further reduce the impact.

Similar to the Project, Alternative 3 would implement the ESGVAP policies and goals related to tribal cultural resources but would restrict the Plan's authority to the Alternative 3 Planning Area. Future development proposed pursuant to Alternative 3 would be required to identify and evaluate potential impacts to tribal cultural resources on a site-by-site basis during their individual environmental review process in accordance with CEQA. Future development under this Alternative would be required to comply with all Federal, State and local requirements for protecting tribal cultural resources, including conducting tribal consultation in accordance with AB 52, as necessary, prior to approving a project. Since development under Alternative 3 would be governed by the ESGVAP, future projects would be subject to all applicable tribal cultural resources and cultural resources mitigation measures included in this PEIR that apply to the reduced Alternative 3 Planning Area as well as any project-specific mitigation measures to reduce potential impacts. Therefore, with mitigation measures incorporated, Alternative 3 would result in less than significant impacts to tribal cultural resources, similar to the Project. However, since the Alternative 3 Planning Area would be considerably reduced from the Project's Planning Area, it is reasonable to assume that amount of physical impacts that could occur to tribal cultural resources would also be substantially reduced under Alternative 3.

Utilities and Service Systems

As discussed in Section 4.17, *Utilities and Service Systems,* since the ESGVAP would not induce regional population growth beyond SCAG projections, regional utilities would accommodate the local increases without increasing overall regional demand projections for all existing utilities and service systems. Therefore, impacts would be less than significant.

Similar to the Project, Alternative 3 would implement the ESGVAP policies and relevant to utilities and service systems but would restrict the Plan's authority to the Alternative 3 Planning Area. As stated above under Population and Housing, the ESGVAP was guided by the SCAG Connect Socal and the Los Angeles County General Plan, where the potential population growth that could occur with implementation of the Plan has been accounted for in SCAG's regional growth projections. Since Alternative 3 is a substantially scaled-down version of the Project, the population growth that could occur with implementation of Alternative 3 has also been accounted for in the regional utility providers' plans for calculating demands and supplies as those plans are based off SCAG's projections. Furthermore, while the Planning Area would be greatly reduced under Alternative 3, this Alternative would still plan for infrastructure improvements and utilities provision that could be provided based on the adoption of the ESGVAP for the Alternative 3 Planning Area. For these reasons, impacts to utilities and service systems with implementation of Alternative 3 would be less than significant, similar to the Project.

Wildfire

As determined in the Initial Study (refer to Appendix A of this Draft PEIR), adoption of the Project would result in less than significant impacts with respect to criteria b) through e), either directly or as a result of future projects facilitated by the ESGVAP, because the ESGVAP would not: due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes; and expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. As discussed in Section 4.18, *Wildfire,* while adoption of the ESGVAP would allow for greater intensities than previously permitted in the unincorporated areas of the County, the existing regulatory setting, the goals and policies contained in the General Plan, and general location of the areas where land use and zoning changes are to occur are within urban areas, would ensure that potential impacts to emergency response associated with implementation of the Project would be less than significant.

Similar to the Project, Alternative 3 would implement the ESGVAP policies and relevant to wildfire but would restrict the Plan's authority to the Alternative 2 Planning Area. Since the Project was determined to have less than significant impacts to wildfire, implementation of Alternative 3 would also result in less than significant impacts related to wildfire as Alternative 3 is a substantially scaled-down version of the Project and would concentrate development the closest to transit centers and HQTAs compared to the Project and other alternatives. All land use and zoning changes proposed under Alternative 3 would occur in an urban environment, which would reduce the impacts of wildfire. Furthermore, adoption of Alternative 3 would not change the goals and policies contained in the County's General Plan, which would ensure that potential impacts to wildfire, including emergency response, would be further reduced to a less than significant level. Moreover, since the Alternative 3 Planning Area would be considerably reduced compared to the Project, the severity of this impact would also be substantially reduced due to the reduction in the allowable development area compared to the Project.

