

# APPENDIX H

## 2022 Scoping Plan Recommendations Consistency

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**Table H-1** compares the *2045 Los Angeles County Climate Action Plan* with the California Air Resources Board’s recommendations for local governments contained in the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) (CARB, 2022). The focus of the table is on Appendix D, *Local Actions*, of the 2022 Scoping Plan. This comparison solely serves as a demonstration of how the 2045 CAP aligns with the State’s pathway to GHG emission reductions.

**Reference:**

California Air Resources Board (CARB), 2022. *2022 Scoping Plan for Achieving Carbon Neutrality*. Sacramento, CA. November 16, 2022.

**Table H-1: Consistency of the 2045 CAP with the 2022 Scoping Plan Recommendations**

2022 SCOPING PLAN RECOMMENDATION	2045 CAP CONSISTENCY
<b>Climate Action Plan Priority Strategies (2022 Scoping Plan Appendix D, Table 1)</b>	
<p>Convert local government fleets to ZEVs and provide EV charging at public sites.</p>	<p>The 2045 CAP is consistent with this recommendation through the following measures and actions:</p> <ul style="list-style-type: none"> <li>• <b>T6: Increase ZEV Market Share and Reduce Gasoline and Diesel Fuel Sales:</b> 140,000 total new public and private shared EVCS by 2045; 25,000 total new EVCS at County facilities.                             <ul style="list-style-type: none"> <li>○ T6.2: Install EVCSs at existing buildings and right-of-way infrastructure throughout unincorporated Los Angeles County.</li> <li>○ T6.4: Install EVCSs at County facilities and properties for public, employee, and fleet use, prioritizing locations in frontline, BIPOC, and disadvantaged communities. Complete an assessment of EV charging locations, identifying gaps in publicly accessible stations for frontline, BIPOC, and disadvantaged communities. Provide EV purchase incentive information in multiple languages to frontline communities.</li> </ul> </li> <li>• <b>T7: Electrify County Fleet Vehicles:</b> 100% light-duty (LD) vehicles are ZEV by 2045; 100% ZEV bus and shuttle vehicles by 2045; all new LD purchases ZEV.                             <ul style="list-style-type: none"> <li>○ T7.1: Electrify the County bus and shuttle vehicle fleet, and partner with transit agencies for group purchasing and siting of shared charging and/or fueling infrastructure.</li> <li>○ T7.2: Electrify light-duty County fleet vehicles.</li> </ul> </li> <li>• <b>T8: Accelerate Freight Decarbonization:</b> 95% of MD/HD vehicles are ZEV by 2045.                             <ul style="list-style-type: none"> <li>○ T8.4: Streamline permitting of ZEV charging and fueling infrastructure for medium- and heavy-duty vehicles.</li> <li>○ T8.5: Electrify the County medium- and heavy-duty vehicle fleet.</li> </ul> </li> <li>• <b>CAP Checklist:</b> <ul style="list-style-type: none"> <li>○ For all new municipal projects and facilities that include the purchase or operation of new fleet vehicles, including public transit buses and shuttles, all such fleet vehicles must be ZEVs. This includes both County-owned vehicles along with contractor or vendor fleet vehicles.</li> <li>○ The project must incorporate zero emission vehicle (ZEV) infrastructure and incentives into its design.</li> </ul> </li> </ul>
<p>Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans).</p>	<p>The 2045 CAP is consistent with this recommendation through the following measures and actions:</p> <ul style="list-style-type: none"> <li>• <b>T6: Increase ZEV Market Share and Reduce Gasoline and Diesel Fuel Sales:</b> <ul style="list-style-type: none"> <li>○ T6.1: Develop a Zero Emission Vehicle Master Plan.</li> <li>○ T6.3: Require all new development to install EVCSs through a condition of approval/ordinance. Residential development must install EVCSs; nonresidential development must install EVCSs at a percentage of total parking spaces.</li> </ul> </li> <li>• <b>T8: Accelerate Freight Decarbonization:</b> <ul style="list-style-type: none"> <li>○ T8.3: Adopt Building Performance Standards for existing goods movement facilities and reach code requirements for major retrofits and renovations that require alternative</li> </ul> </li> </ul>

2022 SCOPING PLAN RECOMMENDATION	2045 CAP CONSISTENCY
	<p>fueling infrastructure for medium- and heavy-duty vehicles. Require goods movement facilities to install alternative fueling infrastructure for medium- and heavy-duty vehicles at the point of sale.</p> <ul style="list-style-type: none"> <li>○ T8.4: Streamline permitting of ZEV charging and fueling infrastructure for medium- and heavy-duty vehicles.</li> <li>● <b>T9: Expand Use of Zero-Emission Technologies for Off-Road Vehicles and Equipment:</b> 95% of off-road equipment in unincorporated Los Angeles County is ZEV by 2045; Increase the fleetwide percentage of construction, agriculture, and manufacturing equipment in the unincorporated Los Angeles County that are ZEVs to 100 percent by 2045. <ul style="list-style-type: none"> <li>○ T9.1: Partner with the South Coast Air Quality Management District and Antelope Valley Air Quality Management District to increase the use of zero-emission and near-zero-emission construction, agriculture, and manufacturing equipment.</li> <li>○ T9.2: Identify types of ZEV equipment and green hydrogen equipment that are commercially available (e.g., forklifts, loaders, welders, saws, pumps, fixed cranes, air compressors, sweepers, aerial lifts, pressure washers) and require the use of these types of equipment on all new projects through an ordinance or conditions of approval.</li> <li>○ T9.3: Require, to the maximum extent feasible, the use of zero-emission and near-zero-emission construction, agriculture, and manufacturing equipment for County projects.</li> </ul> </li> <li>● <b>CAP Checklist:</b> The project must incorporate zero emission vehicle (ZEV) infrastructure and incentives into its design.</li> </ul>
<p>Reduce or eliminate minimum parking standards.</p>	<p>The 2045 CAP is consistent with this recommendation through the following measures and actions:</p> <ul style="list-style-type: none"> <li>● <b>T5: Limit and Remove Parking Minimums:</b> Reduce parking stipulations to reduce parking supply and encourage transit use; Unbundle parking costs to reflect cost of parking; Implement parking pricing to encourage “Park-once” behavior. <ul style="list-style-type: none"> <li>○ T5.1: Implement a comprehensive parking reform strategy, which should include, but not be limited to: elimination of minimum parking requirements for all new residential units, establishment of parking maximums within one-half mile of high-quality transit stops, creation and expansion of parking benefit districts, development of planning strategies for transitioning land dedicated to parking to alternative transit and public uses, and incentives for developers to provide less than maximum allowable parking.</li> </ul> </li> <li>● <b>CAP Checklist:</b> Implement parking limitations.</li> </ul>
<p>Implement Complete Streets policies and investments, consistent with general plan circulation element requirements.</p>	<p>The 2045 CAP is consistent with this recommendation through the following measures and actions:</p> <ul style="list-style-type: none"> <li>● <b>T3: Expand Bicycle and Pedestrian Network to Serve Residential, Employment, and Recreational Trips:</b> Increase bikeway miles by 300% by 2035; Implement the County Bicycle Master Plan; Complete updates to the County’s Pedestrian Action Plan, Bicycle Master Plan, and Active Transportation Plans every five years. <ul style="list-style-type: none"> <li>○ T3.1 through T3.3.</li> </ul> </li> </ul>

