Program Environmental Impact Report

Los Angeles County
West San Gabriel Valley Area Plan

PROJECT NO. PRJ2023-003982

STATE CLEARINGHOUSE NO. 2023110351

ENVIRONMENTAL ASSESSMENT NO. RPPL2023005884

ADVANCE PLANNING CASE NO. RPPL2023005880

ORDINANCE NO. RPPL2024002630

GENERAL PLAN AMENDMENT NO. RPPL2023005882

ZONE CHANGE NO. RPPL2023005883

JUNE 2024

Prepared for:

LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING

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LOS ANGELES COUNTY
WEST SAN GABRIEL VALLEY AREA PLAN

Program Environmental Impact Report

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Acronyms and Other Abbreviations

Abbreviation	Definition
A-1	Light Agricultural
A-2	Heavy Agricultural
A-2-H	Heavy Agriculture including Hog Ranches
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ACU	accessory commercial units
ADU	Accessory Dwelling Units
AFC	Arroyos & Foothill Conservancy
ARA	Agricultural Resource Areas
ARPA	Archaeological Resources Protection Act of 1979
BERD	Built Environment Resources Directory
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEHC	California Essential Habitat Connectivity
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CESA	California Endangered Species Act
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CNRA	California Natural Resources Agency
CRPR	California Rare Plant Rank
CSD	Community Standards Districts
CSD	community standards districts
CUP	conditional use permit
CWA	Clean Water Act
DOC	Department of Conservation
DRP	Department of Regional Planning
EJSM	Environmental Justice Screening Method
EPA	Environmental Protection Agency
EQD	equestrian districts
ESA	Environmental Science Associates
FESA	Federal Endangered Species Act
fL	foot-lamberts
FMMP	Farmland Mapping and Monitoring Program
GHG	Greenhouse Gas
HMA	Hillside Management Area

Abbreviation	Definition
HOLC	Home Owners' Loan Corporation
HPO	Historic Preservation Ordinance
HRA	high resource areas
IBA	important bird areas
LA	Los Angeles
LACM	Natural History Museum of Los Angeles County
LESA	land evaluation and site assessment
MBTA	Migratory Bird Treaty Act
MCV	Manual of California Vegetation
MLD	Most Likely Descendant
MMRP	Mitigation Monitoring and Reporting Program
NAGPRA	Native American Graves Protection and Repatriation Act of 1990
NAHC	Native American Heritage Commission
NHD	National Hydrography Dataset
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NOP	Notice of Preparation
NPPA	Native Plant Protection Act
NRCS	Natural Resources Conservation Service
NWI	2023. National Wetland Inventory
OHP	Office of Historic Preservation
O-S	Open Space
PASD	Planning Area Standards District
PCE	primary constituent elements
PEIR	Program Environmental Impact Report
PNA	Parks Needs Assessment
R-A	Residential Agricultural
RHNA	Regional Housing Needs Assessment
ROLD	Rural Outdoor Lighting District Ordinance
RWQCB	Regional Water Quality Control Board
SAA	streambed alteration agreement
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SEA	Significant Ecological Areas
SEATAC	Significant Ecological Area Technical Advisory Committee
SHPO	State Historic Preservation Officer
SLF	Sacred Lands File
SR	State Route
SVP	Society of Vertebrate Paleontology

Abbreviation	Definition
SWRCB	State Water Resources Control Board
USFWS	U.S. Fish and Wildlife Service
USFWS	United States Department of Fish and Wildlife
USGS	United States Geologic Service
WDR	Waste Discharge Requirement
WQC	Water Quality Certification
WUI	wildland-urban interface

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EXECUTIVE SUMMARY

This executive summary provides an overview of the proposed West San Gabriel Valley Area Plan (WSGVAP, Area Plan, 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 WSGVAP is a community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley Planning Area (WSGV Planning Area or Plan Area). The WSGVAP is intended to respond to local planning issues, guide long-term development, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. The WSGVAP would update and consolidate the existing Altadena Community Plan into the Area Plan. The East Pasadena-East San Gabriel, La Crescenta-Montrose, Altadena, Chapman Woods, and South San Gabriel Community Standards Districts (CSDs) are located within the WSGV Planning Area. The East Pasadena-East San Gabriel, La Crescenta-Montrose, Altadena, and South San Gabriel CSDs are being updated to bring them into conformance with the Area Plan's goals and policies related to conserving natural resources and directing development away from hazard area. These four CSDs are being consolidated into the Planning Area Standards District (PASD) of the Area Plan. While the Chapman Woods CSD is located within the WSGV Planning Area, this CSD is not being updated since it was recently adopted by the County in November 2023.

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 Draft 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 WSGV 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 20 environmental issue areas.

The Draft PEIR assesses how the Project would impact each of these 20 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 Plan 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, and regional 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, provides 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 (e.g., a general plan, community plan, specific plan, area plan) 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 WSGVAP.

ES.3 Project Summary

The WSGVAP would provide a comprehensive planning vision for the nine unincorporated communities within the WSGV Planning Area addressed in six community-specific planning elements: Land Use Element; Mobility Element; Conservation and Open Space Element; Public Services and Facilities Element; Economic Development Element; and Historic Preservation Element. Each element would establish area-wide goals, policies, and implementation programs that would apply to the entire WSGV Planning Area. The WSGVAP 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 six overarching vision statements based on input from the community, to serve as a comprehensive land use vision for the WSGV 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 six principles that the WSGVAP is based on in order to create the County's vision for the WSGV Planning Area are as follows:

1. Harmonious and Coordinated Growth
2. A Thriving Business Friendly Region
3. Connected and Walkable Communities
4. Strong Social and Cultural Cohesion
5. Resilient and Sustainable Built and Natural Environment
6. Equitable Decision-Making

ES.4 Summary of Project Alternatives

ES.4.1 Alternative 1: No Project/No WSGVAP

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 WSGVAP. 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: Dispersed Growth Alternative

Under the Dispersed Growth Alternative (Alternative 2) the WSGVAP would not be adopted as the long-range planning document for the WSGV Planning Area. Alternative 2 would be similar to Project as it would propose the same amount of potential growth, allowing up to 10,874 additional units to be developed within the WSGV Planning Area. Unlike the Project, the potential future growth would be dispersed throughout the nine WSGV communities, but Alternative 2 would still result in the same number of allowable units and potential population increase. Alternative 2 would not include the proposed administrative "cleanup" of zoning data applicable to the Project area (e.g., rezoning of A-1 parcels to be consistent with existing General Plan designations), and would not introduce new or revise existing development standards under the Project's proposed PASD. Alternative 2 would have no proposed modifications to the land use intensity in areas with hazards and natural resource areas. Under Alternative 2, individual projects could require a General Plan Amendment and a Zone Change if the proposed densities and development intensities would be increased above existing levels.

Alternative 2 was evaluated within the Draft PEIR to compare the environmental impacts associated with a dispersed growth scenario versus the focused growth scenario under the Project. Since the growth projected under this alternative would be the same as the Project, this alternative considered the differences in the location of the proposed land use and zoning modifications throughout the nine unincorporated WSGV communities, where growth would be evenly distributed throughout the communities instead of primarily focused along commercial corridors and major roadways.

ES.4.3 Alternative 3: Housing Element/Regional Housing Needs Allocation Only Alternative

Under Alternative 3, only implementation of zoning recommendations from the recently adopted Housing Element Update would occur, which was guided by SCAG's 6th Cycle Regional Housing Needs Allocation (RHNA). Thus, buildout of the Alternative 3 would include a targeted redesignation/rezoning program to accommodate development of approximately 7,479 additional dwelling units, which would generate a new population of 17,875 additional residents. Under Alternative 3, the redesignation of certain residential and commercial areas to facilitate additional housing and local-serving businesses would not occur, and land use intensity in areas with hazards and natural resources would not be altered. Alternative 3 would also not include the proposed administrative "cleanup" of zoning data applicable to the Project area (e.g., rezoning of A-1 parcels to be consistent with existing General Plan designations), and would not introduce new or revise existing development standards under the Project's proposed PASD. Under Alternative 3, the WSGVAP would not be adopted. Under Alternative 3, individual

projects could require a General Plan Amendment and/or a Zone Change if the proposed densities and development intensities would be increased above existing levels in order to implement the recommendations within the recently adopted Housing Element Update.

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 and zoning modifications 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 WSGV Planning Area is one of 11 Planning Areas identified in the General Plan. The WSGV Planning Area encompasses 23.2 square miles within the southeast portion of Los Angeles County and is composed of a largely developed collection of nine unincorporated communities sharing boundaries with other jurisdictions. The WSGV Planning Area is loosely bound by the Glendale and the City of Los Angeles to the west; the San Gabriel Mountains and the Angeles National Forest to the north; the Cities of Azusa, Irwindale, and West Covina to the east; and the City of Pico Rivera to the south. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. While South San Gabriel and Whittier Narrows are immediately adjacent to one another as are Altadena and Kinneloa Mesa, none of the other communities that make up the WSGV Planning Area share a boundary. The regional location incorporating the WSGVAP communities are shown in Figure 3-1, *Regional Location with WSGVAP Communities.*

ES.7 Areas of Controversy

Prior to the preparation of this Draft PEIR, the County circulated a Notice of Preparation (NOP) on November 14, 2023, for a 39-day public review period (refer to **Appendix A,** *Notice of Preparation & Comments Received*). In addition, the County held a virtual Scoping Meeting on Thursday, December 14, 2023. Comments on the NOP were received from two agencies, one group, and one individual, 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/long-range-planning/wsgvap/. 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:

- Lighting and dark skies (Section 4.1, *Aesthetics*);
- How to facilitate the types of permitted activities listed as under the Urban Agriculture Incentive Zone Program within the Plan Area (Section 4.2, *Agriculture and Forestry Resources*, and Section 4.11, *Land Use and Planning*);
- Streamlining and facilitating urban farming within the Plan Area (Section 4.2, *Agriculture and Forestry Resources*);
- Guidance from SCAQMD regarding air quality analysis (Section 4.3, *Air Quality*);
- Wildlife movement and habitat within the Plan Area (Section 4.4, *Biological Resources*);
- Lighting impacts to biological resources (Section 4.4, *Biological Resources*);
- Guidance from SCAQMD regarding greenhouse gas emission analysis (Section 4.8, *Greenhouse Gas Emissions*); and
- Guidance from County of Los Angeles Department of Parks and Recreation on park and recreation facilities (Section 4.16, *Recreation*).

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.	No 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

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
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
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

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
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
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 Impact	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

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
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, or regulations by the CDFW or USFWS.	Significant and Unavoidable
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	**Mitigation Measure 4.4-1**: **Aquatic Resources.** 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. Alternatively, compensatory mitigation can be achieved through purchasing credits at a USACE- or CDFW-approved mitigation bank.	Less-Than-Significant Impact

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
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
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	**Mitigation Measure 4.4-2: Nesting Birds.** 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

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
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).	No Impact	No mitigation measures are required.	Not Applicable
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	No feasible mitigation measures have been identified to reduce cumulative impacts on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means.	Significant and Unavoidable
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.).	Potentially Significant Impact	Implementation of Mitigation Measure 4.4-1 would reduce potential cumulative impacts to a less than significant level.	Less Than Significant Impact
Impact 4.4-11: 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.).	Less Than Significant Impact	No mitigation measures are required.	Not Applicable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.4-12: 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 4.4-2 would reduce potential cumulative impacts to a less than significant level.	Less Than Significant Impact
Impact 4.4-13: 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
Cultural Resources			
Impact 4.5-1: Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.	Potentially Significant Impact	**Mitigation Measure 4.5-1 Historic Built Resources.** Prior to development of any project within areas that contain properties more than 45 years old, the project proponent shall retain a qualified architectural historian, defined as meeting the Secretary of the Interior's Professional Qualification Standards for architectural history, to conduct a historic resources assessment including: a records search at the South Central Coastal Information Center; a review of pertinent archives, databases, and sources; a pedestrian field survey; recordation of all identified historic resources on California Department of Parks and Recreation 523 forms; and preparation of a technical report documenting the methods and results of the assessment. All identified historic resources will be assessed for the project's potential to result in direct and/or indirect effects on those resources and any historic resource that may be affected shall be evaluated for its potential significance under National and State criteria prior to Los Angeles County's approval of project plans and publication of subsequent CEQA documents. The qualified architectural historian shall provide recommendations regarding additional work, treatment, or mitigation for affected historical resources to be implemented prior to their demolition	Significant and Unavoidable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
		or alteration. Impacts on historical resources shall be analyzed using CEQA thresholds to determine if a project would result in a substantial adverse change in the significance of a historical resource. If a potentially significant impact would occur, Los Angeles County shall require appropriate mitigation to lessen the impact to the degree feasible.	
Impact 4.5-2: Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines Section 15064.5.	Potentially Significant Impact	**Mitigation Measure 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	Less Than Significant Impact

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
		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. If archaeological 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). **Mitigation Measure 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. 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. **Mitigation Measure 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. 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	

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
		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). **Mitigation Measure 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. All Phase III reports resulting from implementation of this measure shall be filed with the South Central Coastal Information Center. **Mitigation Measure 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	

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
		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 4.5-3: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	Potentially Significant Impact	**Mitigation Measure 4.5-7: Paleontological Resources Assessment and Monitoring.** For future projects developed under the WSGVAP within the communities of South Monrovia Islands and South San Gabriel that involve ground disturbance, the project proponent shall retain a paleontologist who meets the Society of Vertebrate Paleontology's (SVP) 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	Less Than Significant Impact

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
		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. **Mitigation Measure 4.5-8: Paleontological Resources Sensitivity Training.** Prior to the start of ground disturbing activities for future projects developed under the WSGVAP within the communities of South Monrovia Islands and South San Gabriel, 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. **Mitigation Measure 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. Any fossils encountered and recovered shall be prepared to the point of identification, catalogued, and curated at a public,	

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
		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	**Mitigation Measure 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	Less Than Significant Impact

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
		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.	
Impact 4.5-5: Incrementally contribute to a significant cumulative impact to historical resources.	Potentially Significant Impact	It is impossible to know if future development implemented under the Project would avoid substantial adverse impacts on historical resources without project-specific information at this time. Therefore, even with implementation of Mitigation Measure 4.5-1, program-level and cumulative impacts would remain significant and unavoidable.	Significant and Unavoidable
Impact 4.5-6: Incrementally contribute to a significant cumulative impact to unique archaeological resources.	Potentially Significant Impact	Even with implementation of Mitigation Measures 4.5-2 through 4.5-6, cumulative impacts to archaeological resources would remain significant and unavoidable.	Significant and Unavoidable
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 4.5-7 through 4.5-9 would reduce potential cumulative impacts to a less than significant level.	Less Than Significant Impact

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
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 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
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
Geology and Soils			
Impact 4.7-1 (i): Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.7-1 (ii): Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (ii) strong seismic ground shaking	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.7-1 (iii): Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (iii) seismic-related ground failure, including liquefaction.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.7-1 (iv): Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (iv) landslides	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.7-2: Would the Project result in substantial soil erosion or the loss of topsoil?	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.7-3: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.7-4: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.7-5: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.7-6: Would the conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104)?	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.7-7 (i): Would the Project, when combined with other past, present, or reasonably foreseeable projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.7-7 (ii): Would the Project, when combined with other past, present, or reasonably foreseeable projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (ii) strong seismic ground shaking.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.7-7 (iii): Would the Project, when combined with other past, present, or reasonably foreseeable projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (iii) seismic-related ground failure, including liquefaction.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.7-7 (iv): Would the Project, when combined with other past, present, or reasonably foreseeable projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (iv) landslides.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.7-8: Would the Project, when combined with other past, present, or reasonably foreseeable projects, result in substantial soil erosion or the loss of topsoil.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.7-9: Would the Project, when combined with other past, present, or reasonably foreseeable projects, result in unstable soils or on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.7-10: Would the Project, when combined with other past, present, or reasonably foreseeable projects, result in expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.7-11: Would the Project, when combined with other past, present, or reasonably foreseeable projects, have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.7-12: Would the Project, when combined with other past, present, or reasonably foreseeable projects conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104)?	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Greenhouse Gas Emissions			
Impact 4.8-1: 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 4.8-2: 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

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.8-3: 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 4.8-4: 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 4.9-1: 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 4.9-2: 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
Impact 4.9-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.9-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.9-5: Be 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.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.9-6: 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

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.9-7: Would the Project 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.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.9-8: Would the Project, when combined with other past, present, or reasonably foreseeable projects, create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.9-9: Would the Project, when combined with other past, present, or reasonably foreseeable projects, 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?	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.9-10: Would the Project, when combined with other past, present, or reasonably foreseeable projects, emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.9-11: Would the Project, when combined with other past, present, or reasonably foreseeable projects, be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.9-12: Would the Project, when combined with other past, present, or reasonably foreseeable projects, be 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.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.9-13: 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	No mitigation measures are required.	Not Applicable
Impact 4.9-14: Would the Project, when combined with other past, present, or reasonably foreseeable projects, 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.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Hydrology and Water Quality			
Impact 4.10-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.10-2: 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 4.10-3: 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.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.10-4: Place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.10-5: Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84).	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.10-6: 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).	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.10-7: Be located in a flood hazard, tsunami, or seiche zone and risk release of pollutants due to project inundation.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.10-8: 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
Impact 4.10-9: Would the Project, when combined with other past, present, or reasonably foreseeable projects, violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.10-10: 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	No mitigation measures are required.	Not Applicable
Impact 4.10-11: Would the Project, when combined with other past, present, or reasonably foreseeable projects, substantially alter the existing drainage patterns.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.10-12: Would the Project, when combined with other past, present, or reasonably foreseeable projects, 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.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.10-13: Would the Project, when combined with other past, present, or reasonably foreseeable projects, conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84).	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.10-14: Would the Project, when combined with other past, present, or reasonably foreseeable projects, 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).	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.10-15: Would the Project, when combined with other past, present, or reasonably foreseeable projects, increase the risk release of pollutants due to project inundation by being located in a flood hazard, tsunami, or seiche zone.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.10-16: 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	No mitigation measures are required.	Not Applicable
Land Use and Planning			
Impact 4.11-1: Physically divide an established community.	No Impact	No mitigation measures are required.	Not Applicable
Impact 4.11-2: 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 4.11-3: Conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.11-4: Would the Project, when combined with other past, present, or reasonably foreseeable projects, physically divide an established community.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.11-5: 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	No mitigation measures are required.	Not Applicable
Impact 4.11-6: Would the Project, when combined with other past, present, or reasonably foreseeable projects, conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Mineral Resources			
Impact 4.12-1: Result in loss of availability of a known mineral resource that would be of value to the region and the residents of the state.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.12-2: Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.12-3: Would the Project, when combined with other past, present, or reasonably foreseeable projects, cause a significant environmental impact due to the loss of availability of a known mineral resource that would be a value to the region and the residents of the state.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.12-4: Would the Project, when combined with other past, present, or reasonably foreseeable projects, cause a significant environmental impact due to the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Noise			
Impact 4.13-1: 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	**Mitigation Measure 4.13-1: 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 WSGV Planning Area that are located within 500 feet of sensitive receptors, project applicant shall submit a noise mitigation plan to Department of Public Health (DPH) for review and approval. The noise mitigation	Significant and Unavoidable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After 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 WSGV Planning Area. **Mitigation Measure 4.13-2: Construction Noise.** Applicants for future development projects pursuant to implementation of the WSGVAP 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	

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
		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 WSGV Planning Area.	
Impact 4.13-2: Generate excessive groundborne vibration or groundborne noise levels.	Potentially Significant Impact	**Mitigation Measure 4.13-3: 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 WSGV Planning Area, 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 or 0.04 inches per second PPV 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	Significant and Unavoidable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
		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 applicable County of Los Angeles standard for development projects within the WSGV Planning Area.	
Impact 4.13-3: 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 4.13-4: 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 4.13-1 and 4.13-2, this cumulative impact would remain significant and unavoidable.	Significant and Unavoidable
Impact 4.13-5: 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 4.13-3, this cumulative impact would remain significant and unavoidable.	Significant and Unavoidable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.13-6: Would future projects facilitated by adoption of the WSGVAP make a cumulatively considerable contribution to exposing 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
Population and Housing			
Impact 4.14-1: 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 4.14-2: 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 4.14-3: 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 4.14-4: 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
Public Services			
Impact 4.15-1 (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

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.15-1 (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 4.15-1 (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 4.15-1 (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 4.15-2 (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
Impact 4.15-2 (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

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.15-2 (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 4.15-2 (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 4.16-1: 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 4.16-2: 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 4.16-3: Interfere with regional trail connectivity.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.16-4: 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
Impact 4.16-5: 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

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.16-6: 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 4.17-1: 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 4.17-2: Be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).	Potentially Significant Impact	**Mitigation Measure 4.17-1: VMT Reduction Projects.** The County will work with State, regional, and local agencies to reduce regional VMT. Land use policies in the WSGVAP 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. **Mitigation Measure 4.17-2: 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. Commute Trip Reduction Marketing 2. Ridesharing Programs 3. Subsidized or Discounted Transit Program 4. En-of-Trip Bicycle Facilities 5. Employer-Sponsored Vanpool 6. Limit Residential Parking Supply 7. Unbundle Residential Parking Costs from Property Cost 8. Extend Transit Network Coverage or Hours 9. Increase Transit Service Frequency 10. Implement Transit-Supportive Roadway Treatments 11. Provide Bus Rapid Transit	Significant and Unavoidable

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.17-3: 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 4.17-4: Result in inadequate emergency access.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.17-5: 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 4.17-6: 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 Measures 4.17-1 and 4.17-2, this cumulative impact would remain significant and unavoidable.	Significant and Unavoidable
Impact 4.17-7: 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 4.17-8: 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 4.18-1: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 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 Section 5020.1(k); or	Potentially Significant Impact	**Mitigation Measure 4.18-1: Tribal Cultural Resources.** During subsequent project-level environmental review, the County shall obtain a NAHC SLF Search, as appropriate, and comply with all applicable requirements of AB 52. Pursuant to AB 52, the County shall provide formal notification of the project to designated contact of each traditionally and culturally affiliated California Native American tribe that has requested notice. The County shall begin the consultation process within 30 days after receiving a tribe's request for consultation. The County shall consider all relevant information available for the property to identify potential tribal cultural resources in the project area, evaluate the project's potential impacts to tribal cultural resources, and mitigate those potential impacts.	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 Section 5024.1(c). In applying the criteria set forth in Public Resources Code Section 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe.		If project impacts to tribal cultural resources are determined to be potentially significant, the County shall require the project to incorporate appropriate measures to avoid or minimize impacts to tribal cultural resources, including but not limited to, the measures recommended in Public Resources Code Section 21084.3, tribal monitoring, or other alternative measures identified in consultation with the California Native American tribe. If an archaeological resource that is Native American in origin is identified in the preparation of a Phase I Archaeological Report as required by Mitigation Measure 4.5-2 (refer to Section 4.5, *Cultural Resources*) or Native American archaeological resources are encountered during construction, the County shall consult and coordinate with the California Native American Tribal representatives who are traditionally or culturally affiliated with the geographic area of the development project to evaluate and mitigate impacts in accordance with the requirements set forth in Mitigation Measure 4.5-2.	
Impact 4.18-2: 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 Section 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 Section 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 Section 5024.1(c). In applying the criteria set forth in Public Resources Code Section 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 Measure 4.18-1 would reduce potential cumulative impacts to a less than significant level.	Less Than Significant Impact

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Utilities and Service Systems			
Impact 4.19-1: 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 4.19-2: 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 4.19-3: 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 4.19-4: 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
Impact 4.19-5: 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 4.19-6: 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 4.19-7: 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 4.19-8: 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

Environmental Impact Summary	Impact	Mitigation Measure(s)	Level of Significance After Mitigation
Impact 4.19-9: 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 4.19-10: 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 4.20-1: Substantially impair an adopted emergency response plan or emergency evacuation plan.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.20-2: 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
Impact 4.20-3: Would the Project 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.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable
Impact 4.20-4: Would the Project 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.	Less Than Significant Impact	No mitigation measures are required.	Not Applicable

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 (PEIR) for the proposed West San Gabriel Valley Area Plan (WSGVAP, Area Plan, 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 West San Gabriel Valley Planning Area (WSGV Planning Area or Plan Area), which consists of nine unincorporated communities. The WSGVAP will include area-wide goals, policies, and implementation programs within six areawide elements. The WSGVAP 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. Adoption of the WSGVAP would establish the Planning Area Standards District (PASD), which would implement the goals and policies of the Area Plan to achieve growth and development harmonious with the communities' vision for sustainable natural environment, thriving commercial areas, attractive built environment and community character, and walkable, pleasant neighborhoods.

1.2 Purpose of Environmental Impact Report

This Draft 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 CEQA statute (California Public Resources Code Section 2100, et seq.), its implementing guidelines (14 CCR 15000 et seq., hereinafter "CEQA Guidelines"), and the County Environmental Document Reporting Procedures and Guidelines (hereinafter "County Guidelines"). The WSGVAP 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 associated with the implementation of the WSGVAP. 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 Program EIR under CEQA. 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 CEQA Guidelines Section 15168, 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 CEQA Guidelines Section 15168(a), 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) 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 Program EIR is appropriate for the Project because it satisfies Section 15168(a), as it involves a series of actions that are related geographically, and are carried out under the same authorizing statutory and regulatory authority and have generally similar environmental effects which can be mitigated in similar ways. The WSGV Planning Area includes the nine unincorporated communities of Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island of Los Angeles County within the West San Gabriel Valley; would be under the County's rules, regulations, plans, and other general criteria; and is carried out under one regulatory authority, the County. While the WSGV Planning 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 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's 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 (14 CCR 15168[c][1]). In this case, the Program EIR still serves a valuable purpose as the first-tier environmental analysis.[1] The CEQA Guidelines encourage 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.

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

[1] "Tiering" is defined in CEQA Guidelines Section 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 implementation of the WSGVAP and its associated goals, policies, and actions.

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 39-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 November 14, 2023, and ended on December 22, 2023 (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/long-range-planning/wsgvap/documents/ or https://planning.lacounty.gov/environmental-review/public-notice/ (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,** *Notice of Preparation & Comments Received*, of this Draft PEIR. Comments on the NOP were received from two (2) agencies, one (1) group, and one (1) individual. The NOP comment letters, which contain environmental concerns, are listed in **Table 1-1**, 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)
Agencies			
County of Los Angeles Department of Parks and Recreation	December 22, 2023	The comment letter states that certain study areas in the WSGV Planning Area have high levels of park need and the PEIR analysis should consider this. The comment letter also states that the Quimby Act and the County's Subdivision Code only apply to residential subdivisions and not to non-subdivision residential projects as those proposed by the WSGVAP. The comment letter also states the PEIR should include the following Department of Parks and Recreation documents in the PEIR analysis: 2016 Los Angeles Countywide Parks Needs Assessment (PNA); 2022 Los Angeles Countywide Parks Needs Assessment Plus (PNA+); Puente Hills Landfill and Master Plan. The comment letter also states the PEIR should include appropriate mitigation measures pertaining to parks, open space, and recreational lands to	These comments are addressed in Section 4.16, *Recreation*, of this Draft PEIR.