Summary of Impacts of Alternative 3 Compared to the Project

Implementation of Alternative 3 would not reduce any of the Project's significant and unavoidable impacts associated with aesthetics, air quality, biological resources, noise, or transportation to a less than significant level, but would substantially reduce the severity of these impacts due to the considerable reduction in developable area contained in the Alternative 3 Planning Area. In addition, while the significance conclusion would be the same as the Project, Alternative 3 would also reduce the severity of impacts associated with cultural resources, GHG emissions, noise, population and housing, and tribal cultural resources. Moreover, since the authority of the ESGVAP would be restricted to the Alternative 3 Planning Area, the energy efficiency and savings policies, goals, and development features of the

ESGVAP would not be as widely applied throughout the County. Therefore, Alternative 3 would have more severe energy impacts than the Project, and as such, would not provide the additional energy benefits of the Project. Lastly, Alternative 3 would result in similar impacts to all other issue areas as the Project.

5.6 Summary of Alternatives to the Proposed Project

The Project and Project Alternatives are considered and evaluated within this Draft PEIR. As suggested in State CEQA Guidelines Section 25126.6(d), a matrix summarizing and comparing the impacts of the Project Alternative with those of the Project has been included in **Table 5-1**, *Summary of Alternative Impacts Compared to the Proposed Project*, below. As illustrated in the table below, only Alternative 1 would be able to reduce one significant and unavoidable Project impact (aesthetics) while Alternative 2 and 3 would still result in the same significant and unavoidable impacts as the Project. However, Alternative 1 would also result in three new significant and unavoidable impacts compared to the Project.

In addition, **Table 5-2**, *Ability of Alternatives to Meet Project Objectives*, compares the Project Alternatives in terms of whether they would meet the Project's objectives. As shown in the table below, none of the Project Alternatives would be able to fully achieve the Project's Objectives. Alternatives 2 and 3 would provide most of the Project benefits but would limit the benefits to their restricted Planning Areas, which would not create a comprehensive plan for the ESGV.

TABLE 5-1
SUMMARY OF ALTERNATIVE IMPACTS COMPARED TO THE PROPOSED PROJECT

		Alternatives to the Proposed Project		
Issue Areas	**Proposed Project**	**No Project Alternative**	**Alternative 1: 1/2 Mile Planning Radius**	**Alternative 2: 1/4 Mile Planning Radius**
4.1 Aesthetics	SU	▼ ▼	▼	▼
4.2 Agriculture and Forestry Resources	LTS	=	=	=
4.3 Air Quality	SU	=	▼	▼
4.4 Biological Resources	SU	=	▼	▼
4.5 Cultural Resources	LTSM	=	▼	▼
4.6 Energy	LTS	▲	▲	▲
4.7 GHG Emissions	LTS	▲ ▲	▼	▼
4.8 Hazards and Hazardous Materials	LTS	▲ ▲	=	=
4.9 Hydrology and Water Quality	LTS	=	▼	▼
4.10 Land Use and Planning	LTS	=	=	=
4.11 Noise	SU	=	▼	▼
4.12 Population and Housing	LTS	▼	▼	▼
4.13 Public Services	LTS	=	=	=
4.14 Recreation and Parks	LTS	=	=	=
4.15 Transportation	SU	▲	▼	▼
4.16 Tribal Cultural Resources	LTSM	=	▼	▼
4.17 Utilities and Service Systems	LTS	=	=	=
4.18 Wildfire	LTS	▲ ▲	=	=

NOTES:

▲ ▲ Alternative would result in greater issue area impacts when compared to the Project and the difference would be significant.
▲ Alternative would result in greater issue area impacts when compared to the Project; however, this different would be negligible and would not change the significance conclusion.
= Alternative would result in similar issue area impacts when compared to the Project.
▼ Alternative would result in reduced issue area impacts when compared to Project; however, this difference would be negligible and would not change the significance conclusion.
▼ ▼ Alternative would result in reduced issue area impacts when compared to the Project and the difference would be significant.
NI = No Impact
LTS = Less than Significant Impact; No Mitigation is Required
LTSM = Less than Significant Impact with Mitigation
SU = Significant and Unavoidable Impact