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<p>Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.</p>	<ul style="list-style-type: none"> <li>• <b>T4: Broaden Options for Transit, Active Transportation, and Alternative Modes of Transportation:</b> All transit corridors will have micromobility service; Improved services and access for children, elderly, disabled, and users needing accommodations for bicycles or active transportation.                             <ul style="list-style-type: none"> <li>○ T4.1: Expand and improve the frequency of service of unincorporated Los Angeles County shuttles and explore new mobility services, such as micro transit, autonomous delivery vehicles, micro mobility, and on-demand autonomous shuttles.</li> <li>○ T4.4: Collaborate with Metro and other transit providers to set aside maintenance funds to ensure that public transit facilities, including stations and stops, are safe and clean to enhance the transit experience and increase ridership.</li> <li>○ T4.8: Establish temporary and permanent car-free areas.</li> <li>○ T4.10: Collaborate with Metro and other transit providers to ensure that all new forms of public transportation (e.g., new bus lines, new light rail service) are low- or zero-emission.</li> </ul> </li> <li>• <b>CAP Checklist:</b> <ul style="list-style-type: none"> <li>○ The project must incorporate pedestrian and bicycle infrastructure into its design.</li> <li>○ The project must comply with the County’s TDM ordinance at the time of project approval.</li> </ul> </li> </ul>
	<p>The 2045 CAP is consistent with this recommendation through the following measures and actions:</p> <ul style="list-style-type: none"> <li>• <b>Strategy 2: Increase Densities and Diversity of Land Uses Near Transit.</b></li> <li>• <b>T1: Increase Density Near High-Quality Transit Areas:</b> Achieve a minimum of 20 dwelling units (DUs) per acre (maximum of 30 to 150 DUs per acre) for HQTAs.                             <ul style="list-style-type: none"> <li>○ T1.1: Incentivize residential and community-serving uses to be developed in high quality transit areas (HQTAs), while ensuring inclusion of vital public amenities, such as parks and active transportation infrastructure.</li> </ul> </li> <li>• <b>T2: Develop Land Use Plans Addressing Jobs-Housing Balance and Increase Mixed Use:</b> By 2030, achieve a job density of 300 jobs per acre; For communities with an imbalance of jobs/housing (+ 20%), develop community plans to identify and quantify strategies for bringing below 20%.                             <ul style="list-style-type: none"> <li>○ T2.1: Develop community plans that will increase the percentage of residents who could live and work within the same community, and that could decrease VMT.</li> </ul> </li> <li>• <b>T4: Broaden Options for Transit, Active Transportation, and Alternative Modes of Transportation:</b> By 2030, double transit service hours from 560,000 to 1.12 million; by 2030, install bus-only lanes and signal prioritization on all major transit thoroughfares; by 2030, ensure that 75% of unincorporated Los Angeles County residents live within one-half mile of shuttle or mobility service; etc.                             <ul style="list-style-type: none"> <li>○ T4.1: Expand and improve the frequency of service of unincorporated Los Angeles County shuttles and explore new mobility services, such as micro transit, autonomous delivery vehicles, micro mobility, and on-demand autonomous shuttles.</li> </ul> </li> </ul>

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	<ul style="list-style-type: none"> <li>○ T4.2 through T4.4.</li> <li>○ T4.6: Offer free transit passes for students, youth, seniors, people with disabilities, and low-income populations.</li> <li>○ T4.7 through T4.10.</li> <li>● <b>CAP Checklist:</b> <ul style="list-style-type: none"> <li>○ If the project is located within a High Quality Transit Area (HQTA), Specific Plan, or Area Plan, it must achieve a minimum of 20 dwelling units (DU) per acre, consistent with the Housing Element Update rezoning.</li> <li>○ The project must comply with the County’s TDM ordinance at the time of project approval</li> <li>○ The project must comply with the County’s current Transportation Impact Analysis (TIA) Guidelines.</li> </ul> </li> </ul>
<p>Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking.</p>	<p>The 2045 CAP is consistent with this recommendation through the following measures and actions:</p> <ul style="list-style-type: none"> <li>● <b>T6: Increase ZEV Market Share and Reduce Gasoline and Diesel Fuel Sales.</b> <ul style="list-style-type: none"> <li>○ T6.6: Expand electric options for active transportation, such as electric scooters and e-bikes. Provide access to neighborhood electric vehicles, such as golf carts, shared EVs, and others. Develop policies and/or ordinances to expand these options.</li> </ul> </li> <li>● <b>T3: Expand Bicycle and Pedestrian Network to Serve Residential, Employment, and Recreational Trips:</b> Increase bikeway miles by 300% by 2035; Implement the County Bicycle Master Plan; Complete updates to the County’s Pedestrian Action Plan, Bicycle Master Plan, and Active Transportation Plans every five years.             <ul style="list-style-type: none"> <li>○ T3.1 through T3.3.</li> </ul> </li> <li>● <b>T4: Broaden Options for Transit, Active Transportation, and Alternative Modes of Transportation:</b> All transit corridors will have micromobility service; improved services and access for children, elderly, disabled, and users needing accommodations for bicycles or active transportation.             <ul style="list-style-type: none"> <li>○ T4.1: Expand and improve the frequency of service of unincorporated Los Angeles County shuttles and explore new mobility services, such as micro transit, autonomous delivery vehicles, micro mobility, and on-demand autonomous shuttles.</li> <li>○ T4.8: Establish temporary and permanent car-free areas.</li> <li>○ T4.10: Collaborate with Metro and other transit providers to ensure that all new forms of public transportation (e.g., new bus lines, new light rail service) are low- or zero-emission.</li> </ul> </li> <li>● <b>CAP Checklist:</b> <ul style="list-style-type: none"> <li>○ The project must incorporate pedestrian and bicycle infrastructure into its design.</li> <li>○ The project must incorporate zero emission vehicle (ZEV) infrastructure and incentives into its design.</li> </ul> </li> </ul>

2022 SCOPING PLAN RECOMMENDATION	2045 CAP CONSISTENCY
<p>Implement parking pricing or transportation demand management pricing strategies.</p>	<p>The 2045 CAP is consistent with this recommendation through the following measures and actions:</p> <ul style="list-style-type: none"> <li>• <b>T4: Broaden Options for Transit, Active Transportation, and Alternative Modes of Transportation.</b> <ul style="list-style-type: none"> <li>○ T4.5: Collaborate with Metro and other transit providers to develop and implement a transportation demand management (TDM) ordinance that requires development projects to incorporate measures such as subsidized transit passes and car share.</li> </ul> </li> <li>• <b>T5: Limit and Remove Parking Minimums:</b> Parking strategies such as parking maximums, unbundling parking, or market price parking can help reduce VMT.</li> <li>• <b>CAP Checklist:</b> The project must comply with the County's TDM ordinance at the time of project approval. This may include preferential carpool/vanpool parking, bicycle parking, and shower facilities and locker rooms; trip reduction plans; transit-supportive infrastructure development; and similar strategies.</li> </ul>
<p>Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood).</p>	<p>The 2045 CAP is a policy document intended to reduce community-wide GHG emissions and would support development already allowed under the General Plan's land use assumptions as identified in the Land Use Element and 2021–2029 Revised County of Los Angeles Housing Element (2021–2029 Housing Element). No changes to General Plan land use designations, zoning, land use, or specific projects are proposed as part of the 2045 CAP.</p> <p>The 2045 CAP is consistent with this recommendation through the following measures and actions:</p> <ul style="list-style-type: none"> <li>• <b>T1: Increase Density Near High-Quality Transit Areas.</b> <ul style="list-style-type: none"> <li>○ T1.1: Incentivize residential and community-serving uses to be developed in high quality transit areas (HQTAs), while ensuring inclusion of vital public amenities, such as parks and active transportation infrastructure.</li> <li>○ T1.2: Develop land use tools that will increase the production of a diversity of housing types, such as missing middle housing.</li> </ul> </li> <li>• <b>T2: Develop Land Use Plans Addressing Jobs-Housing Balance and Increase Mixed Use.</b> <ul style="list-style-type: none"> <li>○ T2.1: Develop community plans that will increase the percentage of residents who could live and work within the same community, and that could decrease VMT.</li> </ul> </li> <li>• <b>CAP Checklist:</b> <ul style="list-style-type: none"> <li>○ If the project is located within a High Quality Transit Area (HQTA), Specific Plan, or Area Plan, it must achieve a minimum of 20 dwelling units (DU) per acre, consistent with the Housing Element Update rezoning.</li> <li>○ The project must comply with the County's TDM ordinance at the time of project approval.</li> <li>○ The project must comply with the County's current Transportation Impact Analysis (TIA) Guidelines.</li> </ul> </li> </ul>