Commenter	Date Received	General Summary of Comments	Addressed in Section(s)
		minimize the environmental impacts generated by the implementation of the WSGVAP. The comment letter requests that the PEIR include a map identifying the locations of all existing open space and recreation lands in the WSGV Planning Area.	
South Coast Air Quality Management District (SCAQMD)	December 22, 2023	The comment letter recommends the following: use the SCAQMD's CEQA Air Quality Handbook and website to guide the air quality and greenhouse gas emission analyses; use the CalEEMod land use emissions software; quantify criteria pollutant emissions and compare emissions to the South Coast AQMD regional and localized significance thresholds. The Lead Agency should identify potential adverse air quality impacts for all the phases of the WSGVAP and include air quality construction and demolition (if any) calculations. The PEIR should include appropriate mitigation measures that go beyond what is required by law.	These comments are addressed in Section 4.3, *Air Quality,* and Section 4.8, *Greenhouse Gas Emissions*, of this Draft PEIR.
Organizations			
Arroyos & Foothill Conservancy (AFC)	December 22, 2023	The comment letter states that the PEIR should consider the following pertaining to wildlife and biological resource conservation: Hahamongna to Tujunga Wildlife Corridor Initiative; Wildlife; Urban Conservation and Wildlife Corridors. The comment letter also provides a brief discussion of wildlife movement and habitat related definitions to keep in mind during the PEIR analysis. The comment letter also provides a brief review of its organization goals and objectives related to biological habitat. It also suggests the WSGVAP to cite and consider adopting and implementing the United Nations Convention on Biodiversity recommendations. The comment letter recommends future projects encouraged by the WSGVAP to consider lighting as a profound impact on most wildlife. The comment letter suggests the consideration of a Significant Ecological Areas (SEAs) within the WSGV Planning Area. The comment letter suggests the Lead Agency to consider collaboration with AFC pertaining to biological and wildlife resources.	These comments are addressed in Section 4.4, *Biological Resources*, of this Draft PEIR.
Individual			
Tim Martinez	December 22, 2023	The comment letter requests that the PEIR consider how the WSGVAP would facilitate the types of activities under the Urban Agriculture Incentive Zone Program with current County policies. The comment letter also recommends the streamlining and facilitation of permitting in the County's zoning/regulations that would allow for community building activities related to farming or gardening.	These comments are addressed in Section 4.2, *Agriculture and Forestry Resources*, and Section 4.11, *Land Use and Planning*, of this Draft PEIR, as applicable.

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.

The County hosted the virtual Scoping Meeting on Thursday, December 14, 2023, at 6:30 p.m. Registration was made available through the County's website at https://planning.lacounty.gov/long-range-planning/wsgvap/documents/. 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

Baseline and Planning Horizon

For analytic purposes in this Draft PEIR, the baseline year established for existing conditions is 2024 unless otherwise noted and the horizon year representing future conditions is 2045. In cases where current data is not available, the most recent known data is used to depict baseline conditions. The horizon year of 2045 represents the buildout horizon of the WSGVAP when actions, programs, and projects identified in the Area Plan are anticipated to be fully implemented.

Environmental Issue Areas

This Draft PEIR assesses the potential environmental impacts that could occur with implementation of the WSGVAP. Section 15064 of the CEQA Guidelines states that in evaluating the significance of the environmental effect of a project, the Lead Agency shall consider direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project.

The scope of the Draft PEIR includes evaluation of potentially significant environmental issues raised in response to the NOPs and during scoping discussions. As noted above, the NOPs and all comment letters received during the comment period are included in Appendix A, *Notice of Preparation & Comments*

Received. Based on the analysis within this Draft PEIR, the following environmental determinations were made.

Impacts Considered Less Than Significant

Thirteen environmental factors have been identified as having less than significant impacts with Project implementation:

- Agriculture and Forestry Resources
- Energy
- Geology and Soils
- Greenhouse Gas (GHG) Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire

Impacts Considered Less Than Significant with Mitigation Incorporated

One environmental factor has been identified as having a less than significant impact with the incorporation of mitigation with Project implementation:

- Tribal Cultural Resources

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
- Cultural Resources
- Noise
- Transportation

Alternatives

Consistent with CEQA Guidelines (Section 15126.6[d]), this Draft PEIR also includes the assessment of a reasonable range of alternatives to the Project that could feasibly attain most of the Project objectives while avoiding or substantially lessening the environmental effects of the Project. This analysis is included in Chapter 5, *Project Alternatives*.

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:Crescenta Valley Weekly, La Opinión, Los Angeles Sentinel, Monrovia Weekly, Pasadena Star News, and San Gabriel Valley Tribune. The 45-day public review period of the Draft PEIR began on **Thursday, June 27, 2024**, and ends on **Monday, August 12, 2024**. 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 **Monday, August 12, 2024**, at **5:00 p.m**. Written comments could be provided via email to wsgvap@planning.lacounty.gov, or by mail to:

Evan Sensibile | Regional Planner
County of Los Angeles Department of Regional Planning
320 West Temple Street, Room 1362 | Los Angeles, California 90012

The Draft PEIR can be viewed or downloaded at the County's website at https://planning.lacounty.gov/long-range-planning/wsgvap/documents/.

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 Final PEIR and 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 Section 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 WSGVAP.

Lead Agency

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

Responsible Agencies

- State Lands Commission
- State Department of Parks and Recreation

Reviewing Agencies

- Air Resources Board
- California Emergency Management Agency
- California Highway Patrol
- Caltrans District #7
- California State Water Resources Control Board: Water Quality
- Department of Boating and Waterways
- Department of Conservation
- Department of Forest and Fire Protection
- Department of General Services
- Department of Parks and Recreation
- Department of Pesticide Regulation
- Department of Resources Recycling and Recovery
- Department of Toxic Substances Control
- Department of Water Resources
- Energy Commission
- Fish and Game Region #5
- Housing and Community Development
- Native American Heritage Commission
- Office of Historic Preservation
- Office of Public School Construction
- Public Utilities Commission
- Regional Water Quality Control Board #4
- Resources Agency
- San Gabriel and Low Los Angeles River and Mountains Conservancy
- State Lands Commission

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:

- 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)
- County of Los Angeles Safety Element Update, County of Los Angeles, Department of Regional Planning (2022)
- County of Los Angeles 2045 Climate Action Plan, Department of Regional Planning (2024)
- County of Los Angeles Housing Element Update Program EIR, Department of Regional Planning (2021)
- County of Los Angeles Bicycle Master Plan, County of Los Angeles, Department of Public Works (2012)
- County of Los Angeles – Altadena Community Plan (1986)
- County of Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment Plus (PNA+) (2022)
- County of Los Angeles Traffic Impact Analysis Guidelines, Department of Public Works (2020)
- County of Los Angeles Countywide Sustainability Plan, Department of Regional Planning (2019)
- County of Los Angeles, Department of Public Health – Step by Step Plan (2019)
- County of Los Angeles, Department of Public Health and Public Works – Vision Zero (2019)
- County of Los Angeles Code of Ordinances, Title 22, Zoning Ordinance (2024)
- County of Los Angeles Master Plan of Highways – South Half (2015)
- Los Angeles County Metropolitan Transportation Authority (Metro), 2020 Long Range Transportation Plan (2020)
- Los Angeles County Metropolitan Transportation Authority (Metro), 2023 Active Transportation Strategic Plan (2023)
- Southern California Association of Governments (SCAG), Connect SoCal 2024 (Regional Transportation Plan/Sustainable Communities Strategy) (2024)
- SCAG About Us (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 https://planning.lacounty.gov/long-range-planning/#. Members of the public may contact the County's Department of Regional Planning at wsgvap@planning.lacounty.gov or at 231.974.6425 for assistance in locating the documents.

1.7 Organization of the Draft PEIR

Preparation of the Draft PEIR follows and is informed by the scoping process. Article 9 of the CEQA Guidelines (Section 15120–15132) establishes the required contents of an EIR. Based on CEQA Guidelines, this Draft 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 Draft 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.** Chapter 1 introduces the Project; the purpose of the Draft PEIR; the CEQA process, including program-level analysis and tiering; and the scope and organization of the Draft PEIR.
- **Chapter 2, Environmental Setting.** Chapter 2 describes the environmental setting pertinent to the WSGV Planning Area discussing Aesthetics, Agricultural and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology/Soils, Greenhouse Gas, Hazards/Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Mineral Resources, 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.** Chapter 3 describes the Project area, Project purpose and objectives, the background for the WSGVAP and its relationship to the General Plan, the contents of the WSGVAP, 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 WSGVAP to Aesthetics, Agricultural and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology/Soils, Greenhouse Gas Emissions, Hazards/Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Mineral Resources, 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 WSGVAP is approved and implemented.
- **Chapter 7, Report Preparation.** Chapter 7 identifies those who participated in the preparation of the Draft PEIR, including County personnel and consultants, as well as the organizations and persons who were consulted during the preparation of the Draft PEIR. This chapter also identifies the reference materials relied upon preparing the Draft 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, Project-specific documents relating to the scoping process, and Project-specific technical information relied upon in the drafting of the Draft PEIR.

1.8 Mitigation Monitoring Procedures

State CEQA Guidelines Section 15097 requires that the mitigation measures and revisions to the Project identified in the Draft 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 (MMRP) for the 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.

CHAPTER 2
Environmental Setting

2.1 Introduction

Located in County of Los Angeles (County), the West San Gabriel Valley Planning Area (WSGV Planning Area or Plan Area) encompasses 23.2 square miles within the southeast portion of the County. The WSGV Planning Area includes 18 incorporated cities and nine unincorporated communities that offer a diversity of residents, geographies, and community needs that need to be adequately and appropriately planned for. The proposed West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) is intended to respond to local planning issues, guide long-term development, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area.

This environmental setting chapter describes existing development patterns and land uses in the WSGV Planning Area to characterize baseline conditions. Section 2.2, *Regional Setting*, describes the population and demographics of the WSGV Planning Area, identifies major travel corridors, and regional transit systems. Section 2.2.4, *Areawide Key Issues*, provides a high-level synopsis of land use issues and challenges in the WSGV Planning Area derived from the existing conditions analysis and input received by stakeholder and community members. Key issues in the WSGV Planning Area include aging housing stock and high housing costs, lack of housing diversity with limited affordable housing and rent burden, income and education, active transportation and commuting, and community identity with a diverse demographic profile.

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 WSGV 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 WSGV Planning Area. In addition, the County identifies that approximately four of the nine unincorporated communities within WSGV Planning Area qualify as disadvantaged communities and maps the locations of the disadvantaged communities.

In Section 2.4, *Local Setting*, the County characterizes the nine unincorporated WSGV communities, which include Altadena, La Crescenta – Montrose, Kinneloa Mesa, East Pasadena – East San Gabriel, San Pasqual, South San Gabriel, South Monrovia Islands, South El Month Island, and Whittier Narrows. In addition, Section 2.4 describes the communities' size, population, population density, predominant land uses, and other features. Existing conditions maps for the nine unincorporated communities are

included in **Appendix B**, *WSGVAP Existing Conditions Community Maps*. Recommendations from precedent planning studies and regional guidance point to the following topics: housing stock diversification, understanding commuters, community identity, and celebrating diversity.

2.2 Regional Setting

The WSGV Planning Area is one of 11 Planning Areas identified in the General Plan. The WSGV Planning Area encompasses 23.2 square miles within the southeast portion of the Los Angeles County. and includes nine unincorporated communities sharing boundaries with other incorporated jurisdictions. The WSGV Planning Area is characterized by single-family residential, with some commercial corridors and some concentrated areas of open space. The Planning Area is largely developed with suburban communities located within the foothills of the San Gabriel Mountains and throughout the WSGV.

The WSGV Planning Area is served by six freeways, of which include a handful of major highways and secondary highways and parkways traversing the WSGV Planning Area. The northern extent of the Planning Area includes steep slopes and urban-wildland interface with the San Gabriel Mountains and Angeles National Forest. The WSGV unincorporated communities of Altadena, Kinneloa Mesa, and La Crescenta-Montrose border the Angeles National Forest offering a wide array of trails and open space resources. Whittier Narrows, which is primarily comprised of the Whittier Narrows Recreation and Natural Area, does not border the Angeles Forest, but interfaces with the San Gabriel River and Rio Hondo, providing approximately 1,492 acres of park, open space, and regional natural areas.

2.2.1 Population and Demographics

The WSGV Planning Area contains a few minimally populated communities, which may distort the density calculations for all the communities. As of 2020 the total population of the WSGV Planning Area communities was approximately 110,235 residents. The population densities per square mile range from Whittier Narrows, with a small population density of 267 people per square mile to South Monrovia Islands, which is the densest community in the WSGV, with 6,515 people located within its 0.5-square-mile area.

The WSGV Planning Area communities consist of a broad range of demographics. The predominant ethnicities in the WSGV unincorporated communities are Non-Hispanic, White, and Asian. The WSGV unincorporated communities exhibit a much higher Asian population and lower LatinX and Black/African American population compared to the County average. The highest percentage of Asian residents in the WSGV live in South San Gabriel (63 percent). The highest percentages of Hispanic residents in the WSGV are concentrated in Unincorporated South Monrovia Islands (53 percent), which is the only community in the WSGV Planning Area that has a higher population of Hispanic residents than the County's average (48.7 percent). The highest percentage of Non-Hispanic White residents is concentrated in Kinneloa Mesa (68 percent). In general, the communities that make up the WSGV Planning Area have high levels of educational attainment and above-average median household income compared to the County. There are four communities in the WSGV Planning Area that include areas defined as disadvantaged communities: the western portion of South San Gabriel, a small area in the northern portion of South Monrovia Islands, all of Whittier Narrows, and all of South El Monte Island (ESA 2023).

The WSGV Planning Area communities are made up of residents of all ages. On average 20 percent of residents are children under the age of 18, slightly lower than the average in Los Angeles County (22 percent). Communities with the highest percentage of children include La Crescenta Montrose (24 percent), Kinneloa Mesa (24 percent), and South Monrovia Islands (21 percent) (ESA 2023). Each of the communities in the WSGV Area has larger populations of people over the age of 65 when compared to the County average of 13.7 percent. Communities with the highest percentage of seniors include South San Gabriel (23.6 percent), Kinneloa Mesa (20.8 percent), and Altadena (19.5 percent) (ESA 2023).

The WSGV Planning Area communities employed approximately 17,488 workers as of 2020, with the healthcare and social assistance sector accounting for 32.3 percent of total employment, or one in three jobs. Other key sectors include retail (10.4 percent), educational services (8.9 percent), and accommodation and food services (8.5 percent). Taken together, these sectors accounted for over 60.1 percent of total employment within the Area Plan communities in 2020 (ESA 2023). The communities of Altadena, East Pasadena–East San Gabriel, and La Crescenta-Montrose, represent over three-quarters of total employment in WSGVAP. These communities also have some of the largest populations and most commercially zoned land in the WSGV Planning Area.

2.2.2 Major Travel Corridors

As mentioned, the WSGV Planning Area is served by six freeways, as well as a handful of major highways and secondary highways and parkways. While the roadway patterns and classification distributions vary among communities, many of the residential neighborhoods in the Planning Area contain cul-de-sacs, most commonly found in the communities of Altadena, San Pasqual and South Monrovia Islands. While public transit systems serve certain areas of the WSGV Planning Area, large portions of the communities are not well served by public transportation. A majority of residents in the WSGV unincorporated communities travel by automobile, with most commuters traveling over 10 miles one-way to their place of work (ESA 2023).

2.2.3 Regional Transit

Existing transit services in the WSGV Planning Area are provided by Los Angeles (LA) Metro and Pasadena Transit. Types of regional transit services provided include fixed route and rail transit services, and inter-city bus and rail services. Major east-west public transit is provided by Metrolink, offering commuter rail service between Los Angeles, San Bernardino, and Riverside Counties. The LA Metro A Line offers light rail service between Los Angeles and Azusa and includes stops near the WSGV communities of San Pasqual and East Pasadena-East San Gabriel, and South Monrovia Islands, and also provides several local and regional bus lines (LA Metro 2023). However, the majority of regional transit services are limited to the western portion of the WSGV Planning Area as there is limited regional transit traversing through the nine unincorporated WSGV communities.

2.2.4 Areawide Key Issues

As described in the *Community Profiles Background Briefs* prepared for the WSGVAP (refer to Appendix A of the WSGVAP), the following outlines the common land use issues and challenges across the nine WSGV unincorporated communities:

Aging Housing Stock and High Housing Costs: The majority of the housing stock in the WSGV was built before 1979, resulting in the majority of housing stock being at least 44 years old. This aging housing stock, combined with a low vacancy rate, can result in high housing costs throughout the communities.

Housing Diversity: The communities that make up the WSGV Area largely consist of single-family detached homes. There could be opportunities to encourage more diverse housing options, including affordable multifamily units and mixed-use developments, especially along commercial corridors.

Income and Education: In general, the majority of the communities that make up the WSGV Area have high levels of educational attainment and above-average median household income. This can offer a strong foundation for future planning efforts geared toward promoting economic stability. Additionally, the County can consider allocating resources to support residents who fall below the income and education averages, thus advancing equity and fostering inclusion within the community.

Active Transportation: The majority of residents living in the WSGV Area rely on private automobiles for transportation, with a high percentage of residents across all communities driving alone to work.

Diverse Demographic Profile: The community's diverse population, with significant Asian representation, presents opportunities for cultural enrichment and community engagement initiatives.

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 the unincorporated areas of the County 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

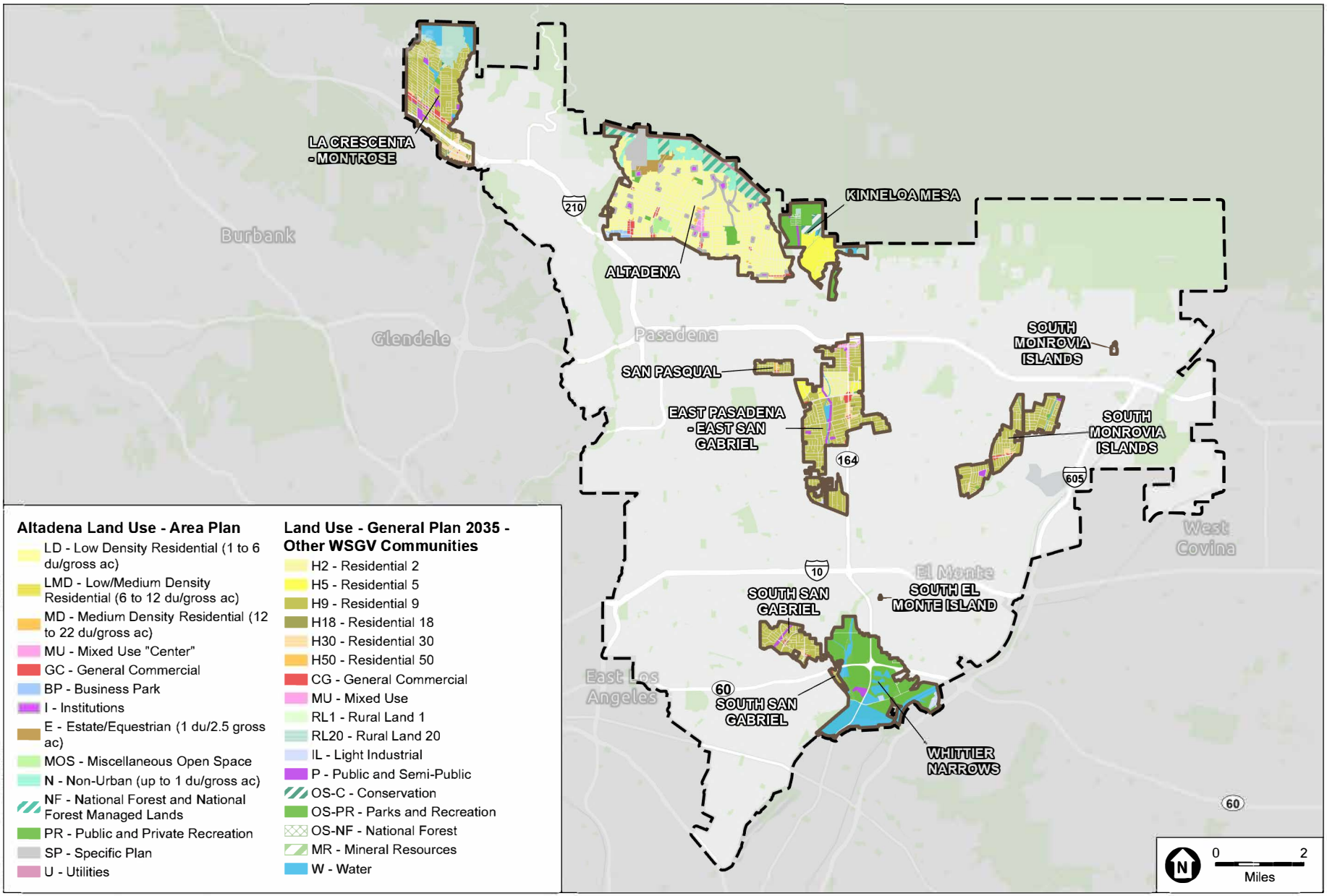
The character of the individual unincorporated communities within the WSGV Planning Area varies widely, but they share a similar development pattern consisting of residential uses mixed with some concentrated areas of open space and commercial. The zoning designations and existing land uses in the communities follow the General Plan designations. **Figure 2-1**, *General Plan Land Uses within the WSGV Planning Area*, shows existing General Plan designations within the Planning Area, including land uses designated under the Altadena Community Plan. The prominent General Plan land uses in the WSGV Planning Area include residential, commercial, and open space land uses (ESA 2023).

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 WSGV Planning Area includes 21 zoning designations, including 6 residential zoning classifications, 6 commercial zoning classifications, 2 manufacturing zoning classifications, 1 mixed use development classification, 2 agricultural zoning classifications, 1 institutional zoning classification, and 3 open space and recreation zoning classification.

The County designates WSGV Planning Area land as the following in its General Plan: R-1 (Single-Family Residence), R-2 (Two-Family Residence), R-3 (Limited Density Multiple Residence), R-4-U (Medium Density Multiple Residence), R-A (Residential Agricultural), RPD (Residential Planned Development), A-1 (Light Agricultural), C-1 (Restricted Business), C-2 (Neighborhood Business), C-3 (General Commercial), C-M (Commercial Manufacturing), CPD (Commercial Planned Development), M-1 (Light Manufacturing), M-2 (Heavy Manufacturing), B-1 (Buffer Strip), O-S (Open Space), MXD (Mixed Use Development), R-R (Resort and Recreation), SP (Specific Plan), P-R (Parking Restricted), and W (Watershed).



SOURCE: County of Los Angeles, 2022; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 2-1
General Plan Land Uses within the WSGV Planning Area

ESA

2.3.3 West San Gabriel Valley Significant Ecological Areas

In Los Angeles County, lands that contain irreplaceable biological resources are designated SEAs. 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. Critical biological resources are maintained through habitat connectivity, which sustains population genetic diversity, and provides refuge for migrant species. As shown in **Figure 2-2**, *Significant Ecological Areas within the WSGV Planning Area,* there are three SEAs located within the WSGV Planning Area include the Altadena Foothills and Arroyos SEA, San Gabriel Canyon SEA, and the Puente Hills SEA. Unincorporated WSGV communities that contain SEAs include Altadena, Kinneloa Mesa, and Whittier Narrows. While the San Gabriel Canyon SEA is located within the WSGV Planning Area, it is not located within any of the WSGV unincorporated communities. Portions of the Altadena Foothills and Arroyos SEA are also located within incorporated cities in addition to being located within portions of the unincorporated WSGV communities.

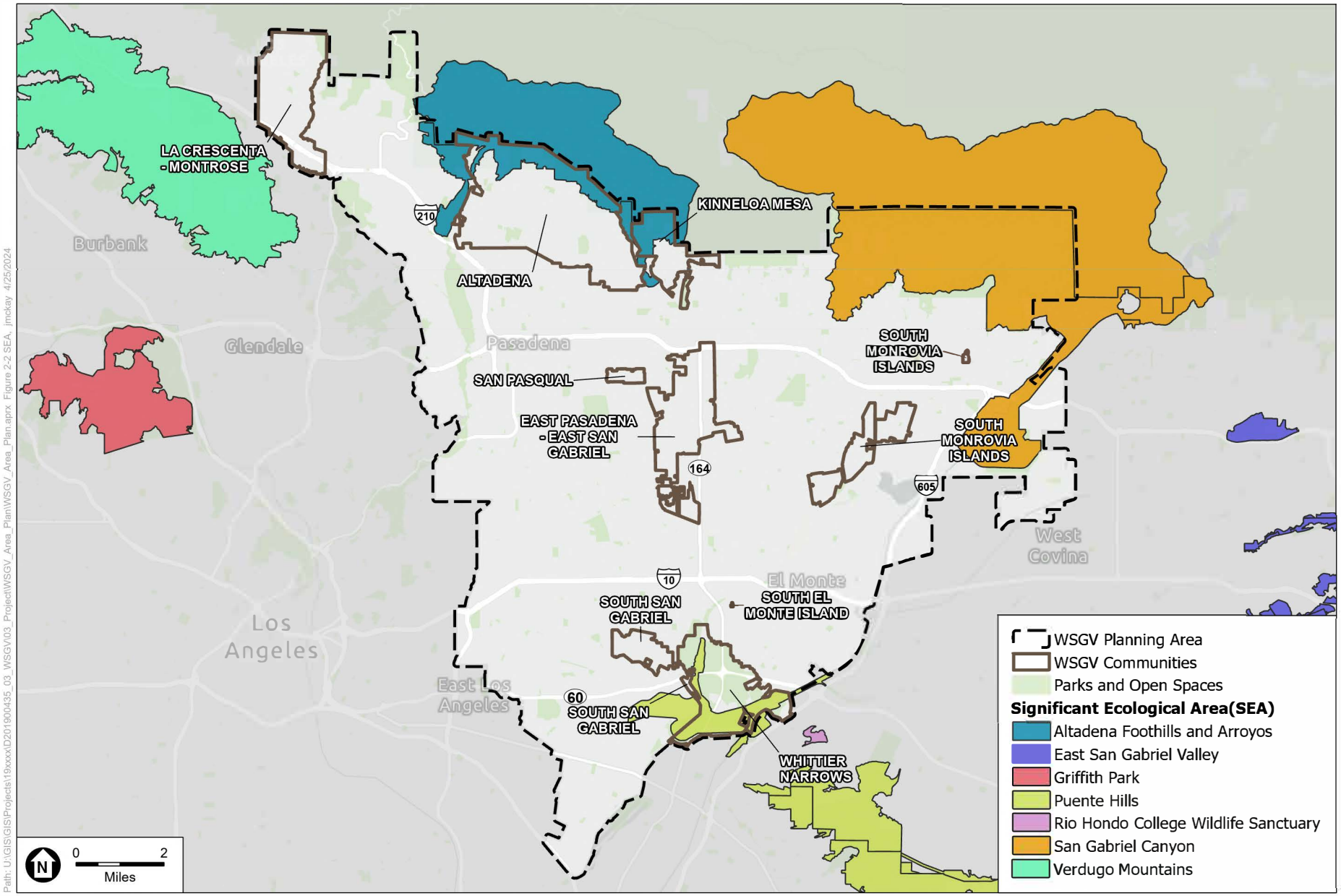
2.3.4 West San Gabriel Valley Disadvantaged Communities

Developing an understanding of the disadvantaged community status in the WSGV 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 produce 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 (County of Los Angeles 2021b).