SOURCE: ESA 2022

TABLE 5-2
ABILITY OF ALTERNATIVES TO MEET PROJECT OBJECTIVES

Project Objectives	No Project Alternative	Alternative 1: 1/2 Mile Planning Radius	Alternative 2: 1/4 Mile Planning Radius
Objective 1: Retain the residential character of the ESGV Planning Area in harmony with its surroundings	Yes	Yes	Yes
Objective 2: Promote economic development via an active regional hub near transportation centers with diverse options for housing, shopping, entertainment, recreation, and public services	No	Yes	Yes
Objective 3: Develop goals, policies, and implementation programs that support smart growth, sustainable development, and thoughtful enhancement of residential neighborhoods while preserving the area's historical rural and equestrian character	No	Partially	Partially
Objective 4: Establish more public spaces and create walkable communities linked by paths and greenways	No	Partially	Partially
Goal 5: Encourage a diversity of housing options and affordability	No	Partially	Partially

SOURCE: ESA 2022

5.7 Environmentally Superior Alternative

As stated in the State CEQA Guidelines, an EIR must identify an "environmentally superior" alternative and if the No Project Alternative is identified as environmentally superior, then the EIR is required to identify an alternative from among the others evaluated as environmentally superior (14 CCR 15126.6[e][2]).

As shown in the tables above, the No Project Alternative would reduce the Project's significant and unavoidable aesthetic impact but would also result in three new significant and unavoidable associated with GHG emissions, hazards and hazardous materials, and wildfire. Therefore, this alternative is not the environmentally superior alternative.

Alternative 2 and 3 would result in similar impacts and would partially achieve the Project Objectives. However, since the developable area would be greater under Alternative 2, this Alternative would provide greater benefits to the ESGV as the policies, goals, and implementation actions of the ESGVAP would be applied to a larger area than Alternative 3. While Alternative 2 would not reduce any of the Project's significant and unavoidable impacts, this Alternative would reduce the severity of those impacts, as well as impacts related to cultural resources, GHG emissions, noise, population and housing, and tribal cultural resources. However, since the authority of the ESGVAP would be restricted to the Alternative 2 Planning Area, the

energy efficiency and savings policies, goals, and development features of the ESGVAP would not be as widely applied throughout the County. Therefore, Alternative 2 would have more severe energy impacts than the Project, and as such, would not provide the additional energy benefits of the Project. Lastly, Alternative 2 would result in similar impacts to all other issue areas as the Project.

While Alternative 2 would reduce the severity of the Project impacts, this Alternative would not fully achieve the Project's objectives nor provide the Project's benefits to the same extent as the Project. This Alternative would limit the developable area targeted for transit-oriented growth and would not uniformly apply streamlined land and zoning processes across the County. For purposes of this Draft PEIR, Alternative 2 is considered the environmentally superior alternative for CEQA purposes because it would result in the similar adverse impacts but would provide the greatest long-term benefit to the ESGV.

5.8 References

Caltrans (California Department of Transportation). 2020.

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CHAPTER 6
Other CEQA Considerations

6.1 Introduction

Chapter 6 of the Draft Program Environmental Impact Report (PEIR) for the proposed Los Angeles County East San Gabriel Valley Area Plan (ESGVAP, Plan. or Project) has been prepared in furtherance of the content requirements set forth in the State California Environmental Quality Act (CEQA) Guidelines Section 15126.2. As such, this chapter discusses the following:

- Significant and Unavoidable Environmental Impacts (Section 6.2)
- Significant and Irreversible Environmental Impacts (Section 6.3)
- Growth-Inducing Impacts (Section 6.4)
- Effects Found Not to Be Significant (Section 6.5)

6.2 Significant and Unavoidable Environmental Impacts

Section 15126.2(c) of the State CEQA Guidelines requires than an EIR describe any significant impacts which cannot be avoided. Specifically, Section 15126.2(c) states the following:

> Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.