2022 SCOPING PLAN RECOMMENDATION	2045 CAP CONSISTENCY
<p>Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements).</p>	<p>The 2045 CAP is a policy document intended to reduce community-wide GHG emissions and would support development already allowed under the General Plan's land use assumptions as identified in the Land Use Element and 2021–2029 Revised County of Los Angeles Housing Element (2021–2029 Housing Element). No changes to General Plan land use designations, zoning, land use, or specific projects are proposed as part of the 2045 CAP.</p> <p>The 2045 CAP is consistent with this recommendation through the following measures and actions:</p> <ul style="list-style-type: none"> <li>• <b>Strategy 9: Conserve Forests and Connect Wildlands and Working Lands.</b></li> <li>• <b>A1: Conserve Forests, Woodlands, Shrublands, Grasslands, Desert, and other Carbon-Sequestering Wildlands and Working Lands:</b> Preserve, conserve, and restore agricultural lands, working lands, rangelands, forest lands, wetlands, and other wildlands in unincorporated Los Angeles County: Reduce the amount of natural land converted for urbanized uses: 25% by 2030 (53 hectares conserved annually), 50% by 2035 (106 hectares conserved annually), 75% by 2045 (159 hectares conserved annually); Conserve and restore natural forest land: 2,000 acres by 2030, 4,000 acres by 2035, 6,000 acres by 2045.             <ul style="list-style-type: none"> <li>○ A1.1: Develop an open space conservation and land acquisition strategy that prioritizes wildlife connectivity to conserve native habitats for carbon sequestration.</li> <li>○ A1.2: Employ ecosystem-appropriate vegetation management of wildlands based on the best available science to reduce unintended human ignitions and wildfire risk and prevent carbon loss in forest lands. Leverage tools such as the Unified Land Management Plan and the Countywide Community Wildfire Prevention Plan.</li> </ul> </li> <li>• <b>CAP Checklist:</b> For all projects involving the preservation, conservation, and restoration of agricultural lands, working lands, rangelands, forest lands, wetlands, and other wildlands in unincorporated Los Angeles County, the project may:             <ul style="list-style-type: none"> <li>○ Support the use of public and private land for urban and peri-urban agriculture, such as community gardens, and including urban vertical surfaces.</li> <li>○ Conserve and restore natural forest lands, wetlands, and wildlands through land acquisitions and conservation easements.</li> <li>○ Preserve existing agricultural and farmlands, including those mapped in unincorporated Los Angeles County as Agricultural Opportunity Areas. Expand adjoining areas to enlarge farmland area.</li> <li>○ Actively manage forests to reduce wildfire risk and prevent carbon loss in forest lands.</li> </ul> </li> </ul>

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<p>Adopt all-electric new construction reach codes for residential and commercial uses.</p>	<p>The 2045 CAP is consistent with this recommendation through the following measures and actions:</p> <ul style="list-style-type: none"> <li>• <b>E2: Standardize All-Electric New Development:</b> This measure aims to electrify all applicable new buildings, while taking into consideration the varying climate, geography, infrastructure, and sole-source dependency challenges that rural communities and unique industries may face; All applicable new buildings will be all electric; Residential: 90% all-electric by 2030, 95% by 2035, and 100% by 2045; Nonresidential: 90% all-electric by 2030 (except large industry and possibly food service) 95% by 2035, and 100% by 2045.                     <ul style="list-style-type: none"> <li>○ E2.1: Adopt an ordinance requiring all applicable new buildings to be fully electric with no natural gas hookups. Include affordable housing considerations in these requirements, and develop supporting measures (financial support, technical assistance, or other incentives) to defray potential additional first costs in order to maintain housing affordability.</li> </ul> </li> <li>• <b>CAP Checklist:</b> For projects under construction before 2030, the project must be fully electric with no natural gas infrastructure or appliances, as specified in the City’s all-electric buildings ordinance, unless the project meets specific exemptions identified in the ordinance. For projects under construction after 2030, the project must be zero-net-energy and fully electric with no natural gas infrastructure or appliances, as specified in the City’s ZNE ordinance, unless the project meets specific exemptions identified in the ordinance.</li> </ul>
<p>Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers).</p>	<p>The 2045 CAP is consistent with this recommendation through the following measures and actions:</p> <ul style="list-style-type: none"> <li>• <b>E1: Transition Existing Buildings to All-Electric.</b> <ul style="list-style-type: none"> <li>○ E1.5: Create a comprehensive fund aggregation program to support energy efficiency, decarbonization, and resilience in new and existing affordable housing.</li> <li>○ E1.6: Create and resource an energy retrofit accelerator to provide a one-stop shop for guidance, technical support, training, and access to aggregated funds to support building owners and contractors. Target support to low-income communities and affordable housing.</li> </ul> </li> <li>• <b>E4: Improve Energy Efficiency of Existing Buildings:</b> Retrofit existing building stock to reduce overall unincorporated Los Angeles County energy use: Reduce building Energy Use Intensity below 2015 levels 20% for residential, 15% for industrial, and 25% for commercial by 2030; 25% for residential and industrial and 35% for commercial by 2035; and 50% for residential and industrial and 50% for commercial by 2045.                     <ul style="list-style-type: none"> <li>○ E4.1: Adopt Building Performance Standards for energy efficiency in existing buildings.</li> <li>○ E4.2: Adopt an energy efficiency ordinance for existing buildings, requiring all buildings over 20,000 square feet to benchmark and report their energy use and demonstrate their pathway to efficiency.</li> <li>○ E4.3: Convert existing County-owned heat-trapping surfaces to cool or green surfaces.</li> </ul> </li> </ul>



2022 SCOPING PLAN RECOMMENDATION	2045 CAP CONSISTENCY
	<ul style="list-style-type: none"> <li>• <b>CAP Checklist:</b> Projects that include a retrofit, remodel, or redesign of an existing building must incorporate the following design elements:                             <ul style="list-style-type: none"> <li>○ All space heating and water heating must be electric.</li> <li>○ With the exception of restaurants, all cooking appliances must be electric.</li> <li>○ For restaurants, use electric cooking appliances to the maximum extent feasible.</li> <li>○ Comply with all applicable Building Performance Standards.</li> <li>○ Comply with all building carbon intensity limits.</li> <li>○ If the project is a major renovation, achieve ZNE and/or comply with the City’s ZNE ordinance.</li> </ul> </li> </ul>
<p>Adopt policies and incentive programs to electrify all appliances and equipment in existing buildings such as appliance rebates, existing building reach codes, or time of sale electrification ordinances.</p>	<p>The 2045 CAP is consistent with this recommendation through the following measures and actions:</p> <ul style="list-style-type: none"> <li>• <b>E1: Transition Existing Buildings to All-Electric:</b> Electrify 80% of residential buildings and 60% of nonresidential by 2045; require ZNE for all major renovations by 2045.                             <ul style="list-style-type: none"> <li>○ E1.1: Adopt Building Performance Standards for existing buildings and reach code requirements for major retrofits and renovations that require electric water and space heating. Require buildings to retrofit natural gas water and space heating to electric water and space heating at the point of sale.</li> <li>○ E1.2: Increase alternatives to natural gas uses, such as for cooking, in existing buildings. Establish carbon intensity limits for existing nonresidential and residential buildings over a certain size.</li> <li>○ E1.3: Adopt a ZNE ordinance for building renovations, based on certain criteria (such as commercial facilities with 10,000 square feet of additions). Adopt ZNE Building Performance Standards for certain buildings not undergoing major renovations or retrofits.</li> <li>○ E1.4: Create and resource a plan for phased electrification of County facilities. Phase out gas-powered infrastructure and appliances as they need replacement.</li> </ul> </li> <li>• <b>CAP Checklist:</b> Projects that include a retrofit, remodel, or redesign of an existing building must incorporate the following design elements:                             <ul style="list-style-type: none"> <li>○ All space heating and water heating must be electric.</li> <li>○ With the exception of restaurants, all cooking appliances must be electric.</li> <li>○ For restaurants, use electric cooking appliances to the maximum extent feasible.</li> <li>○ Comply with all applicable Building Performance Standards.</li> <li>○ Comply with all building carbon intensity limits.</li> <li>○ If the project is a major renovation, achieve ZNE and/or comply with the City’s ZNE ordinance.</li> </ul> </li> </ul>