There are four communities within the WSGV Planning Area that include areas defined as disadvantaged communities, inclusive of the western section of South San Gabriel, a small area in the northern portion of South Monrovia Islands, all of Whittier Narrows, and all of South El Monte Island (ESA 2023). See **Figure 2-3**, *Disadvantaged Communities within the WSGV Planning Area*, showing the disadvantaged unincorporated communities in the WSGV Planning Area.

2.4 Local Setting

The WSGV Planning Area comprises of nine unincorporated communities, including Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. The following descriptions describe the character, including the size, population, population density, predominant land uses, and other features, of the unincorporated WSGV communities. Existing conditions maps for the nine unincorporated communities are included in Appendix B, *WSGVAP Existing Conditions Community Maps*. If applicable to the community, the maps depict the planning area existing and proposed land uses and community-specific facilities and services.

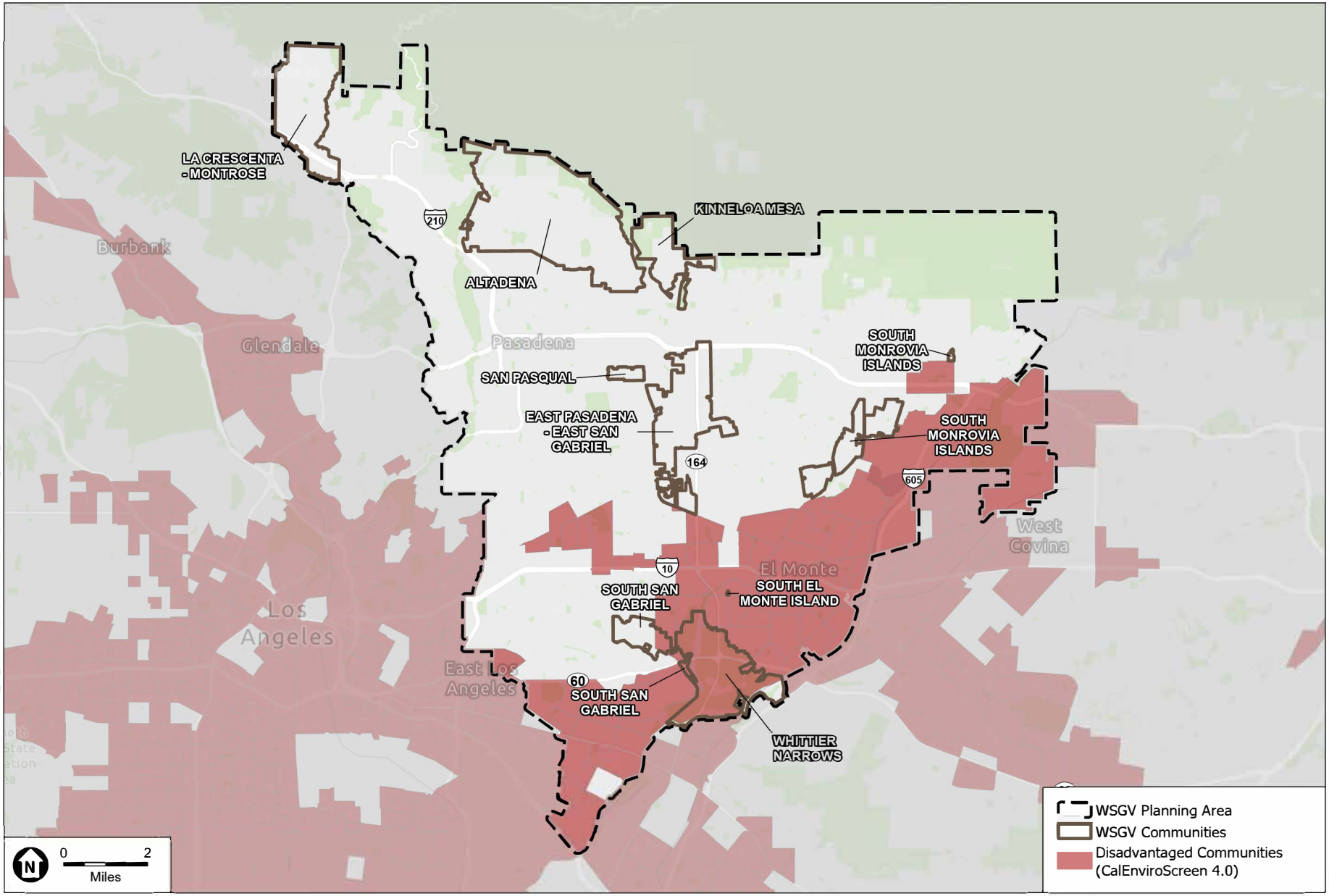


SOURCE: County of Los Angeles, 2022; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 2-2
Significant Ecological Areas within the WSGV Planning Area

ESA



Path: U:\GIS\GIS\Projects\19xxxx\D20190435_03_WSGV\03_Project\WSGV_Area_Plan\WSGV_Area_Plan.aprx Figure 2-3 Disadvantaged Communities, jmckay 4/25/2024

SOURCE: OEHHA, 2021; LA County DRP; ESA; UrbanFootprint, 2024.

West San Gabriel Valley Area Plan

Figure 2-3
Disadvantaged Communities within the WSGV Planning Area

ESA

2.4.1 Altadena

As shown in Figure 1 of Appendix B, *WSGVAP Existing Conditions Community Maps*, of this Draft PEIR, the Altadena community is 8.5 square miles located in the northwestern part of the WSGV Planning Area, with a population of 43,344 (5,061 people per square mile). Altadena land use patterns are remnant of the streetcar era, when, during the early and mid-1900s, major streets were designed in a grid pattern to provide easy access by streetcar to Pasadena and downtown Los Angeles. Most of the community's land uses are single-family homes, as well as some multifamily residences located near commercial corridors. The community includes several major corridors with various uses and distinct characters. Altadena community facilities include schools, parks, clinics, libraires, large supermarkets and grocery stores, and emergency services. Altadena also shares borders with a variety of open spaces conveniently accessible along the northern, western, and eastern boundaries of the community, including the San Gabriel Mountains and foothills. Trailheads grant entry to canyons, trails, and historic sites including Rubio Canyon, Eaton Canyon, Millard Canyon, Cobb Estate, and the Arroyo Seco. Parts of the designated open and recreation space on the northern border of the community falls within the Altadena Foothills and Arroyos SEA.

2.4.2 East Pasadena-East San Gabriel

As shown in Figure 2 of Appendix B, *WSGVAP Existing Conditions Community Maps,* of this Draft PEIR, the East Pasadena-East San Gabriel community is 4 square miles located in the central portion of the WSGV Planning Area, with a population of 26,807 people (6,700 people per square mile). East Pasadena-East San Gabriel land use patterns consist of primarily of residential uses, where most of the residential development consists of low density single-family housing; however, there are areas of the community with multifamily housing mixed in. The streets in this community are a mix of grid patterns and cul-de-sacs, and there are places where the roads curve around larger properties. The topography is flat throughout the community. The area is divided north to south by Rosemead Boulevard, with most of the commercial property located along this corridor. Hotels, restaurants, and other commercial uses line East Colorado Boulevard in the northern edge of the community. Another major road, Huntington Drive, runs through East Pasadena–East San Gabriel from east to west and is dotted with a few businesses and community amenities. The northern portion of East Pasadena–East San Gabriel is located within the Sierra Madre Villa Station Transit-Oriented District. The Sierra Madre Villa Station is on the Metro Gold Line. In the southernmost island of East Pasadena–East San Gabriel, there are industrial land uses fronting Walnut Grove Avenue. An interesting feature of the East Pasadena–East San Gabriel community is the nurseries, which run from north to south through much of the community (ESA 2023).

2.4.3 Kinneloa Mesa

As shown in Figure 3 of Appendix B, *WSGVAP Existing Conditions Community Maps*, of this Draft PEIR, the Kinneloa Mesa community is 1.6 square miles located in the northern portion of the WSGV Planning Area, with a population of 845 people (528 people per square mile). The community is surrounded by Altadena to the west, the City of Pasadena to the south, the City of Arcadia to the east, and the Angeles National Forest to the north. Kinneloa Mesa is made up of five separate areas with a flat terrain and curving streets with many cul-de-sacs. Most of the land in the community of Kinneloa Mesa remains undeveloped and is designated for various open space purposes by the General Plan. Much of this land in northern Kinneloa Mesa is also designated as Significant Ecological Areas. Land uses in the

southern portion of the community are low-density residential development, with zoning designated as H5 Residential in accordance with the General Plan. The layout of the built environment features curving and winding streets, numerous cul-de-sacs, and a substantial number of private driveways (ESA 2023).

2.4.4 La Crescenta-Montrose

As shown in Figure 4 of Appendix B, *WSGVAP Existing Conditions Community Maps*, of this Draft PEIR, La Crescenta-Montrose community is 3.45 square miles located in the northwest corner of the WSGV Planning Area, with a population of 19,893 (5,766 people per square mile). The community of La Crescenta-Montrose is surrounded by the city of Glendale to the south and west and the city of La Canada Flintridge to the east. The majority of the areas northern boundary directly abuts the Santa Clarita Valley (National Forest land), with a small portion of the northern boundary abutting Glendale parks and open space. The community land use patterns are residential, primarily zoned single-family (R-1) with some R-2 and R-3 zones located in the southern portion of the unincorporated area, south of Interstate (I-) 210. The existing uses reflect the County's General Plan and zoning maps. The majority of the parcels and connector streets that are located within the community of La Crescenta-Montrose are oriented east to west, with the exception of the parcels in the eastern portion of the area. The community of La Crescenta-Montrose offers a variety of community amenities, including libraries, schools, emergency services, public parks, and open space (ESA 2023).

2.4.5 San Pasqual

As shown in Figure 5 of Appendix B, *WSGVAP Existing Conditions Community Maps*, of this Draft PEIR, the San Pasqual community is 0.26 square miles located in the central portion of the WSGV Planning Area, with a population of 1,919 people. Bordering cities include Pasadena to the north and San Marino to the south. Land uses in San Pasqual are dedicated primarily to housing. The community includes a handful of neighborhood blocks and is arranged primarily in a grid layout, with a few cul-de-sacs mixed in. The community of San Pasqual is home to the First Taiwanese Presbyterian Church, which has been actively serving the area since 1993, and the Armenian Cilicia Evangelical Church which has worked with the Armenian-American community in the WSGV Planning Area and unincorporated Los Angeles County since 1991 (ESA 2023).

2.4.6 South Monrovia Islands

As shown in Figure 6 of Appendix B, *WSGVAP Existing Conditions Community Maps*, of this Draft PEIR, the South Monrovia Islands community is 1.3 square miles located in the southeast portion of the WSGV Planning Area, with a population of 12,385 people (9,528 people per square mile). The South Monrovia Islands are comprised of various islands of this unincorporated community. This community sequence starts from the southwestern limits of North El Monte, advancing northeastward through East Arcadia as shown in Figure 6. The trajectory continues to encompass Mayflower Village and culminates at the northernmost point, South Monrovia Island. Detached and located north of these communities is the small unincorporated community of Bradbury, bounded by the City of Bradbury. The City of Monrovia borders this community to the west and north, Monrovia to the north, Duarte to the northeast, Arcadia to the West, Temple City to the southwest, Irwindale and El Monte to the south, and the City of Bradbury borders the unincorporated Bradbury cluster to the north.

The South Monrovia Islands are located on land that was originally inhabited by Gabrielino-Tongva people. Most of the land use in the South Monrovia Islands is still dedicated to single-family detached homes, where the majority of residential development is comprised of low-density single-family housing; however, there are areas of the community with multifamily housing mixed in. Public facilities in the South Monrovia Islands community encompass a range of essential services and amenities, including educational and recreational resources (ESA 2023). A small area in the northern island of the South Monrovia Islands community qualifies as disadvantaged community.

2.4.7 South San Gabriel

As shown in Figure 7 of Appendix B, *WSGVAP Existing Conditions Community Maps*, of this Draft PEIR, the South San Gabriel community is 1 square mile located in the southern portion of the WSGV Planning Area, with a population of 7,615 people (7,615 people per square mile). The community of South San Gabriel is located on land that was originally inhabited by Gabrielino-Tongva people. The land use pattern in the community of South San Gabriel is comprised of low density single-family residential development with multifamily housing mixed in. Neighborhoods branch off major roads including Del Mar Avenue, Hill Drive, Paramount Boulevard, and Potrero Grande Drive with many roads ending in cul-de-sacs rather than forming a grid. This community is near the I-60 which runs along its southern border, with the I-10 less than 1.5 miles to the north. The community is also 4 miles east of the I-710. Public facilities, such as schools, parks, hospitals, police stations, libraries, or fire stations are available just outside the community South San Gabiel (ESA 2023). The western portion of the South San Gabriel community qualifies as disadvantaged community.

2.4.8 Whittier Narrows - South El Monte Island

As shown in Figure 8 of Appendix B, *WSGVAP Existing Conditions Community Maps*, of this Draft PEIR, the Whittier Narrows community is 2.3 square miles and is located in the southeast boundary of the WSGV Planning Area. A majority of land within the community of Whittier Narrows is designated as Parks and Recreation with some surrounding areas classified for light manufacturing along Rooks Road, Pacific Park Drive, and Coast Drive. The community of Whittier Narrows is comprised of the Whittier Narrows Recreation and Natural Areas located along both sides of the Pomona Freeway (Route 60) at Rosemead Boulevard and Santa Anita Avenue. At 1,492 acres, the park is one of the County's largest. The recreation area features lakes, bike trails, the American Military Museum, and a nature center with exhibits on the plants and animals of the surrounding environment. The park is also a part of the "Emerald Necklace," a network of interconnected parks and green spaces in the Los Angeles region supported by the Amigos de Los Rios local nonprofit (ESA 2023).

Additionally, as shown in Figure 9 of Appendix B, *WSGVAP Existing Conditions Community Maps*, of this Draft PEIR, the community of South El Monte is 0.1 square mile located in the southern portion of the WSGV Planning Area, with a population of 137 people. The community of South El Monte encompasses six unincorporated parcels bounded by the cities of El Monte and South El Monte. Land use patterns in South El Monte include a strip mall zoned as General Commercial as well as a trailer park with 42 units zoned for low density multifamily (ESA 2023). The communities of Whittier Narrows and South El Monte both qualify as disadvantaged communities.

2.5 References

Environmental Science Associates (ESA). 2023. WSGVAP Community Profiles Background Brief.

Los Angeles Metro. 2023. Bus and Rail System Map. Available at: https://www.dropbox.com/scl/fi/wb0ii2rettx4kn7z81qb6/24-0936_web_MSysMap1_SanGabrValley_35x17_final.pdf?rlkey=rldjlcq4w4ohkxvk6z8ne816l&dl=0. Accessed April 2024.

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CHAPTER 3
Project Description

Chapter 3 of this Draft Program Environmental Impact Report (PEIR) provides a description of the proposed West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project). The WSGVAP is a long-range policy document proposed by Los Angeles County (County) to guide long-term growth in the West 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 West San Gabriel Valley Planning Area (WSGV Planning Area or Plan Area) is one of 11 Planning Areas identified in the General Plan. The WSGV Planning Area encompasses 23.2 square miles within the southeast portion of Los Angeles County and is composed of a largely developed collection of nine unincorporated communities sharing boundaries with other jurisdictions. The WSGV Planning Area is loosely bound by the Cities of Glendale and Los Angeles to the west; the San Gabriel Mountains and the Angeles National Forest to the north; the Cities of Azusa, Irwindale, and West Covina to the east; and the City of Pico Rivera to the south. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. While South San Gabriel and Whittier Narrows are immediately adjacent to one another as are Altadena and Kinneloa Mesa, none of the other communities that make up the WSGV Planning Area share a boundary. The regional location incorporating the WSGVAP communities are shown in **Figure 3-1**, *Regional Location with WSGVAP Communities.*

3.2 Project Purpose and Objectives

3.2.1 Project Purpose

The proposed WSGVAP is a community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the WSGV Planning Area. The WSGVAP is intended to respond to local planning issues, guide long-term development, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. The WSGVAP would update and consolidate the existing Altadena Community Plan into the Area Plan. The East Pasadena-East San Gabriel, La Crescenta-Montrose, Altadena, Chapman Woods, and South San Gabriel Community Standards Districts (CSDs) are located within the WSGV Planning Area. The East Pasadena-East San

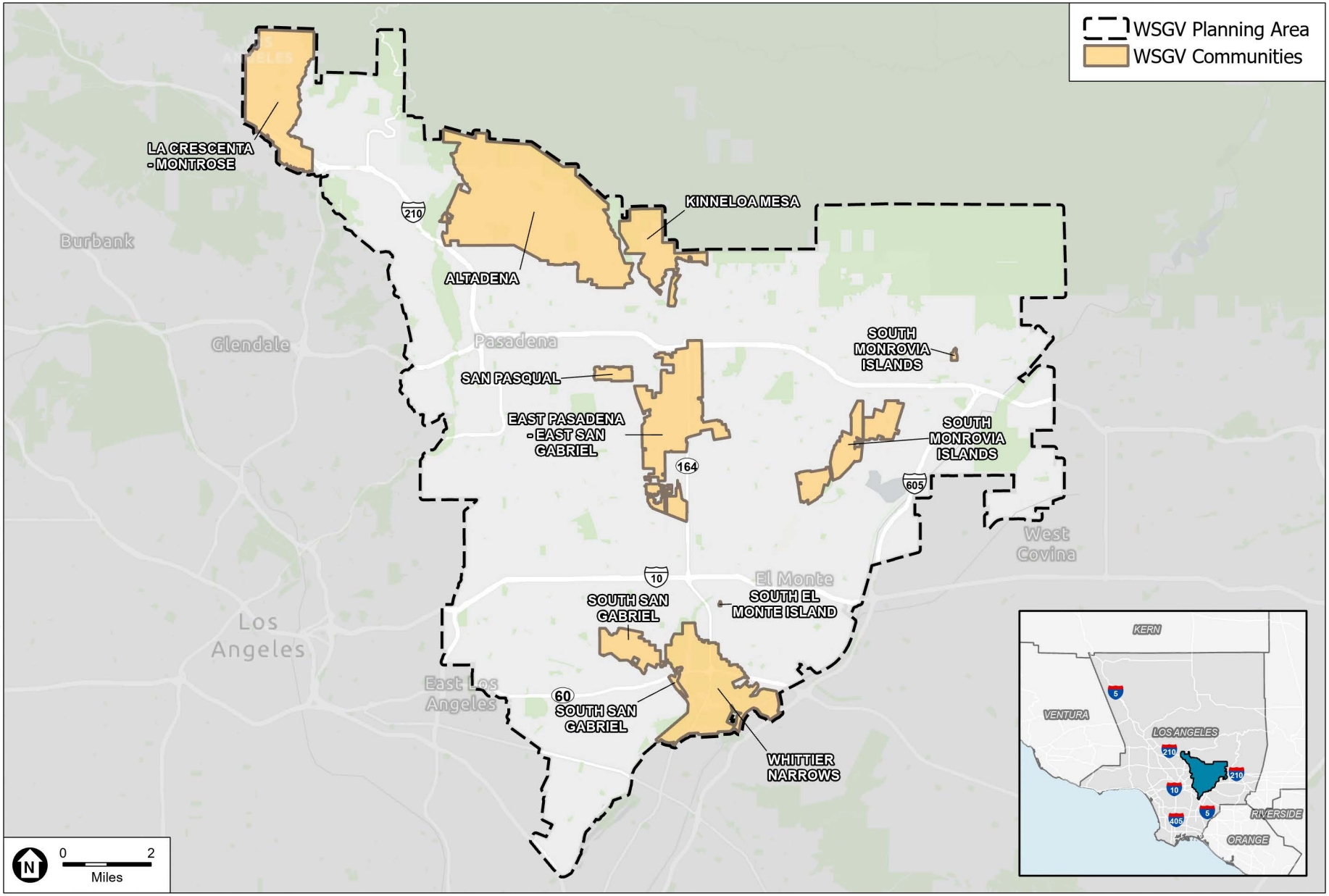
Gabriel, La Crescenta-Montrose, Altadena, and South San Gabriel CSDs are being updated to bring them into conformance with the Area Plan's goals and policies related to conserving natural resources and directing development away from hazard area. These four CSDs are being consolidated into the Planning Area Standards District (PASD) of the Area Plan. While the Chapman Woods CSD is located within the WSGV Planning Area, this CSD is not being updated since it was recently adopted by the County in November 2023.

3.2.2 Project Objectives

The overarching vision of the WSGVAP is to provide for the diverse needs of the WSGV communities, to incentivize neighborhood-serving small business commercial centers integrated with mixed-use development, to conserve natural resources and direct development away from hazard areas, to focus growth primarily along commercial corridors and major roadways, to preserve existing industrial uses, and to incorporate urban greening in commercial corridors to provide for the varied interests and needs of the residents, workers, and visitors of the WSGV Planning Area.

The primary objectives of the WSGVAP are to:

1. Foster harmonious and coordinated growth balanced with the preservation of natural areas and resources within the WSGV Planning Area. Implement growth that locates resident-serving uses in proximity to residential with enhanced urban greening and historic preservation;
2. Improve connectivity and walkability within the communities of the WSGV Planning Area to create pedestrian-friendly, accessible neighborhoods with complete streets. Promote landscaping and other greening measures, lighting, wayfinding signage, and open spaces along the streets to create community-centric "healthy streets";
3. Strengthen community identity and culture through inclusion of multi-functional spaces and facilities that foster play, social cohesion, cultural inclusivity, exploration, dining, recreation, and entertainment throughout the WSGV Planning Area;
4. Improve the jobs-housing balance within the WSGV Planning Area through increasing access to workforce training, partnerships with targeted employers, and skills development resources in order to connect community members to local well-paying and high-quality career opportunities.
5. Promote economic development in the WSGV Planning Area by attracting a wide range of businesses, including small businesses and non-profits, to create neighborhood-serving commercial centers/corridors integrated with mixed-use development with diverse options for housing, shopping, entertainment, recreation, and amenities;
6. Preserve areas within or adjacent to natural resources or hazard areas and in the wildland-urban interface by decreasing land use densities and development intensities;
7. Create strong community identity through public art, street beautification, and activities and programming centered around the community centers; and
8. Develop goals, policies, and implementation programs that support smart growth, sustainable development, and equitable enhancement of residential neighborhoods while preserving the historical resources of the WSGV Planning Area.



Path: U:\GIS\GIS\Projects\19xxxx\D2019000435_03_WSGV\03_Project\WSGV_Area_Plan\WSGV_Area_Plan.aprx Figure 3-1 Regional Location, jmckay 4/25/2024

SOURCE: Los Angeles DPR, 2023; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 3-1
Regional Location with WSGVAP Communities

ESA

3.3 Background and Relationship to County Planning Documents

The WSGVAP is a component of the General Plan and is closely related to other County planning efforts, including the Los Angeles County 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 implementation actions of the WSGVAP. For the comprehensive list of documents incorporated into the PEIR, refer to Section 1.6, *Incorporation by Reference,* in Chapter 1, *Introduction*, of this Draft PEIR.

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 WSGV 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 WSGVAP would become part of the General Plan.

As a component of the General Plan, the WSGVAP 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 WSGV Planning Area encompasses 18 incorporated cities and nine unincorporated communities in the County. The nine unincorporated communities include Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, South El Monte Island, and Whittier Narrows.

The WSGV Planning Area also includes the Altadena Community Plan and five CSDs (East Pasadena-East San Gabriel, La Crescenta-Montrose, Altadena, and South San Gabriel Community Standards Districts, and Chapman Woods). The WSGVAP would update and consolidate the Altadena Community Plan into

the Area Plan as well as would update and incorporate the East Pasadena-East San Gabriel, La Crescenta-Montrose, Altadena, and South San Gabriel Community Standards Districts CSDs into the WSGVAP's PASD. However, since the Chapman Woods CSD was recently adopted by the County in November 2023, this CSD will not be incorporated into the PASD.

In addition, the WSGV Planning Area includes two equestrian districts (EQD) (West Altadena EQD, Kinneloa Mesa EQD), and three Significant Ecological Areas (SEAs) (Altadena Foothills and Arroyos SEA, San Gabriel Canyon SEA, and Puente Hills SEA). However, while the San Gabriel Canyon SEA is located within the Plan Area, it is not within any of the unincorporated WSGV communities. Portions of the Altadena Foothills and Arroyos SEA are also located within incorporated cities. Unincorporated communities within the Plan Area that contain SEAs include Altadena, Kinneloa Mesa, and Whittier Narrows.

3.3.2 Los Angeles County 2045 Climate Action Plan

The County's Board of Supervisors approved the Los Angeles County 2045 Climate Action Plan (2045 CAP) on April 16, 2024 (LA County 2024). The 2045 CAP is an update to the Unincorporated Los Angeles County Community Climate Action Plan 2020 and sets new GHG emissions reduction targets for 2030 (40 percent below 2015 levels), 2035 (50 percent below 2015 levels), and 2045 (83 percent below 2015 levels) consistent with State goals and sets a long-term aspirational goal for carbon neutrality by 2045 (LA County 2023).

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 (LA County 2023). Under these categories, there are 10 strategies and 25 measures that, when combined, achieve all three of the GHG emissions reduction targets for 2030, 2035, and 2045. These strategies and measures are estimated to reduce annual GHG emissions by more than 1.5 million $MTCO_2e$ in 2030, more than 2 million $MTCO_2e$, and nearly 3 million $MTCO_2e$ in 2045 (LA County 2023).