Implementation of the program-level mitigation measures identified in Chapter 4, *Environmental Analysis*, of this Draft PEIR would reduce all potentially significant impacts to below a level of significance, with the exception of aesthetics, air quality, biological resources, noise, and transportation, as follows:

- Aesthetics: four significant and unavoidable impacts would occur with implementation of the ESGVAP, where development facilitated under the Plan would cause direct and cumulative impacts related to causing an adverse effect on a scenic vista, as well as cause direct and cumulative impacts related to substantially degrading the existing character or quality of public views of the Plan area due to building heights, bulk, pattern, scale, character, or other features.

- Air Quality: four significant and unavoidable impacts would occur with implementation of the ESGVAP, where development facilitated under the Plan would result in a cumulative considerable net increase of any criteria pollutant for which the Plan region is non-attainment under an applicable federal or state ambient air quality standard; a direct impact related to exposing sensitive receptors to substantial pollutant concentrations; a direct impact related to resulting in other emissions (such as those leading to odors) affecting a substantial number of people; and a cumulatively considerable impact related to resulting in construction or operational emissions that exceed an applicable SCAQMD recommended significance.
- Biological Resources: four significant and unavoidable impacts would occur with implementation of the ESGVAP, where development facilitated under the Plan would result in direct and cumulative impacts related to causing a substantial adverse impact on any candidate, sensitive, or special status species, as well as direct and cumulative impacts related to causing a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands).
- Noise: four significant and unavoidable impacts would occur with implementation of the ESGVAP, where development facilitated under the Plan would result in direct and cumulative impacts related to generating a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Plan area in excess of standards established in the local general plan or noise ordinance as well as direct and cumulative impacts related to generating excessive groundborne vibration or groundborne noise levels from construction activities.
- Transportation: two significant and unavoidable impacts would occur with implementation of the ESGVAP, where development facilitated under the Plan would result in direct and cumulative impacts related inconsistency with State CEQA Guidelines Section 15064.3, subdivision (b).

6.3 Significant and Irreversible Environmental Impacts

The State CEQA Guidelines (14 CCR 15000 et seq.) require an EIR to address any significant irreversible environmental changes that would result from the Project should it be implemented. Pursuant to Section 15126.2(d), significant irreversible environmental impacts could involve any of the following:

- Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely;
- The primary and secondary impacts of the project would generally commit future generations of people to similar uses;
- Irreversible damage from environmental accidents associated with the project;
- The proposed consumption of resources is not justified (e.g., the project results in wasteful use of energy).

Determining whether the Project could result in significant and irreversible effects requires a determination of whether key resources would be degraded or destroyed in such a way that there would be little possibility of restoring them.

Large Commitment of Non-Renewable Resources

Examples of irretrievable commitments provided in the CEQA Guidelines include the use of nonrenewable resources (e.g., natural gas and other fossil fuels, lumber, and steel) during construction and operation of any future developments implemented under the ESGVAP. With regard to building materials, future developments would be constructed with durable materials with a significant lifespan, such as cast in place concrete and precast concrete, which would improve building longevity. As such, even though construction would result in the commitment of building materials, the materials are not expected to require replacement during the future development's estimated operational lifespan. Furthermore, per California Green Building Standards Code, 65 percent of all demolition and construction materials must be recycled. This regulation would ensure that portions of the existing materials onsite are reused. In the event that the future developments were to be demolished at a future time, this regulation would ensure that a majority of the materials are recycled.