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<p>Facilitate deployment of renewable energy production and distribution and energy storage on privately owned land uses (e.g., permit streamlining, information sharing).</p>	<p>The 2045 CAP is consistent with this recommendation through the following measures and actions:</p> <ul style="list-style-type: none"> <li>• <b>ES2: Procure Zero-Carbon Electricity:</b> 100% enrollment in zero-carbon electricity service by 2030.                             <ul style="list-style-type: none"> <li>○ ES2.1: Transition all County facilities within unincorporated areas to CPA's 100% Green Power option, SCE's 100% Green Rate option, or other available 100% renewable electricity service.</li> <li>○ ES2.2: Complete enrollment of the community in CPA's 100% Green Power or SCE's Green Rate option.</li> </ul> </li> <li>• <b>ES3: Increase Renewable Energy Production:</b> Install rooftop solar PV on 35% of existing residential buildings and 32% of commercial buildings by 2045; install rooftop solar PV on 80% of new multifamily residential buildings and 40% of all new commercial buildings by 2030.                             <ul style="list-style-type: none"> <li>○ ES3.1: Require rooftop solar PV for all new development.</li> <li>○ ES3.2: Install rooftop solar PV at existing buildings.</li> <li>○ ES3.5: Require and incentivize renewable energy for affordable housing developments for both new development and existing buildings.</li> <li>○ ES3.6: Streamline and prioritize permitting for solar and battery storage projects.</li> </ul> </li> <li>• <b>ES4: Increase Energy Resilience:</b> Achieve community electricity storage and generation capacity equal to the community-wide 24-hour average usage by 2035/2045.                             <ul style="list-style-type: none"> <li>○ ES4.1: Develop a program to deploy community resilience hubs at scale</li> <li>○ ES4.2: Invest in energy storage and microgrids at critical County facilities through CPA's Power Ready Program.</li> <li>○ ES4.3: Develop a publicly accessible community energy map that identifies opportunities for deploying distributed energy resources and microgrids to improve energy resiliency.</li> <li>○ ES4.4: Conduct feasibility studies to identify priority areas for solar and storage, combined with building- and community-scale microgrids and alternative technologies such as fuel cells and grid paralleling, to support demand management and peak shaving to increase grid resilience. Study implementation, costs, barriers, and obstacles and identify partnerships. Adopt regulations that establish this use and standards for its development. Limiting peak energy demand can eliminate or reduce the use of high-carbon peaker plants.</li> <li>○ ES4.5: Develop a Countywide program to promote energy efficiency and resilience measures in facilities providing critical community services</li> </ul> </li> <li>• <b>CAP Checklist:</b> <ul style="list-style-type: none"> <li>○ The project must utilize 100% zero-carbon electricity on-site.</li> <li>○ To the extent feasible, the project must install energy storage systems and use a building-scale or community microgrid to support demand management and peak shaving.</li> </ul> </li> </ul>

2022 SCOPING PLAN RECOMMENDATION	2045 CAP CONSISTENCY
<p>Deploy renewable energy production and energy storage directly in new public projects and on existing public facilities (e.g., solar photovoltaic systems on rooftops of municipal buildings and on canopies in public parking lots, battery storage systems in municipal buildings).</p>	<p>The 2045 CAP is consistent with this recommendation through the following measures and actions:</p> <ul style="list-style-type: none"> <li>• <b>ES3: Increase Renewable Energy Production:</b> Install 20,000 kW of solar PV at County facilities.                             <ul style="list-style-type: none"> <li>○ ES3.3: Identify and install solar PV systems at existing viable County facilities and properties.</li> <li>○ ES3.4: Explore the feasibility to install community-shared solar facilities on County properties where opportunities exist.</li> <li>○ ES3.6: Streamline and prioritize permitting for solar and battery storage projects.</li> </ul> </li> <li>• <b>ES4: Increase Energy Resilience:</b> Establish a community resilience hub program to equip community serving County facilities (e.g., libraries, rec centers, senior centers); Provide solar and battery systems sufficient to support emergency cooling and other emergency functions; Locate at least one hub in each County district, with focus on vulnerable populations.                             <ul style="list-style-type: none"> <li>○ ES4.1: Develop a program to deploy community resilience hubs at scale.</li> <li>○ ES4.2: Invest in energy storage and microgrids at critical County facilities through CPA’s Power Ready Program.</li> <li>○ ES4.4: Conduct feasibility studies to identify priority areas for solar and storage, combined with building- and community-scale microgrids and alternative technologies such as fuel cells and grid paralleling, to support demand management and peak shaving to increase grid resilience. Study implementation, costs, barriers, and obstacles and identify partnerships. Adopt regulations that establish this use and standards for its development. Limiting peak energy demand can eliminate or reduce the use of high-carbon peaker plants.</li> </ul> </li> <li>• <b>CAP Checklist:</b> <ul style="list-style-type: none"> <li>○ The project must utilize 100% zero-carbon electricity on-site.</li> <li>○ To the extent feasible, the project must install energy storage systems and use a building-scale or community microgrid to support demand management and peak shaving.</li> </ul> </li> </ul>
Climate Action Plan Targets & Performance Standards (2022 Scoping Plan Appendix D, Table 2)	
<p><b>Scoping Plan Scenario:</b> 100 percent of light-duty vehicle sales are ZEVs by 2035.</p> <p><b>Recommendation:</b> Potential data sources and tools to localize this for target-setting include EMFAC Fleet Database (by county) and Scenario Analysis Tool and Department of Motor Vehicles Database (by fuel type and registration).</p>	<p>The 2045 CAP is consistent with this recommendation through the following measures and actions:</p> <ul style="list-style-type: none"> <li>• <b>T6: Increase ZEV Market Share and Reduce Gasoline and Diesel Fuel Sales:</b> Increase the fleetwide percentage total amount of light-duty vehicles in unincorporated Los Angeles County that are ZEVs to: 30% by 2030, 50% by 2035, and 90% by 2045; Increase the sales of new light-duty vehicles in unincorporated Los Angeles County that are ZEVs to: 68% by 2030 and 100% by 2035.                             <ul style="list-style-type: none"> <li>○ T6.1: Develop a Zero Emission Vehicle Master Plan.</li> <li>○ T6.3: Require all new development to install EVCSs through a condition of approval/ordinance. Residential development must install EVCSs; nonresidential development must install EVCSs at a percentage of total parking spaces.</li> </ul> </li> </ul>

2022 SCOPING PLAN RECOMMENDATION	2045 CAP CONSISTENCY
<p><b>Scoping Plan Scenario:</b> VMT per capita reduced 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045; Potential data sources to localize this for target-setting include VMT modeling outputs prepared for, or consistent with, the travel outcomes associated with the adopted SCS or other applicable regional plan.</p> <p><b>Recommendation:</b> Potential data sources to localize this for target-setting include VMT modeling outputs prepared for, or consistent with, the travel outcomes associated with the adopted SCS or other applicable regional plan.</p>	<ul style="list-style-type: none"> <li>• <b>CAP Checklist:</b> <ul style="list-style-type: none"> <li>○ For all new municipal projects and facilities that include the purchase or operation of new fleet vehicles, including public transit buses and shuttles, all such fleet vehicles must be ZEVs. This includes both County-owned vehicles and contractor or vendor fleet vehicles.</li> <li>○ The project must incorporate ZEV infrastructure and incentives into its design.</li> </ul> </li> </ul> <p>The 2045 CAP is consistent with this recommendation through the following measures and actions. The 2045 CAP does not achieve the same levels of per-capita VMT reduction as the Scoping Plan Scenario: Compared to 2019 levels, the CAP achieves a 10% reduction in per-capita VMT by 2030, 12% by 2035, and 16% by 2045, which is extremely aggressive for unincorporated Los Angeles County. However, the 2045 CAP is consistent with recommended approach using regional VMT modeling outputs/SCS implementation.</p> <ul style="list-style-type: none"> <li>• <b>Strategy 2: Increase Densities and Diversity of Land Uses Near Transit.</b></li> <li>• <b>T1: Increase Density Near High-Quality Transit Areas:</b> Achieve a minimum of 20 dwelling units (DUs) per acre (maximum of 30 to 150 DUs per acre) for HQTAs.             <ul style="list-style-type: none"> <li>○ T1.1 and T1.2.</li> </ul> </li> <li>• <b>T2: Develop Land Use Plans Addressing Jobs-Housing Balance and Increase Mixed Use:</b> By 2030, achieve a job density of 300 jobs per acre; For communities with an imbalance of jobs/housing (+ 20%), develop community plans to identify and quantify strategies for bringing below 20%.             <ul style="list-style-type: none"> <li>○ T2.1: Develop community plans that will increase the percentage of residents who could live and work within the same community, and that could decrease VMT.</li> </ul> </li> <li>• <b>T3: Expand Bicycle and Pedestrian Network to Serve Residential, Employment, and Recreational Trips:</b> Increase bikeway miles by 300% by 2035; Implement the County Bicycle Master Plan; Complete updates to the County's Pedestrian Action Plan, Bicycle Master Plan, and Active Transportation Plans every five years.             <ul style="list-style-type: none"> <li>○ T3.1 through T3.3.</li> </ul> </li> <li>• <b>T4: Broaden Options for Transit, Active Transportation, and Alternative Modes of Transportation:</b> By 2030, double transit service hours from 560,000 to 1.12 million; by 2030, install bus-only lanes and signal prioritization on all major transit thoroughfares 100% of all transit routes; by 2030, ensure that 75% of unincorporated Los Angeles County residents live within one-half mile of shuttle or mobility service.             <ul style="list-style-type: none"> <li>○ T4.1 through T4.10.</li> </ul> </li> <li>• <b>CAP Checklist:</b> <ul style="list-style-type: none"> <li>○ If the project is located within a High Quality Transit Area (HQTA), Specific Plan, or Area Plan, it must achieve a minimum of 20 dwelling units (DU) per acre, consistent with the Housing Element Update rezoning.</li> <li>○ The project must comply with the County's TDM ordinance at the time of project approval.</li> </ul> </li> </ul>