The WSGVAP aligns with several policies and programs of the 2045 CAP relating to the reduction of GHG emissions, the most significant being the targeting of growth along major corridors and near major transit stops with existing or planned transit services, increasing mixed-used development in proximity to commercial uses and community-service amenities, and expanding pedestrian infrastructure to enhance walkability and use of alternative transportation in place of vehicular use. By focusing growth along commercial centers/corridors and with mixed-used development, the WSGAVP would support the goals of the 2045 CAP in reducing GHG emissions.

3.3.3 Active Transportation Strategic Plan

The Los Angeles County Metropolitan Transportation Authority (Metro) first adopted the Active Transportation Strategic Plan (ATSP) in 2016 and recently adopted the updated ATSP in November 2023 (hereinafter referred to as the 2023 ATSP). The 2023 ATSP builds upon the previous plan by outlining Metro's vision to provide a world-class transportation system and focuses specifically on improving the regional active transportation network and first/last mile connectivity to transit. In addition, the 2023 ATSP also includes Metro's policies related to climate, social equity and sustainability that have been adopted in the years since the 2016 ATSP. The WSGVAP supports the vision of the ATSP as the Area Plan establishes goals and policies related to improving connectivity and walkability as well as integrates 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 2020) was adopted on September 3, 2020. Connect SoCal 2020 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 2020 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 2020 contributed to the identification of the WSGVAP growth and opportunity areas as informed by the SCAG-identified priority growth areas and High-Quality Transit Areas (HQTAs). On April 4, 2024, SCAG adopted the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024), which updated the Connect SoCal 2020.

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. WSGVAP 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 West San Gabriel Valley Area Plan

The WSGVAP would provide a comprehensive planning vision for the nine unincorporated communities in West San Gabriel Valley addressed in six community-specific planning elements: Land Use Element; Mobility Element; Conservation and Open Space Element; Public Services and Facilities Element; Economic Development Element; and Historic Preservation Element. Each element would establish area-wide goals, policies, and implementation programs that would apply to the entire WSGV Planning Area. The WSGVAP would also include the West San Gabriel Unincorporated Communities Chapter, Implementation Programs and Actions Chapter, and the PASD. Each element and chapter of the WSGVAP is described in greater detail below.

The County developed six overarching vision statements based on input from the community, to serve as a comprehensive land use vision for the WSGV 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 six principles would shape the WSGVAP to create a planning area that supports:

1. Harmonious and Coordinated Growth
2. Thriving Business-Friendly Region
3. Connected and Walkable Communities
4. Strong Social and Cultural Cohesion

5. Resilient and Sustainable Built and Natural Environment
6. Equitable Decision-Making

3.4.1 Primary Plan Components

The WSGVAP is intended to the guide long-term growth of the WSGV Planning Area, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, create strong social and cultural cohesion, generate a thriving business-friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. The Project includes the amendment of the General Plan, updates to the zoning map in the WSGV Planning Area, and other amendments, as described below.

General Plan Amendment No. RPPL2023005882

The General Plan Amendment would establish the WSGVAP as part of the General Plan. The WSGVAP establishes goals and policies for the unincorporated communities of Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. The WSGVAP includes the following:

- Areawide goals and policies with respect to the following topics, including but not limited to: Land Use; Mobility; Conservation and Open Space; Public Services and Facilities; Economic Development; and Historic Preservation; West San Gabriel Valley Unincorporated Communities Chapter, with additional goals, policies, and implementation actions that are community-specific, addressing planning issues that are unique to a particular geographic community that cannot be addressed through areawide goals, policies, and implementation program;
- Update and incorporation of the existing Altadena Community Plan into the WSGVAP as a community chapter;
    1) Updates to the land use policy map which, at the minimum:
    2) Incorporate the proposed land use policy changes as identified in the Housing Element;
    3) Maintain consistency between zoning and land use policy;
    4) Redesignate certain residential and commercial areas to facilitate additional housing and local-serving businesses;
    5) Decrease land use intensity in areas with hazards and natural resources and in the wildland urban interface (WUI); and
    6) Convert community plan land use categories to utilize the universal land use legend established by the General Plan in 2015.
- Update the land use policy map which, at minimum:
    1) Incorporates the proposed land use policy changes as identified in the Housing Element;
    2) Corrects inconsistencies between zoning and land use policy;
    3) Redesignates certain residential and commercial areas to increase housing and local-serving businesses;
    4) Preserves natural resources and limits impacts from future development hazard areas, WUI areas, and areas within or adjacent to natural resources.

Zone Change No. RPPL2023005883

The WSGVAP amends Title 22 (Planning and Zoning Code) to:

- Update the zoning map for the Project area to maintain consistency with the updated land use policy map and incorporate the proposed rezoning as identified in the Housing Element to meet the Regional Housing Needs Assessment goals for the County.
- Rezone certain A-1 parcels that are not currently used for agricultural purposes to R-A (Residential Agricultural), R-1 (Single-Family Residence), R-2 (Two-Family Residence), or OS (Open Space), rezone certain areas identified for growth along primarily along commercial corridors and major roadways as well as within select areas near commercial corridors and transit with existing low residential density.
- Rezone hazard areas, WUI areas, and areas within or adjacent to natural resource areas to preserve these areas and to limit impacts from future development.

Proposed land use and zoning modifications that would increase growth or preserve areas in the WSGV Planning Area are summarized in **Table 3-1**, *Land Use and Zoning Change Summary for Proposed Growth and Preservation*. Maps depicting proposed land use and zoning changes are included in **Appendix C,** *WSGV Planning Area Communities: Land Use and Zoning Modification Maps*. Land use and zoning modification maps are included for the communities of Altadena, East Pasadena – East San Gabriel, Kinneloa Mesa, La Crescenta, San Pasqual, South Monrovia Islands, and South San Gabriel. The WSGVAP does not include any land use or zoning changes for South El Monte Island and Whittier Narrows.

The main land use strategies of the WSGVAP is to focus growth in targeted areas (growth strategy) and to preserve natural, hazard, and WUI areas (preservation strategy) within the WSGV Planning Area. Specifically, the WSGVAP proposes land use and zoning modifications to increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways as well as within a select few areas near commercial corridors and transit with existing low residential density. In addition, the WSGVAP proposes to decrease densities in hazard areas, WUI areas, and areas within or adjacent to natural resource areas.

In addition to the growth and preservation land use and zoning modifications, the WSGVAP would also update some existing zoning and land use designations to ensure consistency between the WSGVAP and the General Plan land use policy map. Land use and zoning modifications proposed to create consistency with the General Plan are also included in Table 3-1 below.

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

Community	Location of Change	Existing Land Use Designation	Proposed Land Use Designation	Existing Zoning Designation	Proposed Zoning Designation
Altadena	Areas around northern end of Lincoln Avenue, area north of the intersection of E Loma Alta Drive and Hollyslope Drive, areas within the northeastern portion of the community along E Mendocino Street and Allen Avenue; areas north of Canon Boulevard, and areas east of Devonwood Road	LD	H2	R-1-10,000; R-1-20,000; R-1-30,000; R-1-40,000	No Change
	Triangle area bound by E Loma Alta Drive, Marengo Avenue, and Wapello Street; area around E Loma Alta Drive and Monterosa Drive; area around Rubio Vista Road; area around Devonwood Road, area around El Prieto, Cloverhill, and Risinghill Roads in northwest portion of community, area around Jaxine Drive, and area along W Loma Alta Road between Dabney Avenue and Chaney Trail	LD	H5	R-1-10,000	No Change
	Areas along W Loma Alta Road, Lincoln Avenue, Lake Avenue, Casitas Avenue, Sinaloa Avenue, N Hill Avenue, and Garfias Drive.	I, LD, CG, PR	H9	R-1-7500	No Change
	Areas near Canyon Crest Road, N. Crawford Avenue, N. Casitas Avenue, W. Altadena Avenue, Lincoln Avenue, Woodbury Road, Fair Oaks Avenue, El Molino Avenue, Lake Avenue, E. Pine Street, Sinaloa Avenue, Alameda Street, E. Mariposa Avenue, Allen Avenue, and E Washington Boulevard.	LD	H18	R-1-7500, C-2, C-3, R-2	R-2, R-3
	Area around intersection of Lincoln Avenue and W Altadena Avenue areas around .E Woodbury Road, Lake Avenue, Allen Avenue, Figueroa Ave, Fair Oaks Avenue, N. Marengo Avenue, El Molino Avenue, E. Pine Street, Allen Avenue, N. Altadena Avenue, and E Washington Boulevard.	I, LD	H30	R-1-7500, R-1-10,000, R-2, R-3, A-1, C-2, R-3-P	R-3,
	Area south of E Woodbury Road at the southeastern corner of its intersection with Fair Oaks Avenue	GC, MD	H50	C-3, R-3, R-3-P	R-4

Community	Location of Change	Existing Land Use Designation	Proposed Land Use Designation	Existing Zoning Designation	Proposed Zoning Designation
	Area around Lincoln Avenue, W. Altadena Avenue, Woodbury Road, Fair Oaks Avenue, Lake Avenue, Allen Avenue, and N. Altadena Drive.	I, LD, MD	CG	R-1-7500, R-2, R-3, R-3-P, C-1, C-2, C-3, M-1	C-1, C-2, C-3, C-M
	Area along Lake Avenue between E Altadena Drive and E Calaveras Street	MU	CG	R-2, R-3-P	C-3
	Corner parcel at intersection of Lincoln Avenue and Laun Street	GC	CG	M-1	C-M
	Charles White Park parcel and Farnsworth Park parcel	PR	OS-PR	R-1-7500, R-1-10,000	O-S
	Areas along the community's boundary with the Angeles National Forest	U	OS-NF	R-1-10,000	W
	Undeveloped areas around Chaney Trail, northeast of Fair Oak Avenue, and north of Alzada Drive	N, E	RL20	R-1-10,000, R-1-20,000	A-1
	Sparsely developed area north of Alzada Road, areas around Chaney Trail, and area east of Camp Huntington Road	N, LD	RL5	R-1-10,000, R-A-2	A-1, O-S
	Area between Canyon Crest Road and Canyon Dell Drive	N	RL2	R-1-10,000	A-1
	Areas in the hillsides around Alzada Drive, Toas Road, Canon Road, and Zane Grey Terrace	LD	RL1	R-1-10,000; R-1-20,000	A-1
	Areas around Sunset Ridge Road and Chaney Trail	E, I	W	R-1-10,000, R-1-7500	R-1-10,000, R-1-7500, A-1
	Split parcels adjacent with Loma Alta Park	E, I, PR	OS-PR	R-1-10,000, R-2	O-S
East Pasadena – East San Gabriel	Area of East Pasadena – East San Gabriel north of I-210	CG H9	None CG	C-2, R-1	MXD
	Area immediately south of I-210 between Rosemead Boulevard, E Walnut Street, and E Colorado Boulevard.	H9	MU	R-1, R-2, C-2, MXD	MXD
	Z-shaped parcel just north of intersection of Rosemead Boulevard and Mohawk Street.	P	No Change	C-2, C-3	MXD
	Parcel just south of intersection of E Colorado Boulevard and S Lotus Avenue.	H18	H30	R-3	No Change

Community	Location of Change	Existing Land Use Designation	Proposed Land Use Designation	Existing Zoning Designation	Proposed Zoning Designation
	Area in the northwestern portion of East Pasadena – East San Gabriel bound loosely by E Colorado Boulevard, E Del Mar Boulevard, Rosemead Boulevard, and the western community boundary.	H9	H18	R-1	R-2
	Area in southern portion of the block between Huntington Drive and E Fairview Avenue	CG,	MU	C-1	MXD
	Parcel currently developed with a fire station along Rosemead Boulevard north of E Fairview Avenue and south of Huntington Drive	P	No Change	C-1	MXD
	Area along Rosemead Boulevard from Laurita Avenue to just south of Duarte Road and slightly to the east from Rosemead Boulevard along Huntington Drive and Duarte Road.	H9, H30	CG	R-1, R-3	MXD
	Area southwest of the intersection of Rosemead Boulevard and E California Boulevard.	H2	CG	R-1-20000	MXD
	Third parcel south of E Las Tunas Drive along N Willard Avenue	H18	H9	A-1	R-1
	Area in the southern portion of East Pasadena – East San Gabriel bound loosely by N Earle Street, E Las Tunas Drive, the eastern side of Acacia Street, and the South Pacific Railroad.	H9	No Change	A-1	R-1
	Area along the western side of Rosemead Boulevard between Eaton Wash and the intersection of Rosemead Boulevard and Sereno Drive.	H30	No Change	A-1	R-3
	Area at the terminus of N Burton Avenue with the South Pacific Railroad.	P	No Change	M-1	A-1
Kinneloa Mesa	Area within the northern portion of Kinneloa Mesa around Mount Wilson Road, including potions of the East Canyon Open Space area and Natural Area.	OS-PR	No Change	R-A-2	O-S
	Triangle area north of Winding Way near the Bailey Canyon Wilderness Park.	OS-C	No Change	A-1-40,000	O-S

Community	Location of Change	Existing Land Use Designation	Proposed Land Use Designation	Existing Zoning Designation	Proposed Zoning Designation
La Crescenta-Montrose	Z-shaped parcel along Foothill Boulevard adjacent to the western community boundary.	CG	MU	C-1	MXD
	Parcels along northern and southern frontage of Foothill Boulevard (excluding Z-shaped parcel above)	CG	No Change	C-1, C-2-BE, C-3-BE	MXD
	Triangle parcel just north of intersection of Foothill Boulevard and Glenwood Avenue and block bound by Mary Street, Dyer Street, Community Avenue, and Glenwood Avenue.	H9	H18	R-2	No Change
	Block along the northern side of Mary Street between Raymond Avenue and La Crescenta Avenue.	H9	H18	R-1	R-2
	Block along northern side of Montrose Avenue just west of the its intersection with Rosemont Avenue	H9	H18	R-2	No Change
	Third parcel south of Foothill Boulevard along the east side of Ocean View Boulevard	H9	H30	R-3	No Change
	Corner parcels at intersection of Florencita Drive and Ocean View Boulevard	CG	MU	C-2-BE, R-3	MXD
	Rectangle parcels immediately south of FI-210, east of Briggs Avenue.	H30	No Change	R-1	R-3
	Corner parcel between the terminus of Gross Canyon Avenue and the bend of Dorothy Street	H9	W	R-1-10,000	No Change
San Pasqual	Three corner parcels (NE, SE, NW) at the intersection of S Sierra Madre Boulevard and San Pasqual Street	CG	MU	C-2	MXD
	SW corner parcel at the intersection of S Sierra Madre Boulevard and San Pasqual Street	CG	No Change	C-2	MXD
	Parcels along eastern and western frontages of S Sierra Madre Boulevard from the northern community boundary to San Pasqual Street (excluding the NE and NW corners discussed above)	H50	H100	R-4	R-5
	Parcels east of frontage of S Sierra Madre Boulevard along Oneida Street to S Santa Anita Avenue	H18	H30	R-2	R-3

Community	Location of Change	Existing Land Use Designation	Proposed Land Use Designation	Existing Zoning Designation	Proposed Zoning Designation
South Monrovia Islands	Parcels along portions of the northern and southern frontage of E Live Oak Avenue.	CG	MU	C-2, C-3	MXD
	Areas within the north, northeastern, south, and southwestern portions of the South Monrovia Islands	H9	No Change	A-1, A-1-5000	R-1
	Large parcel just south of intersection of E Brisbane Street and Peck Road	H9	H30	R-3	No Change
	Area along Tyler Avenue from Freer Street to intersection of Tyler Avenue and W Hondo Parkway.	H30	CG	R-3	C-1
	Middle parcel (no street frontages) near intersection of Tyler Avenue and W Hondo Parkway.	H30	No Change	A-1	R-3
	Pamela Park loosely bound by Goodall Avenue and Sawpit Wash.	OS-PR	No Change	A-1	O-S
South San Gabriel	Parcel in northern portion of South San Gabriel at intersection of Graves Avenue and Del Mar Avenue; parcels along Mooney Drive; and block bound by Grand View Avenue, Orange Street, Lawerence Avenue, and an alleyway.	H9	H18	R-1, R-A	R-2
	Area around the intersection of Potrero Grande Drive and Del Mar Avenue/Hill Drive; and area along San Gabriel Boulevard to the east of its intersection with Paramount Boulevard.	CG	MU	C-3	MXD
	Areas throughout the community along or near Potrero Grande Drive, Del Mar Avenue/Hill Drive, Delta Street, Walnut Grove Avenue, and Muscatel Avenue (north of SR-60).	H9	No Change	A-1	R-A, R-1
	Areas along Del Mar Avenue/Hill Drive, Mooney Drive, Alpaca Street, Arland Avenue, San Gabriel Boulevard, Delta Street, Drayer Lane, and Walnut Grove Avenue..	H9	No Change	A-1, R-A	A-1, R-A, R-1
	Area along Hill Drive just east of the its intersection with Arland Avenue	H30	No Change	A-1	R-3

Ordinance No. RPPL2024002630.

The WSGVAP amends Title 22 (Planning and Zoning Code) to implement the goals and policies of the Area Plan to 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 amendments to Title 22:

- Assess, update, and revise the following existing CSDs: East Pasadena-East San Gabriel, Chapman Woods, La Crescenta-Montrose, Altadena, and South San Gabriel to bring them into conformance with the goals and policies of the Area Plan and/or reorganize the CSDs into the WSGVAP's PASD.
- Establish the WSGVAP PASD to reorganize development standards that are applicable to the unincorporated communities in the WSGV Planning Area under one division and establish new planning areawide standards and/or community-specific standards. The PASD includes, but is not limited to, the following:
  - Significant Ridgelines requirements;
  - Biological Resources requirements;
  - Parking requirements (e.g., screening, orientation, oversize vehicles, loading spaces)
  - Specific to commercially zoned parcels:
    - Façade composition
    - Roof design/screening
    - Architectural elements
    - Entrance design
    - Articulation
    - Windows
    - Mechanical equipment screening
    - Exterior lighting
    - Signage
    - Building height limits for Commercial and Mixed-Use Zones.

WSGV Planning Area Elements

The WSGVAP is a long-range document that outlines a comprehensive framework to guide the evolution of the WSGV Planning Area through a buildout horizon of 2045. The Area Plan focuses on harmonious growth, sustainability, and inclusive community development, addressing the unique characteristics of the WSGV Planning Area. The WSGVAP was developed upon extensive community engagement and integrates with countywide and regional planning initiatives to promote balanced development while preserving the region's natural and cultural heritage.

The WSGVAP is comprised of six elements, a community-specific chapter and implementation plan that collectively provides the areawide and community-specific goals, policies, and actions that support implementation of a shared vision for the WSGV Planning Area. The overarching vision of the WSGVAP is based on six vision statements that together represent the County's vision for the future in the WSGV

Planning Area. These six vision statements were developed through community input and provide the foundation for the development of goals, policies, and implementation actions for the WSGVAP.

In order to achieve the six vision statements of the WSGVAP, the County developed the growth and preservation strategies identified in **Table 3-2**, *WSGVAP Vision Statements and Growth and Preservation Strategies*. The growth and preservation strategies informed the proposed land use and zoning modifications under the WSGVAP 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 above in Table 3-1.

TABLE 3-2
WSGVAP VISION STATEMENTS AND GROWTH AND PRESERVATION STRATEGIES

Vision Statement	Growth and Preservation Strategies
Harmonious and Coordinated Growth	Encourage diverse housing options by promoting ADUs, mixed-use development, affordable housing and 'missing middle' housing in appropriate zones.
	Upzone areas near transit and commercial hubs for multifamily housing, aligning with sustainable growth principles.
	Enable new commercial nodes and local-serving businesses to locate at key intersections and community gateways (e.g., accessory commercial uses).
	Distribute community facilities equitably to support the well-being of all residents.
	Coordinate growth with infrastructure improvements and investments that support walkable, green, safe, and connected communities.
	Implement community design standards that guide new development to be aesthetically and environmentally harmonious with existing neighborhood.
Thriving Business-Friendly Region	Identify through outreach to the business community barriers that are impeding new commercial and employment investments in the WSGV Planning Area.
	Create incubator programs and local business support initiatives that foster entrepreneurship, focusing on leveraging local talents and resources.
	Support small and medium-sized enterprises (SMEs) through streamlined processes and access to resources.
	Develop incentives and support for businesses implementing sustainable practices.
	Promote diversity in locally-based businesses by providing platforms for minority and women-owned businesses.
Connected and Walkable Communities	Expand public transportation options, especially in underserved areas, to reduce dependency on private vehicles.
	Facilitate more walkable communities by designating neighborhood greenways that create safe, comfortable, and scenic routes to key destinations.
	Develop pedestrian pathways through cul-de-sacs to enhance walkability and neighborhood connectivity.
	Identify gaps where sidewalks, bike lanes, and trail connectivity are needed and desired to create safe and connected communities.
Strong Social and Cultural Cohesion	Foster community-driven development projects that provide spaces for socializing, cultural events, recreation, and entertainment.
	Identify centrally located vacant and underutilized sites that are publicly available, or could be privately incentivized, to develop as uses beneficial to the community and for potential community gathering (e.g., community gardens, pocket parks, local markets, etc.).
	Launch cultural celebration programs to foster inclusiveness and appreciation of diverse communities.

Vision Statement	Growth and Preservation Strategies
Resilient and Sustainable Built and Natural Environment	Preserve the sensitive resources, scenic hillsides, conservation areas, agricultural lands, parks, open spaces, water channels, and equestrian amenities that characterize the WSGV Planning Area.
	Identify locations to enhance and restore these sensitive resources and amenities for current and future populations (e.g., connected wildlife corridors, clean water resources, green infrastructure).
Equitable Decision-Making	Prioritize the needs of disproportionately affected 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 WSGV residents.
	Enhance digital and virtual platforms for community engagement to ensure broad participation in planning processes.
	Regularly assess community needs to inform equitable distribution of resources and amenities

Land Use Element

The overarching goal of the Land Use Element would be to foster sustainable growth in harmony with the existing natural and built environments while also improving connectivity amongst a variety of land uses to support the diverse needs and interests of community members in the WSGV Planning Area. The Land Use Element would support this goal in two ways: 1) by modifying the General Plan land use and/or zoning of select parcels in the WSGV Planning Area to provide for focused growth and preservation areas (as presented in Appendix C, *WSGVAP Plan Area Communities: Land Use and Zoning Modification Maps*); and 2) by developing land use goals and policies that reflect the community's vision for the distribution of uses, access to natural and public resources, and economic and residential growth. In addition, the goals and policies of the Land Use Element also aim to implement the vision statements and growth and preservation strategies listed in Table 3-2 above. Implementation actions and programs would also be used to carry out the goals and policies identified in the Land Use Element.

Generally, modifications to land use designations and zoning would be used to achieve the WSGVAP's two main land use strategies: growth and preservation. For the WSGVAP's growth strategy, land use and zoning modifications would include increasing densities along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit. These changes aim to create more defined community centers with neighborhood-serving small business commercial uses integrated with mixed-used development along existing commercial corridors, where residents would be able to easily access commercial, retail, and community-serving uses, such as plazas and urban open spaces. In addition to these areas of focused growth, land use strategies would also focus on improving and maintaining existing infrastructure, creating multi-purpose community-serving spaces and other amenities in communities, promoting urban greening, and attracting and supporting local businesses.

In addition, to support the WSGVAP's preservation strategy, land use and zoning modifications would reduce land use densities and development intensities in areas with hazards or within or adjacent to natural resources and in WUI areas. Preservation land use and/or zoning modifications are focused along the northern boundary of the WSGV Planning Area in the unincorporated WSGV communities of Altadena, Kinneloa Mesa, and La Crescenta-Montrose. Preservation land use and/or zoning modifications

are intended to preserve sensitive natural resources and large open spaces, reduce development in areas with geologic hazards, and to decrease development in the WUI to reduce wildfire risks.

While future growth could occur outside of land use and zoning modifications summarized in Table 3-1, the Land Use Element includes policies to guide future growth consistent with the vision statements and growth and preservation strategies identified in Table 3-2. The purpose of these land use and zoning modifications would be to preserve existing low residential density neighborhoods, create walkable connected communities with defined community centers/corridors 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 the WSGV communities.

Land use and zoning maps for communities in the WSGV Planning Area show how development and preservation of land would occur in the WSGV Planning Area under the WSGVAP (refer to Appendix C). Land use and zoning modifications maps are included for the communities of Altadena, East Pasadena – East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, and South San Gabriel. As shown in the land use and zoning change figures in Appendix C, the proposed land use and zoning modifications would establish locations for various types and densities of land uses with the WSGV Planning Area identified for growth and preservation. 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 and/or zoning to create consistency between the WSGVAP and the General Plan.

While the WSGVAP would be a policy document that would not include proposals for or approvals of any specific projects, land use and zoning modifications and the goals and policies included in the WSGVAP 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 along identified commercial centers/corridors 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.

Mobility Element

The Mobility Element guides the maintenance, enhancement, and development of the transportation network within the WSGV Planning Area, including automobile, pedestrian, bike, transit, and equestrian facilities. The purpose of the Mobility Element is to provide a safe and multimodal transportation system that addresses issues and meets the needs of all mobility users in the WSGV communities. A comprehensive background study was prepared for the Mobility Element, which was performed to analyze existing mobility conditions of the WSGV Planning Area as well as to identify common areawide and community-specific mobility issues and opportunities. Based on the background study, the Mobility Element was developed to address safety issues and incorporate traffic calming measures; to increase transit availability and efficiency while also focusing on improving first/last mile connectivity; to further develop the existing bicycle network within the WSGV Planning Area; create a safe and connected pedestrian network; and to promote alternative modes of transportation for commuters.

Conservation and Open Space Element

The Conservation and Open Space Element establishes goals and priorities to guide the conservation of biological, open space, scenic, and water resources in the WSGV Planning Area. The Conservation and Open Space Element provides goals and policies to help ensure that development conforms with objectives to protect the natural environment, conserve natural resources and open space, protect sensitive watersheds and water quality, and preserve 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 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 additional conservation programs.

West San Gabriel Valley Planning Area Significant Ecological Areas

In Los Angeles County, land that contains irreplaceable biological resources is designated as a 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 WSGV Planning Area encompasses three separate SEAs designated for resource protection, primarily in hillside and canyon areas: the Altadena Foothills and Arroyos SEA, the San Gabriel Canyon SEA, and the Puente Hills SEA. However, while the San Gabriel Canyon SEA is located within the Plan Area, it is not within any of the unincorporated WSGV communities. Portions of the Altadena Foothills and Arroyos SEA are also located within incorporated cities. Unincorporated communities within the Plan Area that contain SEAs include Altadena, Kinneloa Mesa, and Whittier Narrows.