Nonrenewable resources would also be consumed during operations of future developments implemented under the ESGVAP. Resources used during operation would consist primarily of water, natural gas, and other fossil fuels required for off-site electrical generation and vehicles. While some building materials may be consumed for building maintenance purposes, such use would be limited and would be reduced by the use of durable materials, as described above. The use of fossil fuels during operation of development facilitated by the Project is discussed in detail in Section 4.6, *Energy*, of this Draft PEIR. As concluded in that section, the Project would be required to comply with the applicable Title 24 standards which would further ensure that the Project energy demands and natural gas usage would not be inefficient, wasteful, or otherwise unnecessary. Additionally, the anticipated growth fostered by adoption of the ESGVAP would be located and designed to promote growth in a responsible manner as future developments would focus growth close to major transit stops and along high-quality transit corridors to promote the use of alternative transportation and reduce vehicle mile traveled by residents within the County.

As described in Section 4.17, *Utilities and Service Systems*, the ESGVAP is a long-range policy document that would facilitate a higher density of development than is currently allowed, increasing residential density and increasing mixed use and commercial areas around areas with high quality transit. These land use changes would result in increased population densities in certain areas, but would not exceed SCAG's regional population projections. As a result, the ESGVAP would not increase water demand within the Plan area beyond previous projections. In addition, proposed ESGVAP policies are intended to result in reduced water use which would reduce water demand associated with future development under the ESGVAP.

In addition to the above considerations, State and local laws and regulations would further reduce the Project's use of nonrenewable resources over time. Specifically, electricity consumed would be increasingly sourced from renewable energy, pursuant to Senate Bill 100. Senate Bill 100, which passed in 2018, states that 44 percent of the total electricity sold to retail customers in California per year must be secured from qualifying renewable energy sources by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. SB 100 also sets

forth a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of the retail sales of electricity to California and requires that achieving 100 percent zero-carbon electricity does not increase carbon emissions elsewhere in the western grid or is not fulfilled through resource shuffling. As such, consumption of nonrenewable energy by development facilitated by the Project is anticipated to significantly decrease over time, as Senate Bill 100 is implemented statewide and overall nonrenewable energy consumption decreases.

Similarly, the vehicles that would travel to and from the future developments would be subject to increasingly stringent emissions standards over time, which would reduce the amount of fossil fuel consumed per vehicle (see Section 4.6, *Energy*, of this Draft PEIR for additional details). Furthermore, the State and County have policies in place to support decreased use of personal vehicles, to be replaced with alternative modes such as transit, walking, and biking policies. The proposed zoning modifications would allow higher densities of growth focused within one mile of major transit stops, within a half-mile of high-quality transit corridors, and within a quarter mile of established or new commercial centers that would have access to frequent transit services. Higher densities, especially in mixed-use designations, increase capacity for residential development near community-serving commercial, retail, and office uses as well as schools, parks, and recreational facilities, and proposed improvements to the bicycle, pedestrian, and road networks will make it easier for residents to travel throughout the community. As such, the number of vehicles traveling to and from future sites may decrease over time.

Future development would also be subject to compliance with the California Building Energy Efficiency Standards and California Green Building Standards Code. In conclusion, while the Project would result in the use of nonrenewable resources, such use would be limited primarily to building materials, fossil fuels, and water. During operation, use of such resources is expected to decrease, as increasingly stringent efficiency requirements are implemented at the local and State level. Therefore, although the Project would require the use of nonrenewable resources, it would not construct a new land use that would require the commitment of a large amount of nonrenewable resources, such as a new fossil fuel consuming power plant.

Commitment to Future Uses

The Project involves the creation of a long-range planning document, with future action programs identified including General Plan, zoning map, and advanced planning amendments. While the ESGVAP is intended to the guide long-term growth of the ESGV Planning Area, the Project does not directly commit future generations to similar future uses as the intensity and timing of future development is unknown at this time. However, although the intention of the Project is to implement the land use and zoning policies contained within the ESGVAP to guide long-term growth in the Planning Area, if future needs of the East San Gabriel Valley change, adjustments to the ESGVAP may be implemented.