2022 SCOPING PLAN RECOMMENDATION	2045 CAP CONSISTENCY
<p><b>Scoping Plan Scenario:</b> All electric appliances in new construction beginning 2026 (residential) and 2029 (commercial).</p> <p><b>Recommendation:</b> Potential data sources to localize these for target-setting include: Commercial Building Energy Consumption Survey, California Commercial End Use Survey, Residential Appliance Saturation Survey.</p>	<ul style="list-style-type: none"> <li>○ The project must comply with the County's current Transportation Impact Analysis (TIA) Guidelines.</li> <li>○ The project must incorporate pedestrian and bicycle infrastructure into its design.</li> <li>○ The project must comply with the County's TDM ordinance at the time of project approval. This may include preferential carpool/vanpool parking, bicycle parking, and shower facilities and locker rooms; trip reduction plans; transit-supportive infrastructure development; and similar strategies.</li> </ul> <p>The 2045 CAP is consistent with this recommendation through the following measures and actions:</p> <ul style="list-style-type: none"> <li>● <b>E2: Standardize All-Electric New Development:</b> All applicable new buildings will be all electric; Residential: 90% all-electric by 2030, 95% by 2035, and 100% by 2045; Nonresidential: 90% all-electric by 2030 (except large industry and possibly food service), 95% by 2035, and 100% by 2045.             <ul style="list-style-type: none"> <li>○ E2.1: Adopt an ordinance requiring all applicable new buildings to be fully electric with no natural gas hookups. Include affordable housing considerations in these requirements, and develop supporting measures (financial support, technical assistance, or other incentives) to defray potential additional first costs in order to maintain housing affordability.</li> </ul> </li> <li>● <b>CAP Checklist:</b> For projects under construction before 2030, the project must be fully electric with no natural gas infrastructure or appliances, as specified in the City's all-electric buildings ordinance, unless the project meets specific exemptions identified in the ordinance. For projects under construction after 2030, the project must be zero-net-energy and fully electric with no natural gas infrastructure or appliances, as specified in the City's ZNE ordinance, unless the project meets specific exemptions identified in the ordinance.</li> </ul>
<p><b>Scoping Plan Scenario:</b> For existing residential buildings, 80 percent of appliance sales are electric by 2030 and 100 percent of appliance sales are electric by 2035 (appliances replaced at end of life).</p> <p><b>Recommendation:</b> Potential data sources to localize these for target-setting include: Commercial Building Energy Consumption Survey, California Commercial End Use Survey, Residential Appliance Saturation Survey.</p>	<p>The 2045 CAP is consistent with this recommendation through the following measures and actions:</p> <ul style="list-style-type: none"> <li>● <b>E1: Transition Existing Buildings to All-Electric:</b> Electrify all the existing residential buildings stock 25% by 2030, 40% by 2035, 80% by 2045.             <ul style="list-style-type: none"> <li>○ E1.1: Adopt Building Performance Standards for existing buildings and reach code requirements for major retrofits and renovations that require electric water and space heating. Require buildings to retrofit natural gas water and space heating to electric water and space heating at the point of sale.</li> <li>○ E1.2: Increase alternatives to natural gas uses, such as for cooking, in existing buildings. Establish carbon intensity limits for existing nonresidential and residential buildings over a certain size.</li> <li>○ E1.3: Adopt a ZNE ordinance for building renovations, based on certain criteria (such as commercial facilities with 10,000 square feet of additions). Adopt ZNE Building Performance Standards for certain buildings not undergoing major renovations or retrofits.</li> </ul> </li> </ul>

2022 SCOPING PLAN RECOMMENDATION	2045 CAP CONSISTENCY
	<ul style="list-style-type: none"> <li>○ E1.5: Create a comprehensive fund aggregation program to support energy efficiency, decarbonization and resilience in new and existing affordable housing.</li> <li>○ E1.6: Create and resource an energy retrofit accelerator to provide a one-stop shop for guidance, technical support, training, and access to aggregated funds to support building owners and contractors. Target support to low-income communities and affordable housing.</li> <li>● <b>CAP Checklist:</b> Projects that include a retrofit, remodel, or redesign of an existing building must incorporate the following design elements:             <ul style="list-style-type: none"> <li>○ All space heating and water heating must be electric.</li> <li>○ With the exception of restaurants, all cooking appliances must be electric.</li> <li>○ For restaurants, use electric cooking appliances to the maximum extent feasible.</li> <li>○ Comply with all applicable Building Performance Standards.</li> <li>○ Comply with all building carbon intensity limits.</li> <li>○ If the project is a major renovation, achieve ZNE and/or comply with the City’s ZNE ordinance.</li> </ul> </li> </ul>
<p><b>Scoping Plan Scenario:</b> For existing commercial buildings, 80 percent of appliance sales are electric by 2030 and 100 percent of appliance sales are electric by 2045 (appliances replaced at end of life).</p> <p><b>Recommendation:</b> Potential data sources to localize these for target-setting include: Commercial Building Energy Consumption Survey, California Commercial End Use Survey, Residential Appliance Saturation Survey.</p>	<p>The 2045 CAP is consistent with this recommendation through the following measures and actions:</p> <ul style="list-style-type: none"> <li>● <b>E1: Transition Existing Buildings to All-Electric:</b> Electrify all the existing nonresidential buildings stock 15% by 2030, 25% by 2035, 60% by 2045; require ZNE for all major renovations by 2045.             <ul style="list-style-type: none"> <li>○ E1.1: Adopt Building Performance Standards for existing buildings and reach code requirements for major retrofits and renovations that require electric water and space heating. Require buildings to retrofit natural gas water and space heating to electric water and space heating at the point of sale.</li> <li>○ E1.2: Increase alternatives to natural gas uses, such as for cooking, in existing buildings. Establish carbon intensity limits for existing nonresidential and residential buildings over a certain size.</li> <li>○ E1.3: Adopt a ZNE ordinance for building renovations, based on certain criteria (such as commercial facilities with 10,000 square feet of additions). Adopt ZNE Building Performance Standards for certain buildings not undergoing major renovations or retrofits.</li> <li>○ E1.5: Create a comprehensive fund aggregation program to support energy efficiency, decarbonization, and resilience in new and existing affordable housing.</li> <li>○ E1.6: Create and resource an energy retrofit accelerator to provide a one-stop shop for guidance, technical support, training, and access to aggregated funds to support building owners and contractors. Target support to low-income communities and affordable housing.</li> </ul> </li> <li>● <b>CAP Checklist:</b> Projects that include a retrofit, remodel, or redesign of an existing building must incorporate the following design elements:             <ul style="list-style-type: none"> <li>○ All space heating and water heating must be electric.</li> <li>○ With the exception of restaurants, all cooking appliances must be electric.</li> </ul> </li> </ul>