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.

Public Services & Facilities Element

The Public Services and Facilities Element establishes goals and policies to address topics that are publicly managed and have a direct influence on the location of land uses, including early-care and education facilities, libraries, sewer and stormwater facilities, solid waste, utilities, and water supply and conservation, and parks and recreation. The Public Services and Facilities Element has been developed on principles of sustainability, resilience, health and equity, and emphasizing the importance of these foundational elements in fostering a vibrant, sustainable, and equitable community. The Public Services and Facilities Element includes goals, policies, and implementation actions to address the identified issues and opportunities within the WSGV Planning Area, such as promoting increased accessibility to public services, representatives, and facilities, including parks and trails; encouraging expanded public services, like healthcare, library, and educational facilities; and improving existing utility infrastructure, including sewer, stormwater, solid waste, and water systems, and affordability. Implementation of the goals and policies of the Public Services and Facilities Element would encourage the improvement of aging infrastructure and expansion of public services and facilities within the WSGV Planning Area.

Economic Development Element

The Economic Development Element provides a framework to develop a resilient workforce, attract investment, reduce economic and financial distress in vulnerable communities, and provide for an economically and fiscally sustainable WSGV Planning Area. The Economic Development Element includes goals and policies to increase commercial vitality, create housing stability for vulnerable populations, support businesses to meet employment needs while providing for an innovating and fiscally sustainable economy, and incentivizing targeted and streamlined revitalization of commercial stock. One goal of the Economic Development Element is to generate economic growth through the lens of equity, which promotes prioritizing disadvantaged communities for capital improvements to support private investment, economic development, and sustainability.

Historic Preservation Element

The Historic Preservation Element provides the framework to support the preservation and protection of historic/architectural, archaeological, tribal cultural, and paleontological resources within the WSGV Planning Area. The Historic Preservation Element also includes goals, policies, and implementation actions that address the issues and opportunities identified for the WSGV Planning Area, which complement the broader framework established in the Conservation and Natural Resources Element of the General Plan. The WSGVAP Historic Preservation goals, policies, and implementation actions are designed to work in tandem with the General Plan's goals, policies, and implementation programs, providing a focused approach to historic preservation in the WSGV Planning Area.

In addition, a Historic Context Statement for the WSGV Planning Area was prepared as part of the development of the Historic Preservation Element and overall WSGVAP. The Historic Context Statement is a fundamental guidance document for the identification and evaluation of historical resources in the WSGV Planning Area. The Historic Context Statement also provides a framework for understanding historical resources which share a common theme or pattern of development. The Historic Context Statement provides guidance for the future protection and on-going preservation of the built environment within the WSGV Planning Area and is included as an appendix to the WSGVAP.

Other Plan Components

West San Gabriel Unincorporated Communities Chapter

The West San Gabriel Unincorporated Communities Chapter presents a community-specific vision for each area through targeted policies and implementation actions that build upon the guiding framework of the WSGVAP. The purpose of this chapter is to implement the WSGV areawide vision statements and goals as presented in the elements at the community scale (as applicable). The West San Gabriel Unincorporated Communities Chapter contains community-specific sections for each of the nine unincorporated WSGV communities and includes an introduction, community-specific issues and opportunities, and community-specific policies tailored to address the distinct character, needs, and priorities within each community. The West San Gabriel Unincorporated Communities Chapter identifies issues and opportunities and recommends policies and programs developed in part through visioning workshops with community members.

Implementation Programs and Actions Chapter

The Implementation Programs and Actions Chapter introduces area-wide and community-specific actions for implementing the WSGVAP goals and policies for sustainable growth patterns and equitable and accessible land use distribution for unincorporated communities. The chapter is broken into the Implementation Framework and Implementation Steps. The Implementation Framework organizes the implementing actions for the WSGVAP, which are arranged under the six vision statements of the Area Plan. For successful implementation, each action is aligned with a corresponding policy, identifies coordinating agencies or County departments, and includes estimated costs and timeframes. The Implementation Steps assist in carrying out each action within its designated timeframe. Additional steps may be required for certain actions to refine details, establish specific action items, determine catalysts for implementation, and evaluate the financial feasibility and implications of taking action versus the risks or costs of inaction.

Planning Area Standards District

Within the WSGV Planning Area, there is the Altadena Community Plan and the Chapman Woods, East Pasadena-East San Gabriel, La Crescenta-Montrose, Altadena, and South San Gabriel CSDs. These existing regulations would be updated and consolidated into the PASD of the WSGVAP, which would preserve the regulations while streamlining land use and zoning regulations. However, since the Chapman Woods CSD was recently adopted by the County in November 2023, this CSD will not be incorporated into the PASD.

The PASD would reorganize development standards that are applicable to the unincorporated communities in the WSGV Planning Area under one division and establish new planning area wide standards and/or community-specific standards, as-needed. The PASD includes, but is not limited to, the following: significant ridgelines requirements (primarily incorporated from the Altadena CSD); biological resources requirements, consistent with the requirements established in the East San Gabriel Valley Area Plan; parking requirements (e.g., screening, orientation, oversize vehicles, loading spaces); additional architectural requirements specific to commercial zoned parcels; and building height limits established for commercial and mixed-use zones.

Additional new implementing ordinances may be developed, such as an area-wide overlay to regulate height and provide public communal space in new developments. Certain existing implementing ordinances, such as the relevant CSDs, would be updated to reflect land use changes proposed in the WSGVAP.

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 WSGVAP. Approval from other public agencies is not required. The County would certify the Final PEIR, approve the amendments to the General Plan and the Planning and Zoning Code, and adopt the WSGVAP and project components. No other agency approvals would be required, as these are policy matters for the County. Some of the actions in the WSGVAP's implementation program may involve other agencies; 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.

CHAPTER 4
Environmental Analysis

4.0 Introduction to Environmental Analysis

This Draft Program Environmental Impact Report (PEIR) is intended to serve as a Program EIR under the California Environmental Quality Act (CEQA) for the West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project). 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 State CEQA Guidelines Section 15168, 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.

A Program EIR 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 West San Gabriel Valley Planning Area (WSGV Planning Area or Plan Area); 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 Project would not be known at the time of preparation of the Draft PEIR. The Draft 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 WSGVAP. The County of Los Angeles (County) circulated a Notice of Preparation (NOP) beginning on November 14, 2023, with the public review period ending on December 22, 2023. 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 December 14, 2024, at 6:30 pm to solicit feedback on the NOP and Project. The NOP and comment letters received are contained in **Appendix A**, *Notice of Preparation & Comments Received* of this Draft PEIR.

Sections 4.1 through 4.20 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 – Geology and Soils
- Section 4.8 – Greenhouse Gas Emissions
- Section 4.9 – Hazards and Hazardous Materials
- Section 4.10 – Hydrology and Water Quality
- Section 4.11 – Land Use and Planning
- Section 4.12 – Mineral Resource
- Section 4.13 – Noise
- Section 4.14 – Population and Housing
- Section 4.15 – Public Services
- Section 4.16 – Recreation
- Section 4.17 – Transportation
- Section 4.18 – Tribal Cultural Resources
- Section 4.19 – Utilities and Service Systems
- Section 4.20 – Wildfire

4.0.1 Supporting Documentation

Supporting documentation was prepared to analyze air quality, biological resources, cultural resources, energy, geology and soils, 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.

4.0.2 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.

4.0.3 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.
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.
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).

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 WSGVAP. 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 WSGVAP'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

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

the identified threshold, then the analysis concludes that the Project's cumulative impact would be significant and unavoidable.

TABLE 4-1
GEOGRAPHIC AREAS FOR CUMULATIVE ANALYSIS

Resource Area	Geographic Area
Aesthetics	The WSGV Planning Area and surrounding areas
Agriculture and Forestry	Unincorporated areas of the County that are designated as Farmland pursuant to the Farmland Mapping and Monitoring Program and forest land in the County's unincorporated areas.
Air Quality	The South Coast Air Basin.
Biological Resources	Los Angeles County, San Gabriel Mountains to the north, Angeles National Forest to the north, San Rafael Hills to the east.
Cultural Resources and Paleontological Resources	Los Angeles County, inclusive of both incorporated and unincorporated areas.
Energy	Countywide (electricity) and 40-mile travel radius (fuel).
Geology and Soils	The WSGV Planning Area and immediately adjacent areas
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 County, inclusive of both incorporated and unincorporated areas.
Mineral Resources	Los Angeles County, inclusive of both incorporated and unincorporated areas
Noise	The WSGV Planning Area and surrounding areas
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	The WSGV Planning Area and surrounding areas
Tribal Cultural Resources	Los Angeles County, inclusive of both incorporated and unincorporated areas.
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.

4.1 Aesthetics

This section addresses the potential impacts of the West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) on aesthetics, including 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 (refer to **Appendix A,** *Notice of Preparation & Comments Received*). One comment identified concerns related to Aesthetics, which was related to lighting and dark skies. An additional comment received regarding lighting was related to wildlife movement. Please refer to Section 4.4, *Biological Resources*, of this Draft PEIR for discussions regarding wildlife and lighting. 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, including light or glare, raised in comments are addressed in this section.

4.1.1 Environmental Setting

The visual character of the West San Gabriel Valley Planning Area (WSGV Planning Area or Plan Area) includes wide topographic variation from the San Gabriel Mountains and San Rafael Hills down to the San Gabriel Valley floor. The West San Gabriel Valley is primarily developed with single-family residential land uses and low-rise commercial uses. The hillside areas also contain vast trail networks for hiking, biking, and equestrian uses that are present throughout the Plan Area.

Existing Environmental Conditions

West San Gabriel Valley Area Plan

The regional setting for the WSGVAP as it relates to aesthetics includes the 23.2 square miles within the Plan Area and surrounding areas with views into the combined planning area. The Angeles National Forest is the northern border of the WSGV Planning Area, while Downtown Los Angeles and the Gateway Planning Area make up its southern border. The San Gabriel Mountains and Angeles National Forest provide a large range of open space and recreational opportunities and visual resources for area residents. The surrounding terrain provides access to a variety of trails and viewpoints. According to the County's General Plan Update EIR, much of the WSGV Planning Area is comprised of suburban land uses; however, the unincorporated communities in the WSGV Planning Area are significantly older than most of the unincorporated communities in the East San Gabriel Valley Planning Area and this is reflected in the visual character of the area (County of Los Angeles 2014).

The unincorporated communities subject to the WSGVAP 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 Rafael Hills play a major role in physically defining the diverse unincorporated communities in the WSGV Planning Area. While views of these scenic resources are available from many vantage points within the WSGV communities, the existing urbanized character of the communities,

including buildings and trees, can partially or fully obscure views of the landscape surrounding the Plan Area.

Viewpoints

The San Gabriel Mountains and San Rafael Hills play a major role in physically defining the diverse communities in the unincorporated West San Gabriel Valley. Viewpoints are distributed throughout the nine unincorporated WSGV communities, with viewpoints located at high points in landscapes and in open areas where vistas of surrounding mountains and hills are available. Viewpoints are also 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.

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 or adjacent natural areas at nighttime.

With respect to nighttime lighting and illumination, the unincorporated communities of the WSGV 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. In addition, residential areas closer to the San Gabriel Mountains and foothills and the Angeles National Forest typically have less street lighting than more developed areas due to their proximity to natural open spaces.

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 nine unincorporated communities within the WSGV Plan Area is generated by reflective materials on existing buildings and glare from vehicles passing on major street corridors.

Scenic Highways

There is one designated state scenic highways in the WSGV Planning Area, which consists of one mile of the Angeles Crest Highway (State Route 2 [SR-2]), which is designated from 2.7 miles north of I-210 to the San Bernardino County line near Wrightwood. This designated state scenic highway is located in

unincorporated Los Angeles County but is not located within one of the nine unincorporated communities within the Plan Area, as shown in **Figure 4.1-1**, *Scenic Highways within the WSGV Planning Area*. As shown on Figure 4.1-1, there are three highways within or near the Plan Area that are eligible for designation including SR-2, I-210 and I-110 (Caltrans 2018).

The segment of SR-2 that is eligible for designation as a California State Scenic Highway is the segment that extends from the I-210 to the currently designated portion of SR-2. The unincorporated communities of La Crescenta-Montrose and Altadena are in the vicinity of the segment of SR-2 that is eligible for designation.

The segment of I-210 that is eligible for designation as a California State Scenic Highway extends north from its interchange with the Ventura Freeway (SR-134) to its interchange with I-5 in Sylmar. This eligible segment passes through the unincorporated community of La Crescenta-Montrose.

The segment of I-110 that is eligible for designation as a California State Scenic Highway extends south from East Colorado Boulevard in Pasadena to its interchange with US 101/Santa Ana Freeway, south of the WSGV Planning Area. The unincorporated community of San Pasqual is the closest unincorporated community within the Plan Area to this eligible segment.

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:

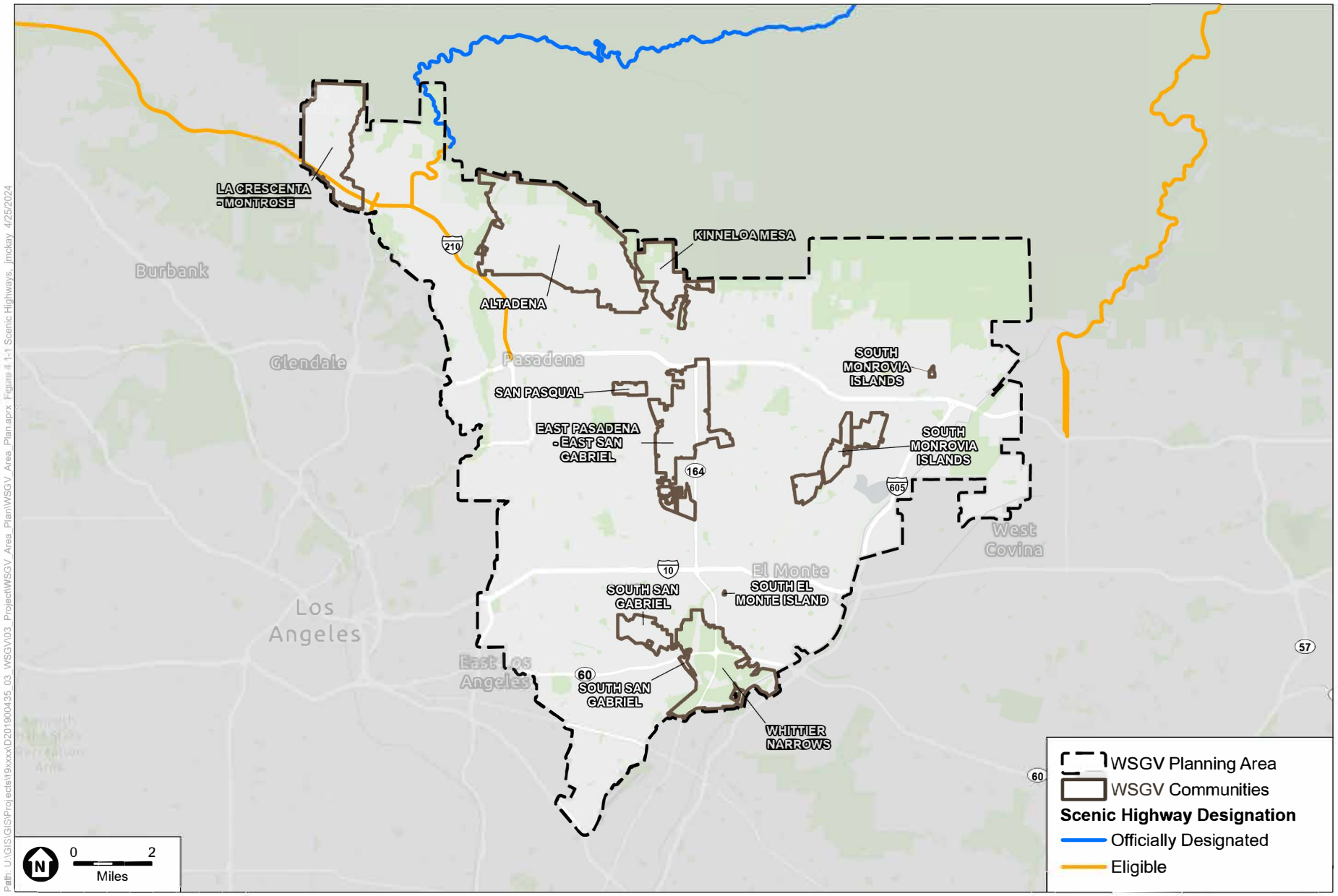
- The project is in a transit priority area[1]
- The project is on an infill site[2]

The project is residential, mixed-use residential, or an employment center[3]

[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.



SOURCE: CalTrans, 2021; ESA, 2024

West San Gabriel Valley Area Plan

Figure 4.1-1
Scenic Highways within the WSGV Planning Area

ESA

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 future residential and mixed-use development that could be developed under the WSGVAP 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 PEIR considers and evaluates the potential aesthetic impacts of new development that could result with implementation of the WSGVAP in all applicable areas of unincorporated Los Angeles County within the Plan Area, 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 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.

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 through shielding and sensor controls.

Regional Laws, Regulations, and Policies

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.

Los Angeles County Code – Zoning Ordinance

The Los Angeles County Code includes applicable sections to visual resources in the WSGV Planning Area. 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

Altadena Community Standards District

The Altadena CSD was established to ensure that new and expanded structures are compatible in size and scale with the characteristics of surrounding residential neighborhoods, protecting the light, air, and privacy of existing single-family residences from negative impacts while providing certain flexibility within residential areas. The CSD is also established to revitalize commercial centers, improve the pedestrian nature of commercial streets, and to minimize the visual and environmental impacts of development in HMAs.

East Pasadena-East San Gabriel Community Standards District

The East Pasadena—East San Gabriel CSD was established to protect the light, air, and privacy of existing residences, enhance aesthetics and community character, and ensure that new and expanded development is compatible with the unique identity of each neighborhood throughout the CSD.

La Crescenta-Montrose Community Standards District

The La Crescenta-Montrose CSD was established to enhance the character and vitality of the La Crescenta-Montrose community. The CSD promotes thoughtful design of commercial and multi-family buildings and enhances the area's identity as a foothill community. The CSD contains development standards and design requirements to improve the appearance of the Foothill Boulevard commercial corridor, create a pedestrian-friendly environment, and buffer single-family residences from more intensive adjacent uses.

South San Gabriel Community Standards District

The South San Gabriel CSD was established to provide a means of implementing special development standards for commercial and residential uses in the unincorporated community of South San Gabriel. The primary objective of this CSD is to protect and enhance the existing low-density scale and character of the community and to ensure that new development is compatible with and complimentary to the unique characteristics of this residential and commercial neighborhood. In addition, this CSD is established to provide a means of reasonably protecting the light, air, and privacy of existing single-family residences from the negative impacts on these resources caused by the construction on adjacent properties of uncharacteristically large and overwhelming residences.

Chapman Woods Community Standards District

Th Chapman Woods CSD was recently adopted in 2023 and would be reorganized into the WSGVAP. The goal of the Chapman Woods CSD is to promote the preservation, maintenance, and construction of residential developments that support the established architectural styles, scales, and forms that define the Chapman Woods community character, and prevent the demolition and large-scale replacement (commonly referred to as mansionization) of established residential structures and architectural forms.

4.1.2 Environmental Impacts

Methodology

As described in Chapter 3, *Project Description*, of this Draft PEIR, the WSGVAP is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the WSGVAP would encourage development in a manner consistent with the Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the WSGV Planning Area. Rather, it assesses the impacts associated with the proposed modifications to existing land uses and zoning and the associated overall effects of buildout of the WSGVAP through 2045. Analysis at a parcel or site-specific level was not conducted, because the specific location, timing, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, where detailed analysis would be speculative and, therefore, beyond the scope of this Draft PEIR.

As detailed in Chapter 3, *Project Description*, and in this section, the WSGVAP proposes land use and zoning modifications to increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit. In addition, the WSGVAP proposes to decrease densities in hazard areas, wildland-urban interface (WUI) areas, and areas within or adjacent to natural resource areas. Table 3-1, *Land Use and Zoning Change Summary for Proposed Growth and Preservation,* in Chapter 3, *Project Description,* summarizes the WSGVAP proposed land use and zoning modifications on a community-basis. The unincorporated WSGV communities that include the proposed land use and zoning modifications include Altadena, East Pasadena – East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, and South San Gabriel.

The analysis of potential impacts related to aesthetics in this Draft 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 WSGVAP. Potential impacts are evaluated within the context of existing conditions based on analyses of photographs, site reconnaissance, and project data. Key view corridors were examined, and existing views were considered alongside those that would be expected to occur in the future with implementation of the WSGVAP.

In determining the level of significance, the analysis assumes that future projects facilitated by the WSGVAP measures and actions would comply with relevant federal, state, and local laws, ordinances, and regulations. Anticipated visual changes are evaluated in the context of adopted County 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 WSGVAP

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.

Under the WSGVAP, development of individual Accessory Dwelling Units (ADUs) and single family residential projects would continue to be developed in residential neighborhoods throughout the WSGV Planning Areas. 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 State 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.

The assessment of impacts to scenic vistas focuses on the anticipated changes to existing long-range views that may result from implementation of the Project. The intent of the analysis is to determine if long-rang views are available in the WSGV Planning Area and whether those views would be blocked, obstructed, or substantially interrupted by the Project. In general, scenic vistas are closely tied to topography, distance, and the presence of intervening features (i.e., development or landscaping) that might block the distant scenic resource (e.g., mountain, foothills, or cityscape) from view. As such, a potentially significant impact to scenic vistas would occur if development facilitated by the WSGVAP would block what are interpreted as “locally valuable” long-range views within the WSGV Planning Area, which may include distant mountain ranges and foothills.

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

- Substantially alter the character of off-site areas surrounding the sites of projects constructed pursuant to the WSGVAP.
- 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 WSGVAP 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, 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 WSGVAP 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 WSGVAP Goals and Policies

Proposed Project Characteristics

Implementation of the WSGVAP would involve construction of new development and would involve changes to the existing visual appearance of development in the WSGV Planning Area, primarily increases in densities along commercial corridors and major roadways and in a select few existing low-density residential areas near commercial corridors and transit stops. Implementation of the WSGVAP would also decrease land use densities and development intensities in areas with hazards or within or adjacent to natural resources and in WUI areas, which would in turn help to maintain a less dense visual landscape within these areas. These changes aim to create more defined community centers with neighborhood-serving small business commercial uses integrated with mixed-used development along existing commercial corridors, where residents would be able to easily access everyday goods and services on foot. Construction of new development and increases in building heights and changes to building forms would increase development density. The WSGVAP also includes goals and policies 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 WSGVAP also includes provisions to encourage new developments to be sensitively integrated and harmonious with existing neighborhoods' character through attention to design, scale, orientation, sustainability and a focus on enhancing the public realm for pedestrians. As part of the WSGVAP, an amendment to Title 22 of the County's Zoning Code would be required to implement the WSGVAP Planning Area Standards District (PASD). The PASD would apply to the nine unincorporated WSGV communities and would implement the goals and policies of the WSGVAP to achieve growth and development harmonious with the communities' vision for sustainable natural environment, thriving commercial areas, attractive built environment and community character, and walkable, pleasant

[4] CALGreen lighting standards.

neighborhoods. The PASD would update and incorporate the East Pasadena-East San Gabriel, La Crescenta-Montrose, Altadena, and South San Gabriel Community Standards Districts (CSDs) with adoption of the WSGVAP; however, since the Chapman Woods CSD was recently adopted by the County in November 2023, this CSD will not be incorporated into the PASD.

The PASD includes area-wide and zone specific development standards for future projects proposed under the WSGVAP. Specific to aesthetics, the PASD includes requirements related to significant ridgelines, which include building height limitations when in proximity to designated significant ridgelines. In addition, the PASD would include new development standards on shielding exterior lighting to minimize effects of exterior lighting on surrounding uses. All future projects proposed under the WSGVAP would be required to comply with the applicable requirements established in the PASD.

WSGVAP Goals and Policies

The following WSGVAP goals and policies are relevant to aesthetics:

Land Use Element

Goal LU-1: Growth facilitates sustainable development patterns and is targeted to areas with existing and future transit access, proximity to commercial services and employment centers, and is aligned with supportive infrastructure and access to public facilities.

Policy LU-1.1: Foster sustainable growth patterns. Concentrate growth within one mile from major transit stops, one-half mile from high-quality transit corridors, and one-quarter mile from commercial corridors and commercial areas where there is access to existing or proposed transit and everyday services within walking and biking distance.

Policy LU-1.2: Increase land use diversity. Enable a diverse land use pattern to meet the needs of residents and employees, including increased proximity between housing and commercial uses, job centers, parks and open spaces, and community services and amenities to support the well-being of the community.

Policy LU-1.5: Ensure compatible land uses. Ensure compatible land uses between Cities and unincorporated communities in the Planning Area.

Goal LU-2: Sustainable and resilient growth patterns effectively consider local hazards and safeguard the well-being of all community members.

Policy LU-2.3: Limit expansion of the wildland/urban interface. Direct future growth and development away from wildland/urban interface areas along the San Gabriel Mountains and foothills to minimize exposure to future hazards and habitat impacts.

Goal LU-3: A community with attainably priced and diverse housing options, and vibrant mixed-use environments that combine residential, commercial, and community-oriented spaces to enhance livability.

Policy LU-3.1: Promote diverse housing options. Promote development of duplex, fourplex, accessory dwelling units and cottage court housing in low-density housing areas.

Policy LU-3.2: Allow compatible uses in residential neighborhoods. Allow compatible uses on or near the edges of residential neighborhoods that bring amenities closer to homes, such as child and adult daycare centers, educational facilities, cultural facilities, and corner markets.

Policy LU-3.3: Preserve and expand commercial space. Provide sufficient commercially designated land equitably throughout the WSGV to serve local needs and reduce travel by car to access daily services and goods. Prioritize communities that have been historically redlined.

Policy LU-3.4: Activate commercial corridors. Strengthen commercial corridors by facilitating building designs and street improvements that make for safe, comfortable, and enjoyable walking and biking experiences.

Policy LU-3.5: Revitalize underutilized spaces. Identify and repurpose underutilized lots and buildings within commercial corridors for community use, pop-up shops, or temporary green spaces.

Policy LU-3.7: Encourage mixed-use development. Incentivize ground-floor commercial uses and pedestrian-oriented amenities in mixed-use development, to facilitate proximity between residences, businesses, employers, and amenities.