Irreversible Damage from Environmental Accidents

The Project has the potential to expose the public and the environment to hazards associated with future developments. As discussed in the Initial Study, provided in **Appendix A** of this Draft PEIR, the ESGVAP would be a long-range policy document intended to respond to local planning challenges and would allow new development and redevelopment within the ESGV Planning Area at densities and intensities higher than currently exist. Future construction activities associated with projects implementing the ESGVAP's goals, policies, strategies, and implementation actions could involve the use of standard construction equipment, which would include the following commonly used hazardous materials and substances: fuel, oils and lubricants, hydraulic fluid, paints and thinners, and cleaning solvents to maintain vehicles and motorized equipment. Further, future developments as a result of the ESGVAP could include land uses in the ESGV Planning Area that would typically involve the use, storage, disposal and transportation of hazardous materials; residential, commercial, and light industrial land uses are examples of future land uses that could involve hazardous materials.

The use, storage, transport, and disposal of hazardous materials during construction and operation of future developments implemented under the Project would be carried out in accordance with Federal, State, and County regulations that control the use, transportation, and disposal of hazardous materials. Such regulations that include, but are not limited to, the Resource Conservation and Recovery Act, which provides the 'cradle to grave' regulation of hazardous wastes; Comprehensive Environmental Response, Compensation, and Liability Act, which regulates closed and abandoned hazardous waste sites; the Hazardous Materials Transportation Act, which governs hazardous materials transportation on U.S. roadways; International Fire Code, which creates procedures and mechanisms to ensure the safe handling and storage of hazardous materials; California Code of Regulations Title 22, which regulates the generation, transportation, treatment, storage and disposal of hazardous waste; California Code of Regulations Title 27, which regulates the treatment, storage and disposal of solid wastes; and the County Consolidated Fire Code, which regulates hazardous materials and hazardous substance releases. For development within the State of California, Government Code Section 65850.2 requires that no final certificate of occupancy or its substantial equivalent be issued unless there is verification that the owner or authorized agent has met, or is meeting, the applicable requirements of the Health and Safety Code, Division 20, Chapter 6.95, Article 2, Sections 25500 through 25520. These laws and regulations are designed to reduce and/or eliminate exposure of hazardous materials to the public and the environment. Compliance with permitting and associated regulations would protect future residents and others within the Project area from exposure to hazardous materials.

Consumption of Resources Justified

While future development implemented under the ESGVAP would increase resource consumption during construction and operation, the ESGVAP would also result in benefits related to long-term resource consumption in the region. According to the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy, the County, including the East San

Gabriel Valley, will continue to experience growth in population, jobs, and housing. The Project provides a long-range planning framework to guide long-term growth in the East San Gabriel Valley. Specifically, the County is proposing zone changes that would focus on parcels located within a one-mile radius of major transit stops and near high-quality transit corridors. Therefore, the Project would provide the ability of future developments to be in closer proximity to existing jobs, thereby facilitating a more balanced jobs-housing profile. The Project would help accommodate growth within existing developed areas, as opposed to accommodating growth through development in previously undeveloped areas. The latter development pattern generally results in permanent loss of naturalized lands and open space, as well as increased fossil fuel consumption attributable to longer commuting distances and lack of transit options. While the Project would result in some irretrievable commitment of nonrenewable resources, it would also help accommodate growth in a manner that would reduce irreversible environmental changes in the region. For these reasons, the irretrievable commitment of resources attributable to the Project would not be considered significant.

6.4 Growth-Inducing Impacts

CEQA requires a discussion of ways in which the Project could be growth inducing. The State CEQA Guidelines identify a project as growth inducing if it fosters economic or population growth or results in the construction of additional housing, either directly or indirectly, in the surrounding environment (14 CCR 15126.2[e]). New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. A project could indirectly induce growth by reducing or removing barriers to growth or by creating a condition that attracts additional population or new economic activity. However, a project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors.