2022 SCOPING PLAN RECOMMENDATION	2045 CAP CONSISTENCY
	<ul style="list-style-type: none"> <li>○ For restaurants, use electric cooking appliances to the maximum extent feasible.</li> <li>○ Comply with all applicable Building Performance Standards.</li> <li>○ Comply with all building carbon intensity limits.</li> <li>○ If the project is a major renovation, achieve ZNE and/or comply with the City’s ZNE ordinance.</li> </ul>
<b>Greenhouse Gas Targets (2022 Scoping Plan, pursuant to AB 1279)</b>	
<p>85% below 1990 levels by 2045.</p>	<p>The 2045 CAP is consistent with this target for the following reason:</p> <ul style="list-style-type: none"> <li>● <b>2045 Target:</b> The CAP has a target of 85% below 1990 levels by 2045, consistent with the state target.</li> </ul>
<p>Carbon neutrality by 2045.</p>	<p>The 2045 CAP is consistent with this target for the following reasons:</p> <ul style="list-style-type: none"> <li>● <b>2045 Target:</b> The CAP has a target of 85% below 1990 levels by 2045. The CAP does not have a target of carbon neutrality, but this is not required by the scoping plan and may not be appropriate for all jurisdictions.</li> <li>● <b>2045 Aspirational Goal:</b> The 2045 CAP also includes an aspirational goal to achieve carbon neutrality by 2045 to align with the We Are Still In Declaration and the state’s carbon reduction targets and goals.</li> <li>● <b>Carbon Removal:</b> Action ES1.3 states, “Develop a carbon removal strategy that considers direct air capture and carbon capture and sequestration (CCS).” This program will be developed via the CAP into the future to help the County aim for carbon neutrality. Measures A1, A2, and A3 also call for and promote carbon sequestration to balance remaining direct emissions.</li> <li>● <b>CAP Checklist:</b> The checklist allows projects to screen out of completing the checklist in full if the project achieves zero GHG emissions compared to the existing on-site development at the project site.</li> </ul>
<p>GHG reduction targets should typically be estimated for specific years aligned with the State’s long-term climate targets established through existing laws or policy guidance.</p>	<p>The 2045 CAP is consistent with this recommendation for the following reason:</p> <ul style="list-style-type: none"> <li>● <b>Multiple target years:</b> The CAP’s targets for 2030 and 2045 align or exceed state targets for these years. The CAP also has an interim 2035 target on the trendline from 2018 to 2045.</li> </ul>
<p>Jurisdictions should consider their respective share of the statewide reductions necessary to achieve the State’s long-term climate targets. Jurisdictions should also evaluate their GHG inventory when establishing targets consistent with the State’s long-term climate targets and should tailor their inventory to ensure the sectors included in the State’s targets align with those included in the local jurisdiction’s inventory and target. Local governments should focus on sources and actions within their control.</p>	<p>The 2045 CAP is consistent with this recommendation for the following reasons:</p> <ul style="list-style-type: none"> <li>● <b>Inventory and forecast:</b> The 2045 CAP includes a 2015 baseline GHG emissions inventory, a 2018 GHG emissions inventory update, and projections of 2030, 2035, and 2045 emissions. GHG emissions for all of these years include emissions associated with all activities occurring within the boundaries of unincorporated Los Angeles County.</li> <li>● <b>Excluded sectors:</b> Sectors over which the County has no control were excluded from the inventory, forecast, and target. These include Cap-and-Trade covered entities (like large stationary sources and power plants), airports, ports and marine, military, and other sources.</li> </ul>

2022 SCOPING PLAN RECOMMENDATION	2045 CAP CONSISTENCY
<p>A jurisdiction that periodically examines their long-term GHG reduction trajectory is in a better position to determine whether GHG emission levels contemplated in their CAP are sustainable. This type of long-term approach benefits from interim reduction targets rather than a single target.</p>	<p>The 2045 CAP is consistent with this recommendation for the following reasons:</p> <ul style="list-style-type: none"> <li>• <b>Multiple targets:</b> The CAP includes separate targets for 2030, 2035, and 2045 (see above).</li> <li>• <b>Implementation and tracking:</b> Chapter 4 of the CAP includes an implementation and tracking plan, including regular inventory and CAP updates. Appendix E has specific performance goals and tracking metrics for each measure and action.</li> </ul>
<p>Align local GHG-reducing strategies and actions with the respective State policies that will deliver GHG emission reductions, if successfully implemented and supported at the local level. The CAP target-setting process should account for projected GHG emission reductions from State policies, programs, and strategies implemented over time.</p>	<p>The 2045 CAP is consistent with this recommendation for the following reason:</p> <ul style="list-style-type: none"> <li>• <b>Adjusted BAU forecast:</b> The Adjusted BAU forecast accounts for future growth under BAU conditions but makes adjustments for federal, state, and County legislative regulations that were implemented before the development of the 2045 CAP. These actions include the California Energy Commission’s 2019 and 2023 Title 24 building energy efficiency requirements, the Renewable Portfolio Standards (SB 350), the California Department of Resources Recycling and Recovery (CalRecycle) 75 percent waste diversion initiative (AB 341), the Pavley and Advanced Clean Car Standards (AB 1493), and the Low Carbon Fuel Standards (Executive Order S-01-07).</li> </ul>
<p>Jurisdictions should avoid creating targets that are impossible to meet as a basis to determine significance. A net-zero target that makes it more difficult to achieve statewide goals by prohibiting or complicating projects that are needed to support the State’s climate goals, like infill development or solar arrays, is not consistent with the State’s goals.</p>	<p>The 2045 CAP is consistent with this recommendation for the following reasons:</p> <ul style="list-style-type: none"> <li>• <b>2045 Target:</b> The CAP has a target of 85% below 1990 levels by 2045, consistent with the state target.</li> <li>• <b>2045 Aspirational Goal:</b> The 2045 CAP also includes an aspirational goal to achieve carbon neutrality by 2045 to align with the We Are Still In Declaration and the state’s carbon reduction targets and goals.</li> <li>• <b>Infill and affordable housing:</b> The CAP prioritizes infill and affordable housing development in a myriad of ways. For example:             <ul style="list-style-type: none"> <li>○ Action ES3.5 states, “Require and incentivize renewable energy for affordable housing developments for both new development and existing buildings.”</li> <li>○ Action ES5.1 calls for requirements for new development, but includes “affordable housing considerations in these requirements, and develop supporting measures (financial support, technical assistance, or other incentives) to defray potential additional first costs in order to maintain housing affordability.”</li> <li>○ Action E1.5 states, “Create a comprehensive fund aggregation program to support energy efficiency, decarbonization and resilience in new and existing affordable housing.”</li> </ul> </li> <li>• <b>Carbon Removal:</b> Action ES1.3 states, “Develop a carbon removal strategy that considers direct air capture and carbon capture and sequestration (CCS).” This program will be developed via the CAP into the future to help the County aim for carbon neutrality. Measures A1, A2, and A3 also call for and promote carbon sequestration to balance remaining direct emissions.</li> </ul>



2022 SCOPING PLAN RECOMMENDATION	2045 CAP CONSISTENCY
	<ul style="list-style-type: none"> <li>• <b>CAP Checklist:</b> The checklist allows projects to screen out of completing the checklist in full if the project achieves zero GHG emissions compared to the existing on-site development at the project site.</li> </ul>
<p><b>Equity and Affordable Housing (2022 Scoping Plan Appendix D, Section 1.1)</b></p>	
<p>Local policies that make it easier for people to afford homes in places with good access to jobs, services, open space, and education, as well as a variety of transportation options that reduce the need to drive, advance equity and reduce GHG emissions.</p>	<p>The 2045 CAP and other County programs and policies are consistent with this recommendation for the following reasons: <sup>a</sup></p> <ul style="list-style-type: none"> <li>• <b>County Racial Equity Strategic Plan:</b> To address the implementation of the 2045 CAP strategies, measures, and actions in an equitable manner, the County identified applicable guiding principles from the <a href="#">Los Angeles County Draft Racial Equity Strategic Plan</a> to assist with the equitable distribution of benefits and resources across all segments of a community.</li> <li>• <b>Grants Program:</b> Grants will be highly considered in place of the traditional rebate programs for frontline communities.</li> <li>• <b>Feasibility Studies:</b> Feasibility studies initiated by a CAP action will also include additional feasibility analysis for frontline communities to identify necessary additional support.</li> <li>• <b>Housing Element:</b> In 2022, the County updated its Housing Element to reduce regulatory barriers and provide incentives to promote the equitable distribution of sustainable housing development through programs that include but are not limited to the Rezoning Program, Residential Parking Program, Rent Stabilization Ordinance, and Affordable Housing and Sustainable Communities Program.</li> </ul>
<p><u>Ensuring that vulnerable communities benefit from efforts to reduce GHG emissions</u> is crucial to the State’s climate strategy.</p>	<p>The 2045 CAP and other County programs and policies are consistent with this recommendation for the following reasons: <sup>a</sup></p> <ul style="list-style-type: none"> <li>• <b>County Racial Equity Strategic Plan:</b> To address the implementation of the 2045 CAP strategies, measures, and actions in an equitable manner, the County identified applicable guiding principles from the <a href="#">Los Angeles County Draft Racial Equity Strategic Plan</a> to assist with the equitable distribution of benefits and resources across all segments of a community.</li> <li>• <b>Grants:</b> Grants will be highly considered in place of the traditional rebate programs for frontline communities.</li> <li>• <b>Monitoring and Reporting Program:</b> A monitoring and reporting mechanism will be developed to track the overall implementation of the CAP and monitor the rate of implementation in frontline communities.</li> <li>• <b>Inclusion of Tribal and Indigenous Communities:</b> Consultations with the Los Angeles City/County Native American Indian Commission and individual tribes will be held to start a dialogue on how climate change is impacting the indigenous population and what the County can do to support equitable implementation of CAP actions within their communities.</li> <li>• <b>T1: Increase Density Near High-Quality Transit Areas:</b> Implement and complete Housing Element Update rezoning programs to achieve the minimum densities; locate a majority of residential and employment centers in unincorporated Los Angeles County are within 1 mile of an HQT.</li> </ul>