Policy LU-3.8: Foster public-private harmony in mixed-use development. Promote harmonious integration of private development with public spaces in mixed-use zones, blending residential, commercial, and recreational areas.

Goal LU-5: A resilient and sustainable community that balances development with the conservation of natural resources.

Policy LU-5.2: Protect natural resources. Protect existing and restore or acquire additional natural resource areas for the continued protection of the WSGV's natural resources.

Policy LU-5.3: Protect Significant Ecological Areas and biological resources. Discourage development that threatens sensitive biological resources within SEAs and biological resource areas in the WSGV.

Policy LU-5.4: Prevent 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-5.5: Require natural habitat buffers. Require natural habitat buffers to separate development areas from SEAs and natural resources.

Policy LU-5.6. Support locally native plants. Encourage new and existing development to use locally native species in landscaping. Provide the public with a list of locally native plants to support local biocultural diversity.

Policy LU-5.7: Expand community recreation spaces. Prioritize the development of vacant land owned by Los Angeles County (County) for recreational uses and other facilities that enhance public well-being and community engagement.

Policy LU-5.8: Expand parks, open spaces, and trails. Ensure that existing neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, pathways, transit, and bikeways and within walking distance of residents.

Policy LU-5.10: Implement green infrastructure for water management. Encourage the implementation of sustainable strategies to increase the use of permeable pavements, rain gardens, bioswales with locally native plants, green roofs, and other strategies, aimed at enhancing stormwater absorption, slowing runoff, and improving water quality.

Policy LU-5.12: Protect and enhance waterways. Protect, restore, and enhance stormwater channels, rivers, creeks, and waterways, as critical natural resources that link unincorporated WSGV communities to natural assets.

Policy LU-5.13: Provide buffers for waterways. Support protection and restoration of native vegetation buffers and upland habitats for waterways, creeks, rivers, and wetlands.

Goal LU-6: A diverse mix of commercial activities bolsters local businesses, generates employment opportunities, fosters walkable communities, and contributes to the economic vitality.

Policy LU-6.1: Encourage commercial land use diversity. Encourage a greater mix of locally serving uses, such as retail, small businesses, eateries, small-scale institutional, office, and other compatible uses in commercial centers to limit vacancies and increase access to the community's everyday needs.

Policy LU-6.2: Facilitate accessory commercial units (ACUs). Support the development of ACUs overlay zone in which commercial uses such as bodegas and other small businesses can operate by right in otherwise exclusively residential neighborhoods.

Policy LU-6.3: Support adaptive commercial reuse and rehabilitation. Support the adaptive reuse and rehabilitation of aging commercial centers and structures and vacant or underutilized structures, especially those **in** high resource areas (HRAs)**.**

Goal LU-7: An active transportation environment that enhances mobility and reduces reliance on personal vehicles.

Policy LU-7.2: Support pedestrian passageways through cul-de-sacs. Support opportunities to provide pedestrian and bicycle passageways with wayfinding signage from neighborhood cul-de-sacs to arterials to provide residents greater access to services and amenities within walking distance.

Policy LU-7.3: Create streets that foster healthy lifestyles. Transform selected streets adjacent to or near residential neighborhoods into "healthy streets" that integrate pedestrian-focused design, green spaces, and community amenities.

Policy LU-7.5: Consolidate and centralize parking lots. Support community-wide parking reform through strategies that consolidate 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 LU-7.7: Enhance parking lots. Facilitate the development of bioswales, trees, dedicated walkways, and traffic calming measures in parking areas to help enhance visual appearance, improve the pedestrian experience, and support groundwater recharge.

Goal LU-8: A cohesive built environment that nurtures community well-being, inclusivity, and a shared sense of belonging among all residents.

Policy LU-8.3: Improve safety and ambiance through lighting. Improve street and public space lighting to enhance safety after dark. Ensure that lighting is down-cast to avoid light pollution and is designed to contribute to the distinct character of the community.

Goal LU-9: Strong community character through design standards and practices that reflect community values, enhance neighborhood compatibility, and promote functional and aesthetic cohesion.

Policy LU-9.1: Facilitate well-designed neighborhood transitions. Facilitate new housing development that provide compatible transitions in design, massing, and landscaping between new construction and the surrounding neighborhood character, especially in growth areas that border residential neighborhoods.

Policy LU-9.2: Reduce parking frontage. Encourage placement of new parking lots or stalls behind storefronts and away from street frontages.

Policy LU-9.3: Adapt parking lots for community events. Enhance the utility and multi-functional potential of large parking areas by transforming them into flexible spaces suitable for both vehicle parking and the hosting of community events like festivals and farmers' markets.

Policy LU-9.4: Integrate community identity markers. Integrate distinctive community identity markers, public art, and signage that reflect the unique history and character of each community in the Planning Area.

Goal LU-10: Resilient and sustainable communities that are adapted to climate change and provide equitable access to essential resources.

Policy LU-10.1: Promote heat-resilient urban design. Promote the integration of heat resilience measures in development projects, through requirements for cool roofs and pavements, increased pervious surfaces, shading, optimized building orientation, and the incorporation of landscaping features designed to mitigate heat.

Policy LU-10.6: Facilitate urban agriculture. Support and facilitate the use of public easements, rights-of-way, underutilized or vacant County land, utility corridors, schoolyards, or other public land for community gardens and urban agriculture to increase access to locally grown food.

Conservation and Open Space Element

Goal COS-3: Developed spaces that are enhanced for biodiversity, climate resiliency, and the protection of all beings.

Policy COS-3.7: Limit light pollution and disturbance to wildlife species. Limit or restrict lighting toward natural areas at night to limit light pollution and disturbance to wildlife species by encouraging implementation of the County's Rural Outdoor Lighting District Ordinance practices outside of mandated areas, and by requiring the installation of timers to automatically shut off lights during "dark hours" in the middle of the night.

Goal COS-4: Open spaces meet multiple needs and are expanded through acquiring land that protects biologically sensitive resources, supports resource-sensitive lands and provides community access to recreation as appropriate.

Policy COS-4.2: Provide multi-benefit open spaces. Ensure the creation and enhancement of open space and recreational areas that deliver multiple environmental and community benefits. These spaces should integrate water quality improvements, support groundwater recharge, provide native habitat, enable habitat connectivity, enhance biodiversity, and offer means of equitable access.

Policy COS-4.3: Minimize habitat fragmentation in open space design. Design open spaces, including trails and public access recreation areas, to minimize habitat fragmentation and avoid impacts to sensitive habitat areas, while optimizing available space for passive recreation.

Goal COS-5: Large open spaces, recreation areas, and trails are enhanced and maintained to ensure habitat protection and a safe and pleasurable experience for the community.

Policy COS-5.1: **Prioritize the protection of biological resources.** In biologically sensitive areas, designate and manage open spaces and trails such that the protection of biological resources and sensitive habitats takes precedence over recreational access.

Goal COS-6: Scenic resources are preserved for the enjoyment of the public and to maintain the natural beauty of the area.

Policy COS-6.1: Preserve scenic resources. Identify, designate and preserve scenic resources and routes through the development of a comprehensive Scenic Resources and Routes study, integrating input from residents, environmental organizations, and cultural experts.

Policy COS-6.2: Safeguard scenic resources from development. Protect scenic resources from the impact of new development through incentives for developers and/or landowners to incorporate scenic preservation measures into their projects, such as preserving natural features, creating public viewpoints, or restoring degraded landscapes.

Policy COS-6.3: Protect scenic hillsides and ridgelines. Protect scenic hillsides, natural landforms, and significant ridgelines in the San Gabriel and Verdugo Mountains from development that impacts their scenic and ecological value.

Policy COS-6.4: Minimize impacts of development. Design and site structures and development so that they are as far away as feasible from scenic resources and their visual impact is minimized.

Policy COS-6.5: Protect scenic qualities of waterways and 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, Rio Hondo, Arroyo Seco, and Sawpit Wash, among others.

Policy COS-6.6: Expand and preserve scenic areas. Collaborate with conservation organizations, agencies, and other entities to explore strategic land acquisition opportunities to extend protected areas around identified scenic resources, prioritizing natural buffers and conservation easements.

Policy COS-6.7: Facilitate transition to Designated Scenic Resources. Support the process of transitioning eligible scenic resources into officially designated scenic areas through planning and zoning amendments.

Policy COS-6.8: Promote awareness and accessibility of scenic resources. Support public awareness campaigns that promote the environmental well-being of scenic resources, such as the San Gabriel River, Rio Hondo, and Arroyo Seco, and educate the community on the importance of preserving the scenic resources in the WSGV.

Impact Analysis

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

Significant and Unavoidable Impact. The General Plan recognizes scenic highways and corridors, as well as hillsides and ridgelines, as valuable scenic resources. The General Plan defines a scenic viewshed as a scenic vista from a given location, such as a highway, a park, a hiking trail, river/waterway or even

from a particular neighborhood (County of Los Angeles 2014). County-designated significant ridgelines are located in the northern portion of the Altadena community within the San Gabriel Mountains, and HMAs are located in the unincorporated communities of La Crescenta-Montrose, Altadena, and Kinneloa Mesa. The WSGVAP would focus development primarily along commercial corridors and major roadways and in a select few existing low-density residential areas near commercial corridors and transit stops and would also reduce land use intensities in areas with hazards or within or adjacent to natural resources and in WUI areas. Future projects developed under the WSGVAP would result in changes to the existing visual character of the nine unincorporated communities within the WSGV Planning Area through increased allowable uses and structures, the establishment and construction of which would have the potential to obscure views of scenic resources, including the surrounding mountainous terrain, from certain vantage points within the lowland valley. While future projects developed under the WSGVAP would be primarily focused along commercial corridors and major roadways, implementation of the WSGVAP could result in significant impacts to scenic vistas if new development were to obscure views of such vistas.

The Land Use and Conservation and Open Space Elements of the WSGVAP include policies intended to preserve scenic vistas within the Plan Area. As discussed above, Policies LU-5.2 and LU-5.3 are intended to protect natural resources, significant ecological areas and biological resources. Policies COS-6.1 through COS-6.5 would identify, preserve, safeguard and protect scenic views and scenic resources during development within the WSGV Planning Area. Policies COS-6.6 and COS-6.7 would expand and preserve additional land and transition eligible scenic resources into officially designated scenic areas. Policy COS-6.8 promote access and awareness of scenic resources and ensure unobstructed access to scenic views. Policy Implementation of these WSGVAP policies would contribute to the preservation, maintenance, and improvements of scenic vistas within the WSGV Planning Area through buildout of the Area Plan.

The Land Use Element of the WSGVAP also includes policies intended to minimize the visual impact of new development constructed under the WSGVAP. As described above, Policy LU-1.5 is intended to ensure land uses in the WSGV Planning Area are compatible with those in adjacent cities and unincorporated communities. Policy LU-3.2 allows for uses on or near the edges of residential neighborhoods that are compatible with residential development and will bring amenities closer to homes. Policy LU-5.6 encourages new and existing development to use locally native species in landscaping. Policy LU-9.1 facilitates that new housing development provide compatible transitions in design, massing, and landscaping between new construction and the surrounding neighborhood character. Implementation of these WSGVAP policies would guide the design, massing, and height of future projects developed under the WSGVAP such that future development would be visually compatible with surrounding uses and with the particular character of each unincorporated WSGV community in which development would occur. In addition, these WSGVAP policies would ensure that future projects developed under the WSGVAP would have appropriate transitions in building heights and massing in order to minimize the visual obtrusion of scenic vistas in areas proposed for increased densities, including along targeted commercial corridors and major roadways.

In addition to amending the General Plan, the WSGVAP would also 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. As described in Chapter 3, *Project Description,* the proposed amendments to Title 22 (Planning and Zoning Code) would:

- Establish a Planning Area Standards District to reorganize development standards that are applicable to the unincorporated communities in the WSGV Planning Area under one division and establish new planning area wide standards and/or community-specific standards, as-needed;
- Assess, update, and revise the following existing CSDs: East Pasadena-East San Gabriel, Chapman Woods, La Crescenta-Montrose, Altadena, and South San Gabriel to bring them into conformance with the goals and policies of the Area Plan and/or reorganize the CSDs into the WSGVAP's PASD;
- Update the zoning map for the Project area to maintain consistency with the updated land use policy map and incorporate the proposed rezoning as identified in the Housing Element to meet the Regional Housing Needs Assessment goals for Los Angeles County; and
- Rezone certain A-1 parcels that are not currently used for agricultural purposes to R-A (Residential Agricultural), R-1 (Single-Family Residence), R-2 (Two-Family Residence), or OS (Open Space), rezone certain areas identified for growth along primarily commercial corridors and major roadways as well as within select areas near commercial corridors and transit with existing low residential density.

As described above, future projects developed under the WSGVAP would be clustered primarily along targeted commercial corridors and major roadways with limited development allowed only in a select few existing low-density residential areas near commercial corridors and transit stops. The proposed increase in building heights and massing in those areas may be noticeable as part of larger scenic vistas. However, policies included in the WSGVAP 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 be integrated 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 West San Gabriel Valley area from elevated vantage points. In addition, the proposed WSGVAP PASD would also include new development standards that limit building heights w when in proximity to designated significant ridgelines. While abundant views of these scenic and visual resources would remain with future projects developed under the WSGVAP, the extent of physical change and the associated alteration to the existing landscape, including potential obstruction of scenic vistas and views, would still be considered substantial. Given that the WSGVAP plans for higher density development than what currently exists in the Plan Area, no feasible mitigation measures are available to reduce this impact. Therefore, impacts to scenic vistas and views are 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 West San Gabriel Valley is encircled by hills and mountains which provide access to a variety of trails. The WSGVAP would allow for increased densities primarily focused along commercial corridors and major roadways and in a select few existing low-density residential areas near commercial corridors and transit stops as well as would reduce land use intensities in areas with hazards or within or adjacent to natural resources and in WUI areas. Future projects developed under the WSGVAP would cause changes to the existing visual appearance of the nine unincorporated WSGV communities through increased allowable uses, structures, and densities. However, the proposed focused densification that would occur under the WSGVAP is not anticipated to occur in proximity to regional

riding, hiking, or multi-use trails, which are understood to primarily exist in open space areas. Furthermore, implementation of the WSGVAP also includes land use and zoning changes to reduce land use intensities in areas with hazards or within or adjacent to natural resources and in WUI areas. Implementation of these land use and zoning changes would preserve the natural areas within WSGV communities adjacent to the San Gabriel Mountains and foothills (Altadena, Kinneloa Mesa, and La Crescenta-Montrose). Therefore, implementation of the WSGVAP is not anticipated to obstruct views from those locations.

Construction of future development and increases in allowable uses and structures could result in visual impacts that are visible from regional trails. As described above, future projects developed under the WSGVAP would be primarily focused along targeted commercial corridors and major roadways with limited development in a select few existing low-density residential areas near commercial corridors and transit stops. All future projects developed under the WSGVAP would occur within the existing urban setting and would not represent a visually conspicuous feature of the long-range view field available from regional trails in the Plan Area. In addition, policies included in the Land Use and Conservation and Open Space Elements of the WSGVAP and the General Plan would guide the design of future development 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 WSGV Planning Area from elevated vantage points, as are available from regional riding, hiking, and multi-use trails. Therefore, impacts related to being visible from or obstructing views from a regional riding, hiking, or multi-use trail are considered less than significant.

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 *Environmental Setting*, while there is one designated state scenic highway in the Plan Area, the designated portion of SR-2 is not located within one of the nine unincorporated WSGV communities. Future projects developed under the WSGVAP would not be visible from the designated portion of SR-2. Therefore, the Project would not anticipated to substantially damage scenic resources within the designated portion of SR-2.

However, as described in the *Environmental Setting* above, I-210 is identified by Caltrans as being eligible for designation as a state scenic highway, and this segment passes through La Crescenta-Montrose. Proposed land use designation and zoning changes in La Crescenta-Montrose primarily consist of areas being designated for mixed-used development along Foothill Boulevard. Due to intervening topography and soundwalls along the I-210, future development along Foothill Boulevard would not be visible from this portion of the I-210. Therefore, implementation of the WSGVAP in La Crescenta-Montrose would not substantially damage scenic resources within this portion of the I-210. For this reason, implementation of the WSGVAP is not anticipated to substantially damage scenic resources within a state scenic highway, and impacts are considered less-than-significant.

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 WSGVAP would allow for increased densities primarily focused along commercial corridors and major roadways and in a select few existing low-density residential areas near commercial corridors and transit stops as well as would reduce land use intensities in areas with hazards or within or adjacent to natural resources and in WUI areas. The WSGVAP includes amendments to the General Plan and Zoning Code to rezone certain A-1 parcels that are not currently used for agricultural purposes to R-A (Residential Agricultural), R-1 (Single-Family Residence), R-2 (Two-Family Residence), or OS (Open Space). The amendment of Title 22 (to implement the goals and policies of the Project) 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 densification of development around the targeted commercial corridors and major roadways would result in future development with increased densities, greater scale, and increased building heights than what currently exists in many portions of the Plan Area. Therefore, implementation of the WSGVAP could result in potentially adverse effects to visual character and the quality of public views.

The WSGVAP includes policies intended to minimize the visual impact of new development constructed within the Plan Area. As discussed above, Policy LU-1.5 is intended to ensure land uses in the Planning Area are compatible with those in adjacent cities and unincorporated communities. Policy LU-3.2 allows for uses on or near the edges of residential neighborhoods that are compatible with residential development and will bring amenities closer to homes. Policy LU-9.1 facilitates that new housing development provide compatible transitions in design, massing, and landscaping between new construction and the surrounding neighborhood character. Implementation of these WSGVAP policies would guide the design, massing, and height of future projects developed under the WSGVAP such that they would be visually compatible with surrounding uses and the particular character of each WSGV community in which development would occur. In addition, these WSGVAP policies would ensure that future projects developed under the WSGVAP would have appropriate transitions in building heights and massing in order to minimize the visual obtrusion of increased density associated with future development under the WSGVAP.

Notwithstanding the adoption of General Plan and zoning amendments with approval of the WSGVAP, new developments of increased density, greater scale, and higher height than what currently exists in many areas could result in potentially adverse effects to visual character and the quality of public views. While policies of the WSGVAP would guide future development to be visually compatible with the existing visual characteristics of the WSGV community where development would occur, the extent of physical change and the associated alteration to the existing landscape, including potential obstruction of public views, would still be considered substantial. Given that the WSGVAP would result in higher density development than what currently exists in the Plan Area, no feasible mitigation is available to reduce this impact. Therefore, this impact are 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 WSGV Planning Area 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.

Future development of residential, commercial, and mixed-use land uses at increased densities could occur under the WSGVAP, which would be subject to compliance with objective County policies and standards related to light and glare, including provisions regarding signs and outdoor lighting. All exterior lighting would comply with the light shielding and orientation requirements established in Title 22, Planning and Zoning, of the County's Code in order to minimize light pollution and spillover effects. The proposed WSGVAP PASD would also include new development standards on shielding exterior lighting, including for La Crescenta-Montrose, to minimize effects exterior lighting on surrounding uses.

Future developments would also be within an urban setting where street lighting, parking area lighting, and auto traffic are typical and therefore their implementation would not substantially change ambient nighttime light conditions in the Plan Area. For these reasons, future projects developed under the WSGVAP would not create new sources of substantial light or glare that would adversely affect day or nighttime views. Impact are considered less than significant.

Cumulative Impacts

This section presents an analysis of the cumulative effects of the WSGVAP 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 WSGVAP are combined with the incremental impacts of one or more cumulative projects.

For this topic, the geographic context for the cumulative analysis includes the WSGV Planning Area, including the surrounding incorporated cities. Cities that are interspersed among and the nine unincorporated communities that make up the WSGVAP 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). Furthermore, 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

Regional Housing Needs Assessment (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 West 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 Cumulative Impact. Development that could occur under the WSGVAP in combination with other cumulative development would introduce new residential, commercial, and mixed-use developments of increased density, scale, and height than what currently exists in many areas in the West 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 obstruction 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 WSGVAP, the extent of physical change that could occur in many areas under the WSGVAP would result in a considerable contribution to the significant cumulative impact on scenic vistas. Given the Project's plan for higher density development than what currently exists in the Plan Area, no feasible mitigation measures are available to reduce this impact. Therefore, this cumulative impact are 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 Cumulative Impact. The West San Gabriel Valley is encircled by hills and mountains which provide access to a variety of trails. The WSGVAP in combination with other anticipated cumulative development could result in development that is visible from or could obstruct views of designated scenic resources from regional riding, hiking, or multi-use trails. Implementation of the WSGVAP and cumulative development would involve changes to the existing visual landscape of the West San Gabriel Valley and nearby areas. The anticipated focused densification that would occur under the WSGVAP and other cumulative development is not anticipated to occur in proximity 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 West San Gabriel Valley. Therefore, implementation of the WSGVAP and cumulative development is not anticipated to obstruct views from those locations.

Construction of new development and increases in allowable uses and structures could result in visual impacts that are visible from regional trails. A significant cumulative impact would occur if the

WSGVAP in combination with other cumulative developments would be clearly visible or obstruct long-range views from regional trails in the San Gabriel Mountains and foothills. As described above, implementation of the WSGVAP and cumulative development would be anticipated to occur within the existing urban setting of the WSGV Planning Area and would not represent a visually conspicuous feature of the long-range view field available from surrounding regional riding, hiking, or multi-use trails in the San Gabriel Mountains or foothills. The implementation of policies included in the WSGVAP 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 WSGVAP area from elevated vantage points, as are available from regional riding, hiking, and multi-use trails. For this reason, the incremental contribution of future projects developed under the WSGVAP, combined with the cumulative projects' potential cumulative impacts related to being visible from or obstructing views from a regional riding, hiking, or multi-use trail are considered less than significant.

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 Cumulative Impact. As described above, there is one designated state scenic highway in the WSGV Planning Area, the Angeles Crest Highway (SR-2), but it is not located within one of the nine unincorporated communities within the Plan Area. The proposed changes within the WSGVAP would not be visible from the currently designated portion of SR-2. I-210 is identified by Caltrans as eligible for designation as a state scenic highway, and this segment passes through La Crescenta-Montrose. 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.

Proposed land use zoning modifications in La Crescenta-Montrose primarily consist of areas being designated for mixed use development along Foothill Boulevard. Due to intervening topography and soundwalls along the I-210, future development along Foothill Boulevard would not be visible from this portion of the I-210. For this reason, implementation of the WSGVAP is not anticipated to substantially damage scenic resources within a state scenic highway. Cumulative impacts are considered less than significant.

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 Cumulative Impact. Development that could occur with implementation of the WSGVAP 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 West San Gabriel Valley and could result in potentially adverse effects to visual character and the quality of public views.

The WSGVAP includes policies intended to minimize the visual impact of new development constructed pursuant the WSGVAP. Implementation of the WSGVAP policies identified in the Impact 4.1-4 discussion above would guide the design, massing, and height, of development pursuant to implementation of the WSGVAP 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, improve walkability of neighborhoods, create communal space, improve community character and design, increase neighborhood greening, increase access to transit, and promote land use compatibility.

Notwithstanding the adoption of General Plan and zoning amendments with approval of the WSGVAP, new developments of increased density, greater scale, and increased building heights than what currently exists in many areas could result in potentially adverse effects to visual character and the quality of public views. While policies of the WSGVAP would guide future development to be visually compatible with the existing visual characteristics of the WSGV community where development would occur, the extent of physical change and the associated alteration to the existing landscape, including potential obstruction of public views, would still be considered substantial. Given that the WSGVAP together with cumulative developments could result in higher density development than what currently exists in the Plan Area, no feasible mitigation is available to reduce this impact. Therefore, cumulative impacts are considered 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 Cumulative Impact. The West 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 WSGVAP in combination with cumulative development would increase nighttime lighting and sources of daytime glare in the WSGV Planning Area and surrounding areas. Development within the WSGV Planning Area would be subject to compliance with objective County policies and standards, including provisions regarding signs and outdoor lighting. Furthermore, 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 WSGVAP would not

preclude other cities and counties within the WSGV Planning Area 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. However, compliance with the relevant County policies related to the control of sources of light and glare, cumulative impacts are considered less than significant.

Mitigation Measures

No feasible mitigation measures are available.

Level of Significance After Mitigation

Future development facilitated by the Project would 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 WSGVAP 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 WSGVAP (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). 2018. California State Scenic Highway System Map. Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed March 2024.

County of Los Angeles. 2014. Los Angeles County General Plan Update Draft EIR. June 2014. Available at: https://planning.lacounty.gov/wp-content/uploads/2022/11/gp_2035_deir.pdf. Accessed March 2024.

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4.2 Agriculture and Forestry Resources

This section addresses the potential impacts of the West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) on agriculture and forestry resources, including 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.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (refer to **Appendix A**, *Notice of Preparation & Comments Received*). These comments identified various substantive issues and questions related to agriculture and forestry. The comments suggested that the Draft PEIR include the following:

- Consideration of how to facilitate the types of permitted activities listed as under the Urban Agriculture Incentive Zone Program, such as community gardens, nurseries, agricultural education centers, small-scale crops, and animal husbandry, within the WSGVAP
- Recommends streamlining and facilitation of permitting in Los Angeles County's zoning and regulations for the types of facilities needed to facilitate urban farming.

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 generally describes the West San Gabriel Valley Planning Area (WSGV Planning Area or Plan Area) and, where applicable, the general areas of future potential land use changes as part of implementing the WSGVAP, as those are the areas that may result in changes to the environment that weren't already considered in previous environmental analyses or studies.

Existing Environmental Conditions

Agricultural Land Use

Agricultural land is considered an important nonrenewable resource. Los Angeles County includes a relatively small quantity of land that is designated for as farmland pursuant to the Farmland Mapping and Monitoring Program (FMMP), meaning that it meets one of the designations described below and therefore is "Important Farmland." A variety of programs administered by the State 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 two 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 2022 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. Within the WSGV Planning Area (including both incorporated and unincorporated communities) there are approximately 51 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. Within the WSGV Planning Area (including both incorporated and unincorporated communities) there is no 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. Within the WSGV Planning Area (including both incorporated and unincorporated communities) there are approximately 218 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. There is no Farmland of Local Importance currently present in the WSGV Planning Area (DOC 2022).

(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. There are approximately 5,813 acres of Grazing Land in the WSGV Planning Area (DOC 2022).

Agricultural Zoning

The County's Zoning Code includes agricultural zones, which allow for a variety of uses, including single-family residences and small group homes, community gardens, livestock, and agricultural uses. The County's agricultural zones are Light Agricultural (A-1) and Heavy Agricultural (A-2). 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. 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. With a conditional use permit, the types of uses for agriculturally zoned land broadens, 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

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 as Open Space (O-S) or Watershed (W).

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.

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).