Direct growth-inducing impacts are commonly associated with the extension of new public services, utilities, and roads into areas that have previously been undeveloped. The extension of such infrastructure into a non-serviced area can represent the elimination of a growth-limiting factor, thereby inducing growth. Increases in the population may tax existing community service facilities, requiring construction of new facilities and ultimately resulting in an increase in the pace of development or the density of the existing surrounding development. Indirect growth-inducing impacts include an increased demand for housing, commodities, and services that new development causes or attracts by increasing the population or job growth in an area.

Remove Obstacles to Growth

As discussed in Chapter 3, *Project Description*, the ESGVAP is intended to respond to local planning challenges, guide long-term development, enhance community spaces, promote a stable and livable environment that balances growth with preservation, and improve the quality of life in the East San Gabriel Valley through the creation of vibrant, thriving, safe, healthy, and pleasant

communities. The ESGV Planning Area, the County, and the entire Southern California region, has experienced dramatic growth in the past two decades and this growth is expected to continue for the next two decades.

The Project could potentially indirectly induce growth through the removal of obstacle to additional growth and development by simplifying and streamlining land use and zoning regulations for the ESGV Planning Area. The ESGVAP does not, however, propose any specific infrastructure improvements that would result in growth. The Project does not approve the construction of specific development projects and would largely accommodate growth based on market conditions. However, in some locations, it would allow increased development intensity and/or a more inclusive mix of land uses compared to existing conditions. Therefore, the Project removes regulatory obstacles to growth, and is considered to be growth-inducing.

Population Growth

Future development consistent with the Project would create a number of temporary construction jobs during development of future individual projects implemented under the ESGVAP. This would be a direct, growth-inducing effect of the Project. Although the ESGVAP would not build new housing that results in direct population increases, it would create higher density residential zones, which would allow for construction of additional units and therefore result in indirect population growth. This planned growth would occur near areas already identified as community-serving and central to Planning Area communities and would be consistent with existing RHNA allocations. Therefore, the Project would have indirect growth-inducing effects.

Environmental Effects of Growth

Cities and counties in California periodically update their general plans elements pursuant to California Government Code Sections 65300 et seq., where the adoption of these types of plans do not necessarily set a precedent that could encourage and facilitate other activities that may significantly affect the environment.

As discussed in Chapter 3, *Project Description*, the Project consists of the preparation of the ESGVAP, which is intended to respond to local planning challenges, guide long-term development, enhance community spaces, promote a stable and livable environment that balances growth with preservation, and improve the quality of life in the East San Gabriel Valley through the creation of vibrant, thriving, safe, healthy, and pleasant communities. Although the Project does not include approval of physical development, the proposed changes to land use and zoning designations would increase growth in the ESGV Planning Area compared to existing conditions. Much of this development capacity is either available under existing conditions or is limited to targeted areas. Furthermore, the intensity of development projects implemented under the ESGVAP would be directly driven by market demands rather than by new development capacity created by land use changes included in the ESGVAP. However, because approval of the Project would ultimately result in subsequent projects that would have their own environmental

impacts—including potentially significant impacts—the Project is a precedent-setting and growth-inducing action.

6.5 Effects Not Found to be Significant

Section 15128 of the State CEQA Guidelines requires that an EIR briefly describe potential environmental effects that were determined not to be significant, and therefore, were not discussed in detail in the EIR. As described in the Initial Study (contained in Appendix A of this Draft PEIR), Geology and Soils and Mineral Resources were identified to not be significantly affected by implementation of the Project. A summary of the analysis of these issues in the Initial Study is provided below.

Geology and Soils

The ESGVAP would be a long-range policy document for unincorporated areas of the County that does not propose the development of specific habitable structures that could be directly impacted by known Earthquake Fault Zones (EFZs). However, future projects developed under the ESGVAP's goals, policies, strategies, and implementation actions could develop habitable structures within or adjacent to EFZs. Additionally, the construction of any new structures, and improvements to certain existing structures, in California is subject to the standards and requirements included in the most current version of the California Building Code (CBC) and the County of Los Angeles Building Code (which is derived from the CBC). All new future development within the ESGVAP area would be constructed in accordance with all applicable state and County laws (e.g., Alquist-Priolo Earthquake Fault Zoning Act, CBC, and the County Building Code), which would require project-specific geotechnical review prior to issuance of grading permits. This review would identify and address potential project-specific geotechnical hazards, including fault rupture, seismic ground shaking, seismic related ground failure, landslides, unstable geologic units, and expansive soils.