2022 SCOPING PLAN RECOMMENDATION	2045 CAP CONSISTENCY
<p>Local government is well-positioned to design housing policies to address climate goals and design climate policies to meet the State’s housing needs. <u>Land use strategies that support more compact development in infill areas, particularly those already displaying efficient resident travel patterns, have the greatest potential to reduce emissions. Infill housing development</u> alleviates pressure to develop on the urban periphery, preserving natural and working lands and areas often at risk of wildfire.</p>	<ul style="list-style-type: none"> <li>○ T1.1: Incentivize residential and community-serving uses to be developed in high quality transit areas (HQTAs), while ensuring inclusion of vital public amenities, such as parks and active transportation infrastructure.</li> <li>○ T1.2: Develop land use tools that will increase the production of a diversity of housing types, such as missing middle housing.</li> </ul> <p>The 2045 CAP and other County programs and policies are consistent with this recommendation for the following reasons: <sup>a</sup></p> <ul style="list-style-type: none"> <li>● <b>Housing Element:</b> In 2022, the County updated its Housing Element to reduce regulatory barriers and provide incentives to promote the equitable distribution of sustainable housing development through programs that include but are not limited to the Rezoning Program, Residential Parking Program, Rent Stabilization Ordinance, and Affordable Housing and Sustainable Communities Program.</li> <li>● <b>T1: Increase Density Near High-Quality Transit Areas:</b> <ul style="list-style-type: none"> <li>○ T1.1: Incentivize residential and community-serving uses to be developed in high quality transit areas (HQTAs), while ensuring inclusion of vital public amenities, such as parks and active transportation infrastructure.</li> <li>○ T1.2: Develop land use tools that will increase the production of a diversity of housing types, such as missing middle housing.</li> </ul> </li> <li>● <b>T2: Develop Land Use Plans Addressing Jobs-Housing Balance and Increase Mixed Use:</b> By 2030, achieve a job density of 300 jobs per acre; For communities with an imbalance of jobs/housing (+ 20%), develop community plans to identify and quantify strategies for bringing below 20%.             <ul style="list-style-type: none"> <li>○ T2.1: Develop community plans that will increase the percentage of residents who could live and work within the same community, and that could decrease VMT.</li> </ul> </li> <li>● <b>T4: Broaden Options for Transit, Active Transportation, and Alternative Modes of Transportation:</b> By 2030, double transit service hours from 560,000 to 1.12 million; by 2030, install bus-only lanes and signal prioritization on all major transit thoroughfares 100% of all transit routes; by 2030, ensure that 75% of unincorporated Los Angeles County residents live within one-half mile of shuttle or mobility service             <ul style="list-style-type: none"> <li>○ T4.1: Expand and improve the frequency of service of unincorporated Los Angeles County shuttles and explore new mobility services, such as micro transit, autonomous delivery vehicles, micro mobility, and on-demand autonomous shuttles.</li> <li>○ T4.2 through T4.4.</li> <li>○ T4.6: Offer free transit passes for students, youth, seniors, people with disabilities, and low-income populations.</li> <li>○ T4.7 through T4.10.</li> </ul> </li> <li>● <b>CAP Checklist:</b> <ul style="list-style-type: none"> <li>○ If the project has a residential component and 100% of the units, excluding manager’s units, are set aside for lower income households, then the project can screen out of several of the required transportation elements.</li> </ul> </li> </ul>

2022 SCOPING PLAN RECOMMENDATION	2045 CAP CONSISTENCY
<p><u>Accelerating housing production</u> to meet the extraordinary need for more homes can help reduce vehicle miles traveled (VMT) and GHG emissions and advance health and equity objectives when new housing is developed in types and locations that align with these goals, and particularly when accompanied by complementary policies and investments to create sustainable communities and <u>prevent displacement of existing residents</u>.</p>	<ul style="list-style-type: none"> <li>○ If the project is located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor and does not replace residential units set aside for lower income households with a smaller number of market-rate residential units, then the project can screen out of several of the required transportation elements.</li> <li>○ If the project is located within a High Quality Transit Area (HQTA), Specific Plan, or Area Plan, it must achieve a minimum of 20 dwelling units (DU) per acre, consistent with the Housing Element Update rezoning.</li> <li>○ The project must comply with the County’s TDM ordinance at the time of project approval.</li> <li>○ The project must comply with the County’s current Transportation Impact Analysis (TIA) Guidelines.</li> </ul> <p>The 2045 CAP and other County programs and policies are consistent with this recommendation for the following reasons: <sup>a</sup></p> <ul style="list-style-type: none"> <li>● <b>Housing Element:</b> In 2022, the County updated its Housing Element to reduce regulatory barriers and provide incentives to promote the equitable distribution of sustainable housing development through programs that include but are not limited to the Rezoning Program, Residential Parking Program, Rent Stabilization Ordinance, and Affordable Housing and Sustainable Communities Program.</li> <li>● <b>Anti-Displacement:</b> As part of a larger effort to stem displacement of vulnerable populations, the County’s General Plan Housing Element includes Program 43, which will assess displacement and gentrification risk through a Displacement Risk Study. The data will be presented through an Anti-Displacement Mapping Tool to ensure that the most current information is available as County departments implement anti-displacement efforts. The Anti-Displacement Mapping Tool will help to inform the implementation of CAP actions in communities that are already vulnerable to displacement or gentrification. Equity strategies may include the utilization of grant programs to prevent passing the costs to tenants or additional public engagement to clear up any misconception of property assessments.</li> <li>● <b>T1: Increase Density Near High-Quality Transit Areas:</b> <ul style="list-style-type: none"> <li>○ T1.1: Incentivize residential and community-serving uses to be developed in high quality transit areas (HQTAs), while ensuring inclusion of vital public amenities, such as parks and active transportation infrastructure.</li> <li>○ T1.2: Develop land use tools that will increase the production of a diversity of housing types, such as missing middle housing.</li> </ul> </li> <li>● <b>CAP Checklist:</b> <ul style="list-style-type: none"> <li>○ If the project has a residential component and 100% of the units, excluding manager’s units, are set aside for lower income households, then the project can screen out of several of the required transportation elements.</li> <li>○ If the project is located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor and does not replace residential units set aside for lower income households with a smaller number of market-rate residential units, then the project can screen out of several of the required transportation elements.</li> </ul> </li> </ul>