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 a 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 properties enrolled in Williamson Act contracts within the WSGV Planning 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

Los Angeles County General Plan 2035

The General Plan includes an implementing program to adopt an Agricultural Resources Areas (ARAs) 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 WSGVAP:

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.

Los Angeles County Code

Agricultural Zone

County Code Title 22, Chapters 22.16 and 22.18 regulate uses within the County's agricultural zones, which include A-1, A-2, O-S, R-R, and Residential Agricultural (R-A). These chapters 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.

Watershed Zone

County Code Title 22, Chapter 22.16.030 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". This zone allows for limited recreational development of the land and necessary public facilities. Chapter 22.16 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.

Open Space Zone

County Code, Title 22, Chapter 22.16 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". Chapter 22.16 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 WSGVAP include Altadena CSD, East Pasadena-East San Gabriel CSD, La Crescenta-Montrose CSD, South San Gabriel CSD, and Chapman Woods CSD.

Equestrian Districts

Per County Code 22.44, Part 3, equestrian districts (EQD) 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. EQDs within the WSGV Planning Area include West Altadena EQD and Kinneloa Mesa EQD.

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 WSGV Planning Area, County regulations and policies, and whether future projects developed under the WSGVAP would result in physical impacts on agriculture and forestry resources.

Significance Thresholds

Consistent with the State 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.

Proposed Project Characteristics and Relevant WSGVAP Goals and Policies

The WSGVAP is intended to the guide long-term growth of the WSGV Planning Area, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. Since the WSGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time.

WSGVAP Goals and Policies

The following WSGVAP goals and policies are relevant to agriculture and forestry resources:

Land Use Element

Goal LU-5: A resilient and sustainable community that balances development with the conservation of natural resources.

Policy LU-5.14: Preserve established agricultural uses. Support preservation of nurseries and other agricultural uses located on utility easements in the WSGV for agricultural and open space uses.

Policy LU-5.15: Limit conversion of agricultural and working lands. Limit the potential conversion of agricultural lands, working lands, and equestrian land to residential uses or other development.

Goal LU-10: Resilient and sustainable communities that are adapted to climate change and provide equitable access to essential resources.

Policy LU-10.6: Facilitate urban agriculture. Support and facilitate the use of public easements, rights-of-way, underutilized or vacant County land, utility corridors, schoolyards, or other public land for community gardens and urban agriculture to increase access to locally grown food.

Policy LU-10.7: Incentivize food gardens and multifamily housing. Support and incentivize the inclusion of resident-managed food gardens and urban agriculture in multifamily residential property developments.

Conservation and Open Space Element

Goal COS-4: Open spaces meet multiple needs and are expanded through acquiring land that protects biologically sensitive resources, supports resource-sensitive lands and provides community access to recreation as appropriate.

Policy COS-4.1: Support the acquisition of resource-sensitive lands. Support acquisition of land for open space preservation and passive recreational use, as appropriate. Prioritize acquiring land in SEAs and other resource-sensitive lands.

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. While the Plan Area is primarily designated as Urban and Built-Up Land with some portions of Other Land, there are also areas designated as important farmland near San Gabriel and Rosemead. Specifically, there are approximately 218 acres of Unique Farmland and 51 acres of Prime Farmland within the approximately 14,848-acre Plan Area (DOC 2022). These areas occur within the WSGV communities of East Pasadena – East San Gabriel and South San Gabriel. However, future projects developed under the WSGVAP would be located within the urban environment on proposed redesignated parcels as shown in the land use policy and zone change maps proposed for the unincorporated WSGV communities (refer to **Appendix C**, *WSGV Planning Area Communities: Land Use and Zoning Modification Maps*). Furthermore, any areas within these communities that are proposed for rezoning from agricultural to residential uses are not currently being utilized for agricultural purposes.

In order to be consistent with WSGVAP Policy LU-5.14, future projects developed under the WSGVAP would be required to preserve agricultural areas. Therefore, adoption of the WSGVAP would guide future development within the Plan Area to preserve existing agricultural land. The Area Plan would be consistent with General Plan policies included in the Conservation and Natural Resources Element, adopted to protect agricultural lands through the implementation of policies such as C/NR 8.1-8.3 intended to protect productive farmland.

Due to the small amount of designated farmland in the unincorporated areas of the County and conflicts with the policies proposed as part of the WSGVAP if farmland conversion were to occur, conversion of a significant amount of farmland is not anticipated as a result of the WSGVAP. Therefore, impacts are considered less than significant.

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 the designated Unique and Prime Farmland areas. As such, implementation of the WSGVAP would not conflict with existing zoning for forest land or timberland. **No impac**t 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. Forest land is largely limited to the San Gabriel mountain range and Angeles National Forest along the WSGV communities of Altadena, Kinneloa Mesa, and La Crescenta-Montrose. Forest land in the county is protected through the County's SEA Ordinance. Any future 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 forest land. Furthermore, 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. Since the WSGVAP does not include any land use or zoning changes in existing forested areas, implementation of the WSGVAP 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.

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 WSGVAP is intended to respond to local planning issues, guide long-term development, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving, business-friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. The WSGVAP would target growth near transit, commercial areas, and active transportation corridors, tailored to meet the needs of the WSGV community consistent with goals and policies of the County's General Plan. The WSGVAP would re-zone agricultural zones that are no longer being used for agricultural purposes to an appropriate residential zone, so that zoning would reflect the existing use and would be consistent with the General Plan land use policy designations. Proposed land use and zoning changes would not result in physical changes to existing agricultural areas or forest lands.

Additionally, goals and policies included in the WSGVAP such as Policies LU-5.14, LU-5.15, and LU-10.6 and LU-10.7 would preserve existing agricultural land as well as promote and facilitate urban agriculture. Future projects developed under the Area Plan would adhere to these policies, thereby reducing impacts to existing agricultural resources. Therefore, implementation of the WSGVAP 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 the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

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 developed under the WSGVAP.

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 Cumulative Impact. Over time, Los Angeles County has experienced a significant conversion of its existing farmland to other uses. For instance, irrigated farmland in the County decreased by 56,186 net acres between 2016 and 2018 (DOC 2018). Particularly, urban development in this period replaced 11,465 acres of irrigated farmland (Prime, Statewide, and Unique Farmland). This steadily trending conversion represents a significant cumulative impact regarding the conversion of designated farmland to other uses within the County.

Although a significant cumulative impact exists related to the conversion of important farmland to nonagricultural uses within Los Angeles County, the WSGVAP would contribute a less-than-significant incremental contribution to this significant cumulative impact. The WSGVAP includes policies such as those within the Land Use Element that aim to avoid impacts to agricultural land. The adoption and implementation of the WSGVAP would help to preserve agricultural land. As described previously, future projects developed under the WSGVAP would be directed to sites that are not currently suitable for agriculture. Additionally, proposals for 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.

WSGVAP's less-than-significant incremental contribution would not be cumulatively considerable when considered together with the incremental impacts of other cumulative projects because future projects developed under the WSGVAP would not be located on parcels used or designated for agricultural or forestry uses, and site-specific discretionary environmental and permitting processes would address potential significant impacts. As a result, the WSGVAP would make a less than cumulatively considerable contribution to this significant cumulative effect. Cumulative impacts are considered less than significant.

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 Cumulative Impact. The WSGVAP could result in a cumulative impact on the zoning of forest land if implementation of the Area Plan were to conflict with the zoning of forest land and occur within the same timeframe or geography as similar projects located on forest land. As Los Angeles County does not have existing zoning specific to forest use or timberland, and development is prohibited in National Forest land, there is no significant existing cumulative condition with respect to conflicts with zoning for forest land. Therefore, there is no significant cumulative condition to which the Project could contribute. 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 Cumulative Impact. As described above, the majority of forest land near the Plan Area is located within Angeles National Forest directly north of the WSGV communities of Altadena, Kinneloa Mesa, and La Crescenta-Montrose. The WSGVAP does not include any land use or zoning changes in the Angeles National Forest, and U.S. Forest Service land is protected from conversion by the Forest Reserve Act of 1891. Therefore, it is unlikely that there is a significant cumulative condition throughout the County with regard to the conversion of forest land. Additionally, the WSGVAP includes measures intended to protect and conserve forestland. Therefore, there is no significant cumulative condition to which the Project could contribute. No cumulative impact would occur.

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 Cumulative Impact. The WSGVAP includes policies to protect open space, agricultural lands, and forest lands to ensure that future development protects and preserves those areas. Therefore, with regard to future development, the WSGVAP would help to preserve agricultural and forested 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

California Department of Conservation (DOC), 2016. 2014–2016 Farmland Conversion Report. Available at: https://www.conservation.ca.gov/dlrp/fmmp/Pages/2014-2016_Farmland_Conversion_Report.aspx. Accessed April 2024.

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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 West San Gabriel Valley Area Plan (WSGVAP 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 4.8, *Greenhouse Gas Emissions*, of this Draft PEIR. Technical information prepared to support the analysis within this section is included in **Appendix D**, *Air Quality, Greenhouse Gas Emissions, and Energy Modeling Data,* of this Draft PEIR.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (refer to **Appendix A,** *Notice of Preparation & Comments Received)*. The comments from South Coast Air Quality Management District (SCAQMD) identified various substantive issues and questions related to air quality. The comments suggested that the Draft PEIR include the following:

- The Draft PEIR uses the SCAQMD's California Environmental Quality Act (CEQA) Air Quality Handbook, and website as guidance when preparing the air quality analyses and to use the California Emissions Estimator Model (CalEEMod) software.
- Requested that all appendices and technical documents related to air quality, health risk, and greenhouse gas analyses and electronic versions of emission calculation spreadsheets, air quality modeling, and health risk assessment input and output files be provided to SCAQMD staff.
- Requests that if the Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, that a mobile health risk assessment be prepared.
- If the Project requires a permit from the SCAQMD, then SCAQMD should be identified as a Responsible Agency for the PEIR.

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

Existing Environmental Conditions

Regional Air Quality

The West San Gabriel Valley Planning Area (WSGV Planning Area or Plan Area) is located within the South Coast Air Basin (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. A brief description 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 2023c). 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 2023c). 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 2023c). According to the California Air Resources Board (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 2024d).

The United States Environmental Protection Agency (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 2023c). 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 2024d). Further research may be able to better distinguish between health effects in children and adults (CARB 2024d).

Volatile Organic Compounds

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 2024c). 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 (CARB 2024e). 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 2024c).

Nitrogen Dioxide and Nitrogen Oxides

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 Nitrogen Dioxide (NO_2) and Nitric Oxide (NO). Ambient air quality standards (AAQS) 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 2024f). Major sources of NO_X include emissions from cars, trucks and buses, power plants, and off-road equipment (USEPA 2023d). 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 AAQS. 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 2023d). According to CARB, controlled human-exposure studies show that NO_2 exposure can intensify responses to allergens in allergic asthmatics (CARB 2024f). 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 2024f). 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 2024f). 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 2024f).

Carbon Monoxide

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 2024g). 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 2023e). 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 2023e).

Sulfur Dioxide

According to the USEPA, the largest source of Sulfur Dioxide (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 2024d). 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 2024d). 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 2024h). 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 2024h; USEPA 2024d).

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 2024f). 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 2024i). 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 (CARB 2024i).

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 (CARB 2024i). 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 2024i).

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 2023g). 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 2024j).

Other Criteria Pollutants (California Only)

The California Ambient Air Quality Standards (CAAQS) regulate the same criteria pollutants as the National Ambient Air Quality Standards (NAAQS) as well as state-identified criteria pollutants, including sulfates, hydrogen sulfide, visibility-reducing particles, and vinyl chloride (CARB 2024k). With respect to the state-identified criteria pollutants (i.e., sulfates, hydrogen sulfide, visibility-reducing particles, and vinyl chloride), this 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 2024l).

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 2024m).

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 2024n).

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 2024o).

Toxic Air Contaminants

In addition to criteria pollutants, the SCAQMD periodically assesses levels of toxic air contaminants (TACs) 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 (DPM), 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 2024p). DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM 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 DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM 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, DPM 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, 2024q).

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. 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.

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.
- DPM 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.
- Based on SCAQMD analyses of projected DPM emissions in future years, significant decreases in DPM health impacts are expected within the next 5-10 years. These reductions reflect recent and continued efforts by the SCAQMD, CARB and USEPA that reduce DPM emissions, especially from mobile sources.

Local Air Quality

CARB maintains a website with technical information on all of monitoring stations operated throughout the state (CARB 2024r). Within the County, 22 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 4.3-1, *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 4.3-1
AMBIENT AIR QUALITY MONITORING SUMMARY – SOUTH COAST AIR BASIN

	Number of Days Thresholds Were Exceeded and Maximum Levels during Such Exceedances				
Pollutant / Standard	**2018**	**2019**	**2020**	**2021**	**2022**
Ozone (O_3)					
State 1-Hour ≥ 0.09 ppm	63	73	104	74	63
State 8-Hour ≥ 0.07 ppm	113	111	145	118	106
Federal 8-Hour ≥ 0.07 ppm	113	109	141	114	104
Max 1-Hour Concentration (ppm)	0.142	0.137	0.185	0.148	0.155
Max 8-Hour Concentration (ppm)	0.125	0.118	0.140	0.120	0.122
Nitrogen Dioxide (NO_2)					
State 1-Hour ≥ 0.18 ppm	0	0	0	0	0
Max 1-Hour Concentration (ppb)	90	97	101	91	95
Fire Particulates ($PM_{2.5}$)					
Federal 24-Hour ≥ 35 µg/m3	9	10	19	14	6.4
Max 24-Hour Concentration (µg/m3)	103.8	81.3	175.0	102.1	53.8
Particulates (PM_{10})					
State 24-Hour ≥ 50 µg/m3	127	110	115	75	11
Max 24-Hour Concentration (µg/m3)	126	182.4	185.2	138.5	96.1

SOURCE: CARB 2024s

NOTES:

$\mu g/m^3$ = 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.

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.

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 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 WSGVAP are discussed below.

Federal Laws, Regulations, and Policies

Clean Air Act

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 NAAQS, specifies future dates for achieving compliance, and requires USEPA to designate areas as attainment, nonattainment, or maintenance (USEPA 2023a). 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 2023a). 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 2023b).[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 4.3-2**, *Ambient Air Quality Standards*, shows the NAAQS currently in effect for each criteria pollutant. The NAAQS and their California equivalent (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 2024a). 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.

[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).

TABLE 4.3-2
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)		
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
	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]

SOURCE: CARB 2016

NOTES:

$\mu g/m^3$ = 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 $\mu g/m^3$ 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 $\mu g/m^3$ to 12.0 $\mu g/m^3$.
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 $\mu g/m^3$ 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.

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 4.8, *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 (Federal Register 2021).

- On August 17, 2023, the National Highway Traffic Safety Administration (NHTSA) proposed new Corporate Average Fuel Economy (CAFÉ) standards for passenger cars and light trucks for model years 2027 through 2032, and new fuel efficiency standards for heavy-duty pickup trucks and vans for model years 2030 through 2035. The proposed rule would require an industry fleet-wide average of approximately 58 mpg for passenger cars and light trucks in model year 2032, by increasing fuel economy by two percent year over year for passenger cars and four percent year over year for light trucks. For heavy-duty pickup trucks and vans, the proposed rule would increase fuel efficiency by 10 percent year over year NHTSA (Federal Register, 2023).

State Laws, Regulations, and Policies

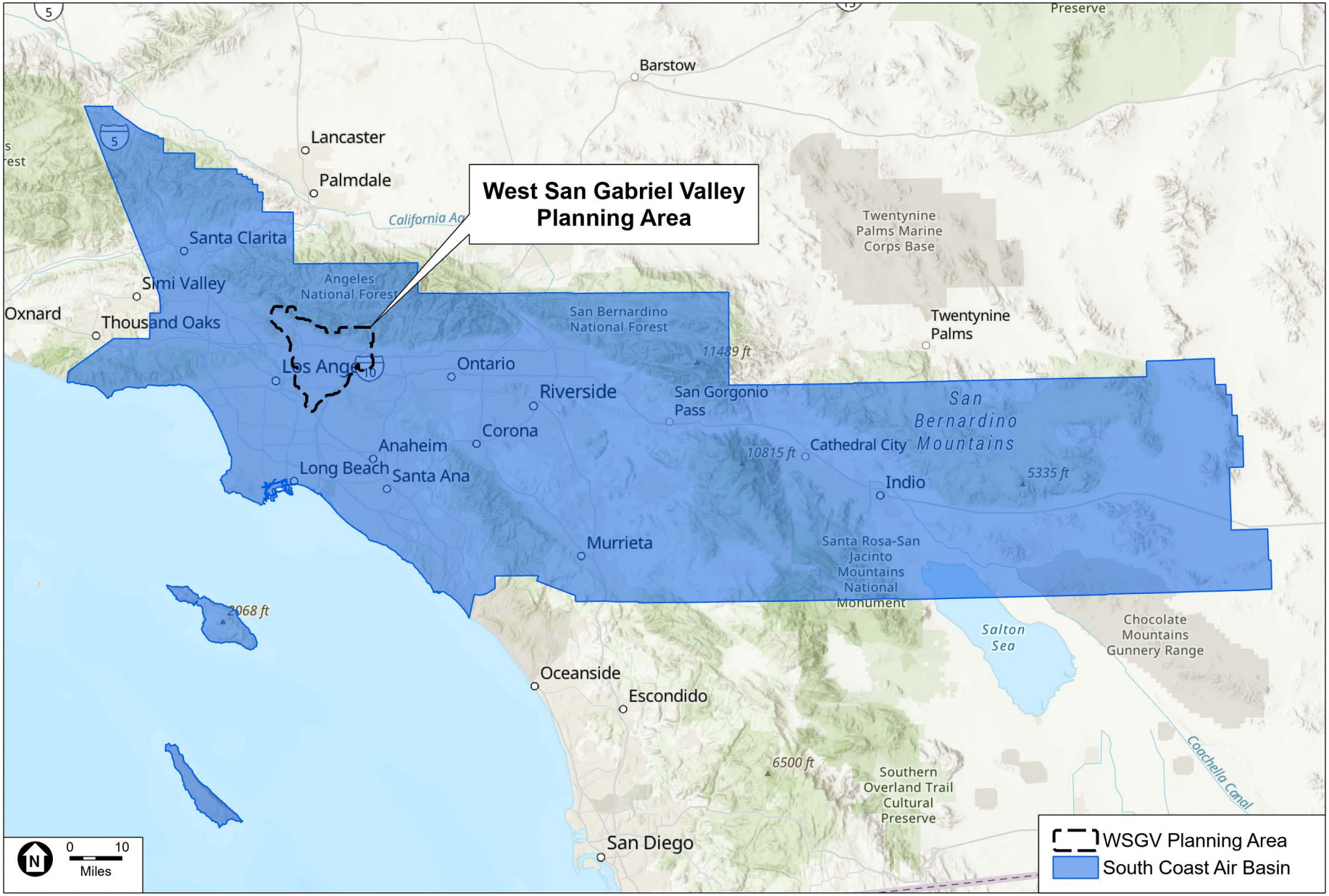
California Clean Air Act

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. California Air Resources Board (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, above, 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 are more stringent than the NAAQS for most of the criteria air pollutants.

Health and Safety Code Section 39607(e) requires CARB to establish and periodically review area designation criteria. Table 4.3-3, below, provides a summary of the attainment status of the Los Angeles County portion of the South Coast Air Basin (Basin) with respect to the state standards. The boundaries of the Basin are shown in **Figure 4.3-1**, *Boundaries of the South Coast Air Basin within the WSGV Planning Area*. The Basin is designated as attainment for the California standards for sulfates and unclassified for hydrogen sulfide and visibility-reducing particles. Because vinyl chloride is a carcinogenic toxic air contaminant, CARB does not classify attainment status for this pollutant.

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 4.3-2), 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.



SOURCE: South Coast AQMD, 2024; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.3-1
Boundaries of the South Coast Air Basin within the WSGV Planning Area

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 DPM and other TACs (Title 13 California Code of Regulations [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.

In 2020, CARB approved the Advanced Clean Trucks (ACT) regulation (13 CCR, Sections 1963–1963.5 and 2012–2012.3) to accelerate a large-scale transition to zero- and near-zero-emissions medium- and heavy-duty vehicles. The regulation requires manufacturers of medium- and heavy-duty vehicles to sell an increasing percentage of zero-emissions models from 2024 to 2035 with up to 55 percent of Classes 2b–3 trucks, 75 percent of Classes 4–8 trucks, and 40 percent of truck tractor sales. The regulation also includes reporting requirements to provide information that would be used to identify future strategies. The ACT is part of the statewide goal to considerably reduce NOx and PM emissions in accordance with the NAAQS, reduce GHG emissions by 40 percent, and reduce petroleum use by 50 percent by 2030. By transitioning to zero-emissions trucks, the state would move away from petroleum dependency and emit less air pollutants from heavy-duty mobile sources.

CARB's Heavy-Duty Engine and Vehicle Omnibus Regulation (Omnibus Regulation) was adopted on September 9, 2021, and became effective on December 22, 2021, to drastically cut smog-forming NOx from conventional heavy-duty engines. The Omnibus Regulation will significantly increase the stringency of NOx emissions standards and will also lengthen the useful life and emissions warranty of heavy-duty diesel engines for use in vehicles with a gross vehicle weight rating greater than 10,000 pounds. The more stringent NOx emission standards begin with the 2024 model year engines and become more stringent with 2027 and subsequent model year engines (CARB 2024c).

CARB has proposed amendments to the heavy-duty omnibus regulation, which is currently in public review and has not yet been adopted. These amendments would provide additional compliance flexibility to engine manufacturers while ensuring the proposed amendments will not reduce the emissions benefits of the program.

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). Implementation is staggered based on fleet size (which is the total of all off-road horsepower under common ownership or control), with large fleets beginning compliance in 2014, medium fleets in 2017, and small fleets in 2019.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 2024a). Advanced Clean Cars II was adopted in 2022 and will rapidly scale down light-duty passenger car, pickup truck, and SUV emissions starting with the 2026 model year through 2035. It amends the zero-emission vehicle regulation to require an increasing number of zero-emission vehicles and relies on currently available advanced vehicle technologies to meet air quality and climate change emissions standards (CARB 2024b). See Section 4.8, *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 is an established two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air. In the risk identification step, CARB and the OEHHA determine if a substance should be formally identified, or “listed,” as a TAC in California. In the risk management step, CARB reviews emissions sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of ATCMs, both for stationary and mobile sources, including On-Road and Off-Road Vehicle Rules. These ATCMs include measures such as limits on heavy-duty diesel motor vehicle idling and emissions standards for off-road diesel construction equipment in order to

reduce public exposure to DPM and other TACs. These actions are also supplemented by the AB 2588 Air Toxics "Hot Spots" program and SB 1731, which require facilities to report their air toxics emissions, assess health risks, notify nearby residents and workers of significant risks if present, and reduce their risk through implementation of a risk management plan. 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 requirements of the AB 2588 program, including implementation of risk reduction plans for significant risk facilities.

Land Use Handbook

CARB published the Air Quality and Land Use Handbook in 2005 to serve as a general guide for considering impacts to sensitive receptors from facilities that emit TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines, and (4) avoid siting sensitive receptors within 300 feet of a large gasoline dispensing facility (3.6 million gallons per year or more) or 50 feet of a typical gasoline dispensing facility (less than 3.6 million gallons per year) (CARB 2005).

In April 2017, CARB published a Technical Advisory supplement to the Air Quality and Land Use Handbook recognizing that infill developments as promoted by the state can place sensitive individuals in close proximity to high-volume roadways. The Technical Advisory provides planners and other stakeholders involved in land use planning and decision-making with information on scientifically based strategies to reduce exposure to traffic emissions near high-volume roadways. The strategies include those that reduce traffic emissions, such as vehicle speed reduction mechanisms, including roundabouts, traffic signal management, and speed limit reductions on high-speed roadways. Strategies also include those that increase the dispersion of traffic emissions, such as implementing designs that promote air flow and pollutant dispersion along street corridors (e.g., wider sidewalks, bicycle lanes, streets characterized by buildings of varying heights), solid barriers such as sound walls, and vegetation for pollutant dispersion. Other strategies include those that remove pollution from the air such as indoor high efficiency filtration. This Technical Advisory is not intended as guidance for any specific project, nor does it create any presumption regarding the feasibility of mitigation measures for purposes of compliance with CEQA (CARB 2017).

Senate Bill 1000

SB 1000 amended California's Planning and Zoning Law to require local governments to identify disadvantaged communities and incorporate environmental justice into their general plans. The purpose of SB 1000 is to provide transparent public engagement in local government planning and decision making,

to reduce pollutants associated with health risk in environmental justice communities, and to promote equitable access to health-inducing benefits such as healthy food options, housing, public facilities, and recreation.

Assembly Bill 617

Assembly Bill (AB) 617 emphasizes the protection of local communities from the harmful effects of air pollution. As part of AB 617 CARB has implemented the Community Air Protection Program (CAPP) to reduce air pollution and improve public health in communities experiencing disproportionate burdens from exposure to air pollution. The WSGVAP does not lie within a CAPP area.