With regard to soil erosion, new future developments that would disturb one or more acres would be subject to the provisions of the National Pollutant Discharge and Elimination System (NPDES) General Permit for Stormwater Discharge Associated with Construction and Land Disturbance Activities Order 2012-0006-DWQ (Construction General Permit). New future projects that would disturb less than one acre, but are part of a larger common plan of development that in total disturbs one or more acres, would also be regulated under this permit. Future projects that propose to disturb less than one acre would be regulated under the Los Angeles County Municipal Separate Storm Water System (MS4) Permit. Compliance with either the Construction General Permit or MS4 permit would ensure impacts related to soil erosion would be less than significant.

With regard to septic tanks, home and business property owners that want to install or replace an onsite wastewater treatment system (OWTS) must submit an application, along with the required documents listed on the application, in order to go through the OWTS review process. Since this procedure would be required prior to the construction of any and all septic tanks and alternative

wastewater disposal systems, all new future projects implementing the ESGVAP's goals, policies, strategies, and implementation actions would be subject to the applicable state and County requirements. Proper soils are essential for the installation and maintenance of septic tanks and alternative wastewater disposal systems; compliance with the applicable state and local requirements would ensure that future project impacts are not significant.

With regard to the Hillside Management Area (HMA) Ordinance, development of future projects implemented under the ESGVAP could occur within HMA-designated areas. If so, the new future development would be regulated under the HMA Ordinance and subject to the Hillside Design Guidelines on a project-specific basis. Requisite compliance with the ordinance would assure that new future projects implemented under the ESGVAP would not result in a significant impact to hillside areas.

Mineral Resources

Individual future projects developed under the ESGVAP are anticipated to be located primarily within the urban environment on vacant or underutilized parcels and/or on disturbed areas with existing infrastructure. As a result, future projects could be proposed in an area designated as a Mineral Resource Zone (MRZ) 2. The MRZ-2 designation is for identified areas of a known mineral resource that would be of value to the region and the residents of the State and, as a result, could result in the loss of availability of such resources if developed. However, the Conservation and Natural Resources Element of the General Plan includes goals and policies that are designed to protect significant mineral resources by restricting land uses adjacent to known mineral resources and by regulating the extraction of mineral resources. Additionally, the Surface Mining and Reclamation Act of 1975 (SMARA) regulates surface mining operations to assure that adverse environmental impacts are minimized, and mined lands are reclaimed to a usable condition. Furthermore, for the MRZ-2 areas in the ESGV Planning Area currently not being used for mineral extraction activities, these areas are already developed with residential, commercial, and industrial land uses as well as with parks and schools; therefore, development implemented under the ESGVAP would not interfere with existing mining operations. Considering, the General Plan policies, SMARA, and the current developments within MRZ-2 areas, the Project would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site.

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CHAPTER 7
Report Preparation

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Katie Carroz	Land Use and Planning and Population and Housing,
Fatima Clark, OCCA	Cultural Resources, Tribal Cultural Resources
May Lau	Biological Resources
Marlie Long	Executive Summary, Environmental Analysis, Other CEQA Considerations, and Alternatives
Christina Maxwell	Recreation, Transportation
Shannon Papin	Cultural Resources – Historic Resources
Anitra Rice	Air Quality, Energy, GHG Emissions
Shadde Rosenblum, MURP	Transportation
Alan Sako, LEED-AP BD+C	Air Quality, Energy, GHG Emissions, Noise
Olivia Silverstein	Public Services
Jon Teofilo	Aesthetics

Claudia Watts	Agriculture & Forestry Resources and Utilities & Service Systems
Tina Will	Introduction, Environmental Setting, Project Description

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