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<p><u>Fostering transportation-efficient, resource-rich, accessible, and inclusive communities</u> is a key strategy for climate, equity, health, and affordability. <u>Increasing housing opportunities in transportation-efficient locations</u> is a necessary paradigm shift and is part of the State’s GHG emission reduction strategy.</p>	<p>The 2045 CAP and other County programs and policies are consistent with this recommendation for the following reasons: <sup>a</sup></p> <ul style="list-style-type: none"> <li>• <b>Housing Element:</b> In 2022, the County updated its Housing Element to reduce regulatory barriers and provide incentives to promote the equitable distribution of sustainable housing development through programs that include but are not limited to the Rezoning Program, Residential Parking Program, Rent Stabilization Ordinance, and Affordable Housing and Sustainable Communities Program.</li> <li>• <b>T1: Increase Density Near High-Quality Transit Areas:</b> <ul style="list-style-type: none"> <li>○ T1.1: Incentivize residential and community-serving uses to be developed in high quality transit areas (HQTAs), while ensuring inclusion of vital public amenities, such as parks and active transportation infrastructure.</li> <li>○ T1.2: Develop land use tools that will increase the production of a diversity of housing types, such as missing middle housing.</li> </ul> </li> <li>• <b>T2: Develop Land Use Plans Addressing Jobs-Housing Balance and Increase Mixed Use:</b> By 2030, achieve a job density of 300 jobs per acre; For communities with an imbalance of jobs/housing (+ 20%), develop community plans to identify and quantify strategies for bringing below 20%.             <ul style="list-style-type: none"> <li>○ T2.1: Develop community plans that will increase the percentage of residents who could live and work within the same community, and that could decrease VMT.</li> </ul> </li> <li>• <b>T3: Expand Bicycle and Pedestrian Network to Serve Residential, Employment, and Recreational Trips:</b> Increase bikeway miles by 300% by 2035; Implement the County Bicycle Master Plan; Complete updates to the County’s Pedestrian Action Plan, Bicycle Master Plan, and Active Transportation Plans every five years.             <ul style="list-style-type: none"> <li>○ T3.1 through T3.3.</li> </ul> </li> <li>• <b>T4: Broaden Options for Transit, Active Transportation, and Alternative Modes of Transportation:</b> All transit corridors will have micromobility service; Improved services and access for children, elderly, disabled, and users needing accommodations for bicycles or active transportation; by 2030, double transit service hours from 560,000 to 1.12 million; by 2030, install bus-only lanes and signal prioritization on all major transit thoroughfares 100% of all transit routes; by 2030, ensure that 75% of unincorporated Los Angeles County residents live within one-half mile of shuttle or mobility service.             <ul style="list-style-type: none"> <li>○ T4.1: Expand and improve the frequency of service of unincorporated Los Angeles County shuttles and explore new mobility services, such as micro transit, autonomous delivery vehicles, micro mobility, and on-demand autonomous shuttles.</li> <li>○ T4.2 through T4.4.</li> <li>○ T4.6: Offer free transit passes for students, youth, seniors, people with disabilities, and low-income populations.</li> <li>○ T4.7 through T4.10.</li> </ul> </li> <li>• <b>CAP Checklist:</b> <ul style="list-style-type: none"> <li>○ If the project has a residential component and 100% of the units, excluding manager’s units, are set aside for</li> </ul> </li> </ul>

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	<p>lower income households, then the project can screen out of several of the required transportation elements.</p> <ul style="list-style-type: none"> <li>○ If the project is located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor and does not replace residential units set aside for lower income households with a smaller number of market-rate residential units, then the project can screen-out of several of the required transportation elements.</li> <li>○ If the project is located within a High Quality Transit Area (HQTA), Specific Plan, or Area Plan, it must achieve a minimum of 20 dwelling units (DU) per acre, consistent with the Housing Element Update rezoning.</li> <li>○ The project must comply with the County's TDM ordinance at the time of project approval.</li> <li>○ The project must comply with the County's current Transportation Impact Analysis (TIA) Guidelines.</li> </ul>
<p><u>Policies to facilitate both market rate and subsidized affordable housing production in infill neighborhoods</u> should, over time, stabilize housing costs, minimize displacement, and create new housing opportunities in transportation-efficient locations.</p>	<p>The 2045 CAP and other County programs and policies are consistent with this recommendation for the following reasons: <sup>a</sup></p> <ul style="list-style-type: none"> <li>● <b>Housing Element:</b> In 2022, the County updated its Housing Element to reduce regulatory barriers and provide incentives to promote the equitable distribution of sustainable housing development through programs that include but are not limited to the Rezoning Program, Residential Parking Program, Rent Stabilization Ordinance, and Affordable Housing and Sustainable Communities Program.</li> <li>● <b>Grants Program:</b> Grants will be highly considered in place of the traditional rebate programs for frontline communities.</li> <li>● <b>T1: Increase Density Near High-Quality Transit Areas:</b> <ul style="list-style-type: none"> <li>○ T1.1: Incentivize residential and community-serving uses to be developed in high quality transit areas (HQTAs), while ensuring inclusion of vital public amenities, such as parks and active transportation infrastructure.</li> <li>○ T1.2: Develop land use tools that will increase the production of a diversity of housing types, such as missing middle housing.</li> </ul> </li> <li>● <b>CAP Checklist:</b> <ul style="list-style-type: none"> <li>○ If the project has a residential component and 100% of the units, excluding manager's units, are set aside for lower income households, then the project can screen out of several of the required transportation elements.</li> <li>○ If the project is located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor and does not replace residential units set aside for lower income households with a smaller number of market-rate residential units, then the project can screen out of several of the required transportation elements.</li> <li>○ If the project is located within a High Quality Transit Area (HQTA), Specific Plan, or Area Plan, it must achieve a minimum of 20 dwelling units (DU) per acre, consistent with the Housing Element Update rezoning.</li> </ul> </li> </ul>

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<b>CEQA Streamlining (2022 Scoping Plan Appendix D, Section 2)</b>	
<p>Once adopted, CEQA-qualified CAPs provide local governments with a valuable tool for 1) coordinated climate planning in their community and 2) streamlining the CEQA GHG analysis for projects consistent with a CEQA-qualified CAP.</p>	<p>The 2045 CAP is consistent with this recommendation for the following reason:</p> <ul style="list-style-type: none"> <li>• <b>CEQA Qualified CAP:</b> the 2045 CAP is a CEQA-qualified CAP (see above).</li> </ul>
<p>This tiering and streamlining evaluates whether the proposed project would demonstrate consistency with 1) the adopted plans, as well as the growth and land use assumptions that underlie the CEQA-qualified CAP, and 2) all applicable GHG reduction measures identified in the CAP.</p>	<p>The 2045 CAP is consistent with this recommendation for the following reason:</p> <ul style="list-style-type: none"> <li>• <b>Growth consistency:</b> The CAP Checklist requires that projects be consistent with the General Plan including the Land Use Element and the 2021-2029 Housing Element.</li> </ul>
<p>CAP compliance checklists can be used with a CEQA-qualified CAP for future CEQA streamlining. The CAP compliance checklists are then included as part of the proposed project's CEQA analysis documenting the project's consistency with the CEQA-qualified CAP.</p>	<p>The 2045 CAP is consistent with this recommendation for the following reason:</p> <ul style="list-style-type: none"> <li>• <b>CAP Checklist:</b> Appendix F is the CAP checklist for projects.</li> </ul>
<p>CARB has identified three priority areas that address the State's largest sources of emissions that local governments have authority or influence over.</p>	<p><b>CAP measures and actions:</b> the CAP includes all the suggested measures and strategies recommended by CARB. See the <i>GHG Reduction Strategies and Actions</i> section above.</p>

*Abbreviations:*

*2021–2029 Housing Element = 2021–2029 Revised County of Los Angeles Housing Element; 2022 Scoping Plan = 2022 Scoping Plan for Achieving Carbon Neutrality; 2045 CAP = 2045 Los Angeles County Climate Action Plan; AB = Assembly Bill; BAU = business-as-usual; BIPOC = Black, Indigenous, and People of Color; Board = Board of Supervisors; CalRecycle = California Department of Resources Recycling and Recovery; CAP = climate action plan; CARB = California Air Resources Board; CCS = capture and carbon and sequestration; CEQA = California Environmental Quality Act; City = City of Los Angeles; County = County of Los Angeles government; Countywide = Los Angeles County in its entirety, inclusive of both unincorporated areas and all 88 incorporated cities; CPA = Clean Power Alliance; DU = dwelling unit; EMFAC = EMISSION FACTORS; EV = electric vehicle; EVCS = electric vehicle charging station; General Plan = Los Angeles County General Plan 2035; HQTAs = high quality transit area; kBtu = one thousand British thermal units; kW = kilowatt; LD = light-duty; MD/HD = medium-duty/heavy-duty; Metro = Los Angeles County Metropolitan Transportation Authority; PV = photovoltaic; SB = Senate Bill; SCE = Southern California Edison; SCS = Sustainable Communities Strategy; TDM = transportation demand management; TIA = Transportation Impact Analysis; unincorporated Los Angeles County = the unincorporated areas of Los Angeles County; VMT = vehicle miles traveled; ZEV = zero-emission vehicle; ZNE = Zero Net Energy*

**NOTE:**

*Some of the listed policies and programs go beyond what is identified in the 2045 CAP but are components of the 2045 CAP's implementation plan as discussed in Chapter 4.*