Senate Bill 535

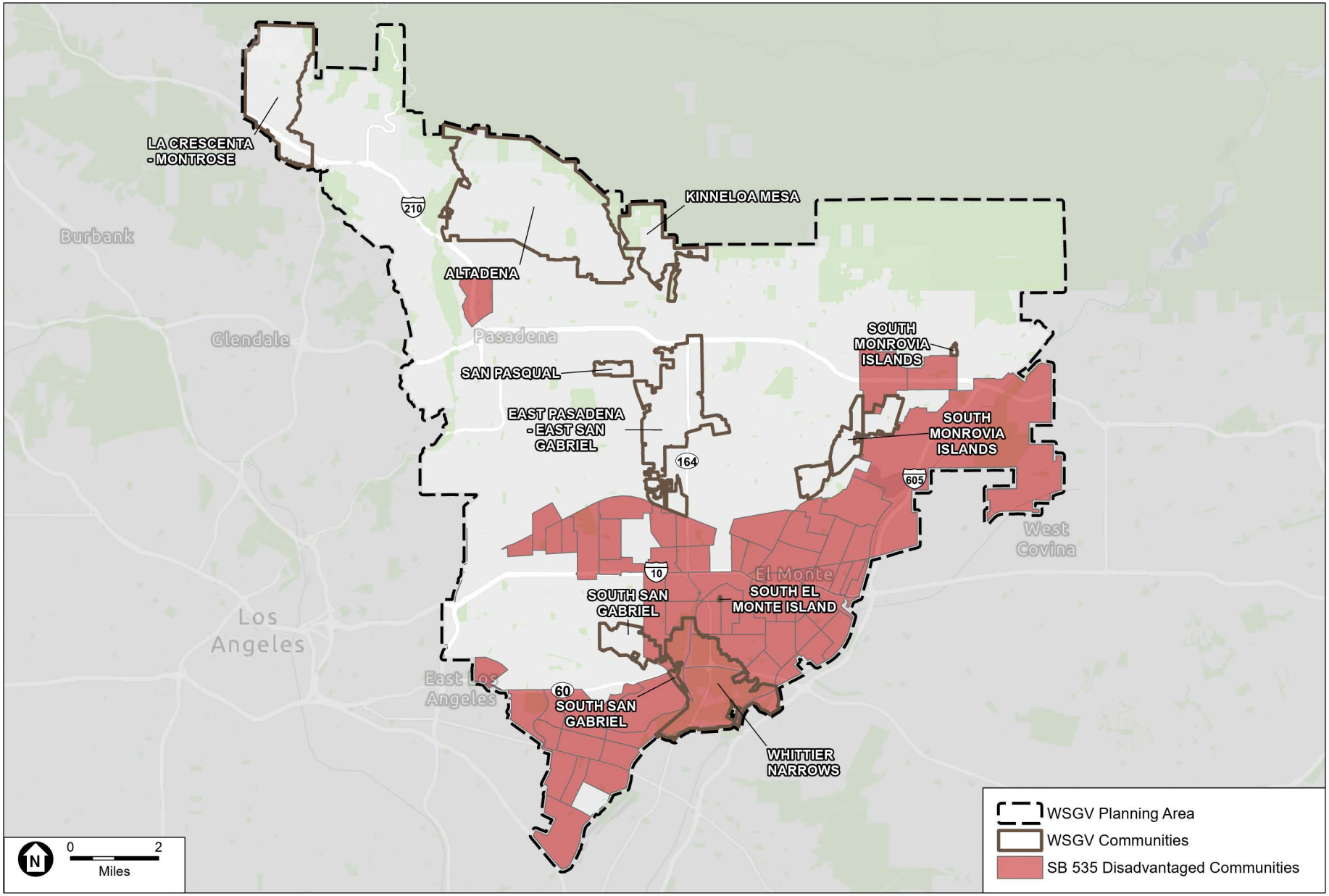
Senate Bill (SB) 535 (De León, Chapter 830, 2012) acknowledges that low-income and disadvantaged communities have potentially increased vulnerability to poor air quality and requires funds to be spent to benefit these disadvantaged communities. CalEPA has identified disadvantaged communities based on geographic, socioeconomic, public health, and environmental hazard criteria as identified in Health and Safety Code Section 39711, Subsection (a) (CalEPA 2021). CalEPA identifies disadvantaged communities as those that score within the top 25 percent of the census tract when analyzed by CalEnviroScreen Version 4.0. Most census track areas within the WSGVAP do not meet the definition of a disadvantaged community per SB 535, as shown in **Figure 4.3-2**, *SB 535 Disadvantaged Communities in the WSGV Planning Area*. However, the western section of South San Gabriel, a small area in the northern portion of South Monrovia Islands, all of Whittier Narrows, and all of South El Monte Island are designated as disadvantaged communities per SB 535 (CalEPA 2021).

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 Basin. The WSGV Planning Area is 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.



Path: U:\GIS\GIS\Projects\19xxxx\D2019000435_03_WSGV\03_Project\WSGV_Area_Plan\WSGV_Area_Plan.aprx Figure 4.3-2 SB 535 Disadvantaged Communities, jmckay 4/30/2024

SOURCE: CalEPA, 2022; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.3-2
SB 535 Disadvantaged Communities within the WSGV Planning Area

ESA

Air Quality Management Plan

The SCAQMD has adopted air quality management plans (AQMPs) to meet the CAAQS and NAAQS. Most recently, the SCAQMD has adopted the *2022 Air Quality Management Plan* (2022 AQMP), to address the attainment of the 2015 8-hour ozone standard (70 parts per billion [ppb]) for the Basin and Coachella Valley (SCAQMD 2022). 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 2022).

On January 26, 2023, CARB adopted Resolution 23-4, which directs the CARB Executive Officer to submit the 2022 AQMP to the USEPA for inclusion in the California SIP to be effective, for purposes of federal law, 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. At the time of publication of this Draft PEIR, USEPA approval has not yet occurred.

The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low NOx technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other CAA measures to achieve the 2015 8-hour ozone standard.

The 2022 AQMP incorporates the transportation strategy and transportation control measures from Southern California Association of Governments (SCAG) Connect SoCal 2020 (2020-2045 *Regional Transportation Plan/Sustainable Communities Strategy* [2020-2045 RTP/SCS]) (SCAG 2020). SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. Connect SoCal includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained in the AQMP.

The 2022 AQMP forecasts future emissions inventories with growth based on SCAG's Connect SoCal 2020. According to the 2022 AQMP, the South Coast Air Basin is projected to see a 12 percent growth in population, 17 percent growth in housing units, 11 percent growth in employment, and an 8 percent growth in VMT between 2018 and 2037. Despite regional growth in the past, air quality has improved substantially over the years, primarily due to the effects of air quality control programs at the local, state and federal levels.

Noteworthy control strategies for mobile sources in the AQMP with potential applicability to reducing short-term emissions from construction activities associated with future development implemented under the WSGVAP include strategies denoted in the 2022 AQMP as MOB-05, MOB-06, and MOB-10, which

are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment (SCAQMD 2022). Descriptions of these measures are provided below:

- **MOB-05 – Accelerated Retirement Of Older Light-Duty And Medium-Duty Vehicles**: This measure seeks to achieve emission reductions by accelerating retirement of older gasoline- and diesel-powered vehicles with up to 8,500 lbs. gross vehicle weight rating (GVWR).
- **MOB-06 – Accelerated Retirement Of Older On-Road Heavy-Duty Vehicles:** This measure seeks additional emission reductions from existing heavy-duty vehicles with GVWR greater than 8,500 lbs. through an accelerated vehicle replacement program with zero or low NO_X emission vehicles.
- **MOB-10 – Off-Road Mobile Source Emission Reduction Credit Generation Program:** This measure seeks to develop mechanisms to incentivize early deployment of Tier 4, low NOx, and zero off-road equipment, where applicable, through the generation of mobile source emission reduction credits.

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 2024a).

The SCAQMD instead recommends using other approved models to calculate emissions from land use projects (SCAQMD 2024a). 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 2022). 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 2003, 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 2016a).

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. For example, SCAQMD Rule 403 requires implementation of best available fugitive dust control measures during active construction periods capable of generating fugitive dust emissions from on-site earth-moving activities, construction/demolition activities, and construction equipment travel on paved and unpaved roads. A list of rules and regulations relevant to that are most relevant to future development that could occur under the WSGVAP include the following.

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 XIII – New Source Review (NSR): Regulation XIII sets requirements for preconstruction review required under both federal and state statutes for new and modified sources located in areas that do not meet the Clean Air Act standards ("non-attainment" areas). NSR applies to both individual permits and entire facilities. Any permit that has a net increase in emissions is required to apply BACT measures. Facilities with a net increase in emissions are required to offset the emission increase by use of Emission Reduction Credits (ERCs). The regulation provides for the application, eligibility, registration, use and transfer of ERCs. For low emitting facilities, the SCAQMD maintains an internal bank that can be used to provide the required offsets. In addition, certain facilities are subject to provisions that require public notice and modeling analysis to determine the downwind impact prior to permit issuance.

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 4.3-3, *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 4.3-3, 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. Ozone precursor emissions, which include NO_X and VOC emissions, are produced from a wide variety of sources such as vehicles, consumer products, industrial processes, and vegetation and particulate matter emissions (PM10 and PM2.5) are produced from windblown and fugitive dust and from vehicles, stationary, and area sources, with the largest portion resulting from fuel combustion (SCAQMD 2022). 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 2016b).

TABLE 4.3-3
SOUTH COAST AIR BASIN ATTAINMENT STATUS (LOS ANGELES COUNTY)

Pollutant	National Standards (NAAQS)	California Standards (CAAQS)
Ozone (1-hour standard)	N/A[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

SOURCE: SCAQMD 2016b, CARB, 2022, USEPA 2024b

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.

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.

SCAG's Connect SoCal 2020,[2] which provides growth projection information for the current SCAQMD 2022 AQMP, is "built on a foundation of contributions from communities, cities, counties and other local agencies" and "based on local general plans as well as input from local governments" (SCAG 2020). SCAG's Connect SoCal 2020 provide 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

[2] SCAG's Connect SoCal 2020 provides growth projection information for the current SCAQMD 2022 AQMP. SCAG has adopted Connect SoCal 2024; however, it is not incorporated into the current 2022 AQMP. Refer to Section 4.8, *Greenhouse Gas Emissions*, for a discussion of Connect SoCal 2024.

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).

The Connect SoCal overall land use pattern reinforces the trend of focusing new development and employment in the region's high quality transit areas (HQTAs), which SCAG defines as an area within a one-half mile of a well-serviced transit stop (SCAG 2020). 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 availability of community amenities.

Regional Laws, Regulations, and Policies

Los Angeles County General Plan

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 is also 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 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 (LACDRP 2022a). The following General Plan goals and policies are applicable to air quality.

Air Quality Element

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 1.2: Encourage the use of low or no volatile organic compound (VOC) emitting materials.

Policy AQ 1.3: Reduce particulate inorganic and biological emissions from construction, grading, excavation, and demolition to the maximum extent feasible.

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.

Goal AQ 2: The reduction of air pollution and mobile source emissions through coordinated land use, transportation and air quality planning.

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 AQ 2.2: Participate in, and effectively coordinate the development and implementation of community and regional air quality programs.

Policy AQ 2.3: Support the conservation of natural resources and vegetation to reduce and mitigate air pollution impacts.

Policy AQ 2.4: Coordinate with different agencies to minimize fugitive dust from different sources, activities, and uses.

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 (LACDRP 2022a). Measures applicable to the WSGVAP 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 LU 4: 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.

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.

4.3.2 Environmental Impacts

Methodology

As described in Chapter 3, *Project Description*, of this Draft PEIR, the WSGVAP is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the WSGVAP would encourage development in a manner consistent with the Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the WSGV Planning Area. Rather, it assesses the impacts associated with the proposed modifications to existing land uses and zoning and the associated overall effects of buildout of the WSGVAP through 2045. Analysis at a parcel or site-specific level was not conducted, because the specific location, timing, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, where detailed analysis would be speculative and, therefore, beyond the scope of this Draft PEIR.

As detailed in Chapter 3, *Project Description*, and in this section, the WSGVAP proposes land use and zoning modifications to increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways as well as in select areas near commercial corridors and transit with low existing residential density. In addition, the WSGVAP proposes to decrease densities in hazard areas, wildland-urban interface (WUI) areas, and areas within or adjacent to natural resource areas. Table 3-1, *Land Use and Zoning Change Summary for Proposed Growth and Preservation,* in Chapter 3, *Project Description,* summarizes the WSGVAP proposed land use and zoning modifications on a community-basis. The unincorporated WSGV communities that include the proposed land use and zoning modifications include Altadena, East Pasadena – East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, and South San Gabriel.

Regional

Construction

Construction of future development implementing the WSGVAP 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.

As mentioned above, the WSGVAP is a long-range policy document, and, as such, there are no specific projects, project construction dates, or specific construction plans identified. Thus, 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 WSGVAP 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

Operation of future projects developed under the WSGVAP 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 WSGVAP is a long-range policy 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 projects are assumed to comply with the Title 24 (2022) 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 with building permits issued in 2025 and later.

Transportation

Mobile emissions for transportation from visitors and residents traveling to and from future development facilitated by adoption of the WSGVAP 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 South Coast Air Basin 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 WSGVAP 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 I**, *WSGVAP Vehicle Miles Traveled (VMT) Analysis Memorandum,* of this Draft PEIR. Transportation fuel consumption is compared to both supply and infrastructure availability.

Local

Localized Significance Thresholds (Construction and Operations)

The localized effects from the on-site portion of daily construction and 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., control measures for construction-related fugitive dust, conversion of light industrial uses). Since no specific development projects are identified under the WSGVAP, the location of development projects, and the exact nature of the potential development are unknown, determining localized impacts from construction and 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 projects developed under the WSGVAP has the potential to generate traffic congestion and increase delay times at intersections within the local study area. The pollutant of primary concern when assessing the WSGVAP'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 WSGVAP 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 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 WSGVAP, 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.

Significance Thresholds

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 1993). 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.[3]

Conflict with or Obstruct Implementation of the Applicable Air Quality Plan

The threshold used for determining whether the WSGVAP would conflict with or obstruct an applicable air quality plan is qualitative and is based on whether the WSGVAP is consistent with the assumed growth, applicable control measures and air emission reduction policies in the AQMP. Therefore, the WSGVAP 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 1993). Based on the thresholds in the SCAQMD's *CEQA Air Quality Handbook*, the WSGVAP would potentially cause or contribute to an exceedance of an ambient air quality standard if regional construction emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed daily emissions thresholds shown in **Table 4.3-4**, *SCAQMD Regional Daily Emissions Thresholds (Lbs./Day)*.

TABLE 4.3-4
SCAQMD REGIONAL DAILY EMISSIONS THRESHOLDS (LBS./DAY)

Emissions	VOC	NOx	CO	SOx	PM10	PM2.5
Construction	75	100	550	150	150	55
Operational	55	55	550	150	150	55

SOURCE: SCAQMD 2023

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

[3] While the SCAQMD CEQA Air Quality Handbook contains significance thresholds for lead, future projects developed under the WSGVAP 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.

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's *CEQA Air Quality Handbook*, the WSGVAP would potentially cause or contribute to an exceedance of an ambient air quality standard if regional operational emissions from both direct and indirect sources would exceed any of the operational daily emissions thresholds in Table 4.3-4, above.

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). Localized Significance Thresholds (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 the NAAQS or CAAQS. 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 WSGV Planning Area encompasses SRA 8, which includes the unincorporated WSGV communities of Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, and San Pasqual; SRA 9, which includes the unincorporated WSGV community of South Monrovia Islands; and SRA 11, which includes the unincorporated WSGV communities of South El Monte Island, South San Gabriel, and Whittier Narrows.

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 under a State or federal standard. 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.

As previously described, sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. Sensitive receptors are located within and in proximity to the WSGV Planning Area and as such, have the potential to be exposed to localized construction and operational emissions.

Table 4.3-5, *SCAQMD Localized Daily Emissions Thresholds (lbs./day)*, lists the SCAQMD's established screening criteria that can be used to determine the maximum allowable daily emissions that would satisfy the LSTs 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 WSGVAP 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.

TABLE 4.3-5
SCAQMD LOCALIZED DAILY EMISSIONS THRESHOLDS (LBS./DAY)

Emissions	Source Receptor Area	NOx	CO	PM10	PM2.5
Construction	8	148	1,540	12	7
	9	203	1,733	14	8
	11	183	1,814	14	9
Operational	8	148	1,540	3	2
	9	203	1,733	4	2
	11	183	1,814	4	2

SOURCE: SCAQMD 2009
NOTE:
5-acre site within 25 meters of sensitive receptors in Source Receptor Area.

Carbon Monoxide Hotspots

With respect to the formation of CO hotspots, the WSGVAP would be considered significant if the following conditions would occur at an intersection or roadway within one-quarter mile of a sensitive receptor:

- The WSGVAP 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 2023).

Toxic Air Contaminants

Based on the criteria set forth by the SCAQMD, the WSGVAP would expose sensitive receptors to substantial concentrations of TACs if any of the following would occur (SCAQMD 2023):

- 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 WSGVAP's impact would be considered significant if:

- The WSGVAP creates an odor nuisance pursuant to SCAQMD Rule 402.
- The WSGVAP exceeds the significance thresholds for regional emissions shown above for attainment, maintenance, or unclassified pollutant emissions.

Proposed Project Characteristics and Relevant WSGVAP Goals and Policies

The WSGVAP is intended to the guide long-term growth of the WSGV Planning Area, foster harmonious and coordinated growth balanced with natural conservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. Since the WSGVAP is planning for future growth within the WSGV Planning Area, no actual development is being proposed at this time.

Adoption of the WSGVAP would increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways through infill development and redevelopment as well as within select areas near commercial corridors and transit with low existing residential density. In addition, the WSGVAP would also reduce land use intensities in areas with hazards or within or adjacent to natural resources and in WUI areas, which would help to reduce development in areas adjacent to natural resources and/or open space.

WSGVAP Goals and Policies

The following WSGVAP goals and policies are related to air quality:

Land Use Element

Goal LU-1: Growth facilitates sustainable development patterns and is targeted to areas with existing and future transit access, proximity to commercial services and employment centers, and is aligned with supportive infrastructure and access to public facilities.

> **Policy LU-1.1: Foster sustainable growth patterns.** Concentrate growth within one mile from major transit stops, one-half mile from high-quality transit corridors, and one-quarter mile from commercial corridors and commercial areas where there is access to existing or proposed transit and everyday services within walking and biking distance.
>
> **Policy LU-1.2: Increase land use diversity.** Enable a diverse land use pattern to meet the needs of residents and employees, including increased proximity between housing and commercial uses, job centers, parks and open spaces, and community services and amenities to support the well-being of the community.
>
> **Policy LU-1.3: Foster walkable communities.** Bring everyday needs and amenities such as public transit, parks, schools, and commercial services within walking distance of residential neighborhoods.
>
> **Policy LU-1.4: Prioritize investments in growth areas and disadvantaged communities.** Prioritize capital improvements and public facilities in targeted growth areas and disadvantaged communities to enhance and support equity and quality of life in the built environment.
>
> **Policy LU-1.5: Ensure compatible land uses.** Ensure compatible land uses between Cities and unincorporated communities in the Planning Area.

Goal LU-2: Sustainable and resilient growth patterns effectively consider local hazards and safeguard the well-being of all community members.

Policy LU-2.1: Direct growth away from hazard areas. Direct future growth and development away from designated environmental hazard areas, including Fire Hazard Severity Zones, high-flood-risk areas, areas prone to landslides, and polluting uses.

Policy LU-2.3: Limit expansion of the wildland/urban interface. Direct future development away from wildland/urban interface areas along the San Gabriel Mountains and foothills to minimize exposure to future hazards and habitat impacts.

Policy LU-2.9: Provide sensitive-receptor buffers. Buffer sensitive land uses such as residences, schools, parks, and medical care centers from pollutant emitting sources such as freeways, heavy industrial, hazardous materials sites, and similar uses.

Goal LU-3: A community with attainably priced and diverse housing options, and vibrant mixed-use environments that combine residential, commercial, and community-oriented spaces to enhance livability.

Policy LU-3.1: Promote diverse housing options. Promote development of duplex, fourplex, accessory dwelling units, and cottage court housing in low-density housing areas.

Policy LU-3.2: Allow compatible uses in residential neighborhoods. Allow compatible uses on or near the edges of residential neighborhoods that bring amenities closer to homes, such as child and adult daycare centers, educational facilities, cultural facilities, and corner markets.

Policy LU-3.3: Preserve and expand commercial space. Provide sufficient commercially designated land equitably throughout the WSGV to serve local needs and reduce travel by car to access daily services and goods. Prioritize communities that have been historically redlined.

Policy LU-3.7: Encourage mixed-use development. Incentivize ground-floor commercial uses and pedestrian-oriented amenities in mixed-use development, to facilitate proximity between residences, businesses, employers, and amenities.

Policy LU-3.8: Foster public-private harmony in mixed-use development. Promote harmonious integration of private development with public spaces in mixed-use zones, blending residential, commercial, and recreational areas.

Goal LU-4: Industrials uses that are environmentally responsible and beneficial to the local economy.

Policy LU-4.1: Ensure protection of industrial-adjacent land uses. Ensure that industrial developments incorporate adequate landscape and noise buffers to minimize negative impacts on surrounding neighborhoods, addressing on-site lighting, noise, odors, vibration, toxic materials, truck access, and other elements that may affect adjoining uses.

Policy LU-4.3: Promote sustainable and clean industrial uses. Advance sustainable and clean industrial practices by incentivizing and prioritizing industries committed to environmental stewardship and clean technologies.

Policy LU-4.4: Improve indoor air quality. Support the development of programs for sensitive uses near industrial uses and other outdoor sources of indoor air pollution, such as freeways, to improve indoor air quality.

Policy LU-4.5: Monitor community air quality. Support community-level air quality monitoring for residential areas and other sensitive uses near industrial areas, major transportation corridors, and other air pollution generators.

Goal LU-5: A resilient and sustainable community that balances development with the conservation of natural resources.

Policy LU-5.10: Implement green infrastructure for water management. Encourage the implementation of sustainable strategies to increase the use of permeable pavements, rain gardens, bioswales with locally native plants, green roofs, and other strategies, aimed at enhancing stormwater absorption, slowing runoff, and improving water quality.

Goal LU-6: A diverse mix of commercial activities bolsters local businesses, generates employment opportunities, fosters walkable communities, and contributes to the economic vitality.

Policy LU-6.1: Encourage commercial land use diversity. Encourage a greater mix of locally serving uses, such as retail, small businesses, eateries, small-scale institutional, office, and other compatible uses in commercial centers to limit vacancies and increase access to the community's everyday needs.

Policy LU-6.2: Facilitate accessory commercial units (ACUs). Support the development of ACUs overlay zone in which commercial uses such as bodegas and other small businesses can operate by right in otherwise exclusively residential neighborhoods.

Policy LU-6.3: Support adaptive commercial reuse and rehabilitation. Support the adaptive reuse and rehabilitation of aging commercial centers and structures and vacant or underutilized structures, especially those in high resource areas (HRAs).

Policy LU-6.4: Incentivize diverse and innovative industries. Incentivize innovation through the development of land uses that promote technology, sustainability, and bioscience employment hubs.

Goal LU-7: An active transportation environment that enhances mobility and reduces reliance on personal vehicles.

Policy LU-7.1: Enhance mobility in growth areas. Align investments in mobility with designated growth areas, prioritizing disadvantaged communities, to improve access to pedestrian pathways, public transit, and bicycle routes.

Policy LU-7.2: Support pedestrian passageways through cul-de-sacs. Support opportunities to provide pedestrian and bicycle passageways with wayfinding signage from neighborhood cul-de-sacs to arterials to provide residents greater access to services and amenities within walking distance.

Policy LU-7.3: Create streets that foster healthy lifestyles. Transform selected streets adjacent to or near residential neighborhoods into "healthy streets" that integrate pedestrian-focused design, green spaces, and community amenities.

Policy LU-7.4: Repurpose underutilized surface parking. Encourage developments with underutilized surface parking to repurpose spaces for community gathering and temporary community events.

Policy LU-7.5: Consolidate and centralize parking lots. Support community-wide parking reform through strategies that consolidate 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 LU-7.6: Enable parking flexibility. Promote the reuse of existing parking facilities for local businesses through parking standards that allow for off-site parking, shared-parking arrangements, car sharing, centralized parking structures, or other means to meet minimum parking requirements.

Policy LU-7.7: Enhance parking lots. Facilitate the development of bioswales, trees, dedicated walkways, and traffic calming measures in parking areas to help enhance visual appearance, improve the pedestrian experience, and support groundwater recharge.

Goal LU-8: A cohesive built environment that nurtures community well-being, inclusivity, and a shared sense of belonging among all residents.

Policy LU-8.2: Foster gathering spaces. Support the development of "community hubs" and multipurpose gathering spaces within walking distance of residential areas, incorporating features that support diverse uses and accessibility for all age groups.

Goal LU-10: Resilient and sustainable communities that are adapted to climate change and provide equitable access to essential resources.

Policy LU-10.1: Promote heat-resilient urban design. Promote the integration of heat resilience measures in new developments projects, through requirements for cool roofs and pavements, increased pervious surfaces, shading, optimized building orientation, and the incorporation of landscaping features designed to mitigate heat.

Policy LU-10.2: Provide community cooling centers. Provide cooling centers in areas that are highly vulnerable to climate hazards and have limited access to such facilities.

Policy LU-10.4: Provide support for climate-vulnerable workers. Support public facilities and parks to operate as spaces of refuge from high heat, offering hydration, sanitation, shade, and cooling among other health-supportive features.

Policy LU-10.5: Provide employment facilities with cooling and air filtration. Support the inclusion of air filtration systems in indoor work environments to support employee health and well-being, particularly in WSGV communities vulnerable to heat and air quality concerns.

Mobility Element

Goal M-2: Provide improved access to regional and local transit service for all residents and people working in WSGV area.

Policy M-2.1: Enhance local transit services. Enhance local transit services by coordinating across multiple systems to comprehensively address transit service gaps, reduce automobile dependence, and improve local circulation by connecting residential areas, shopping streets, community facilities, open spaces, and other community destinations.

Policy M-2.2: Enhance regional transit service through partnerships. Coordinate with LA Metro and other transit agencies to advocate and provide for reliable, safe, and high-quality service that connect unincorporated communities in the West San Gabriel Valley to the rest of the region. Encourage convenient and safe transit, pedestrian, and bicycle linkages to/from transit service and mobility hubs to facilitate first last-mile connectivity.

- Work with transit agencies and neighboring jurisdictions to improve the efficiency of the public transportation system through bus-only lanes, signal prioritization, and useful transfer windows to the larger regional transportation network.

- Work with LA Metro to develop Frist/Last Mile plans at two Metro A Line stations in the WSGV area - Sierra Madre Villa Station and Monrovia Station, as well as four bus stop FLM areas within WSGV communities identified in the 2023 Active Transportation Strategic Plan. These FLM areas include Altadena Drive/Lake Avenue and Woodbury Road/Lincoln Avenue in Altadena, as well as Rosemead Boulevard/Huntington Drive and Rosemead Boulevard/Colorado Boulevard in East Pasadena-East San Gabriel.

  Policy M-2.3: Support bus stop improvements. Partner with regional and local transit operators to support bus stops with attractive amenities, unique community branding, sustainable elements, and public art to serve as gateways to the community and promote cohesive community corridors.

  Policy M-2.4: Promote accessible transit vehicles. Support use of transit vehicles with enhanced accessibility to accommodate a wide range of mobility-aide devices and childcare instruments like car-seats and strollers.

  Policy M-2.5: Community transit promotion. Partner with community members and stakeholders to assess, promote, and market transit options available in local communities.

Goal M-3: A safe, convenient, and comfortable active transportation network that fosters pedestrian and bicycle travel as healthy and sustainable modes.

Policy M-3.3: Promote neighborhood greenways. Support the planning and construction of greenways that prioritize pedestrians and cyclist safety to encourage foot traffic, reduce parking demand, and support local businesses.

Policy M-3.5: Expand tree canopy cover. Promote the planting of locally native trees in the public right-of-way, including street trees and park trees, to provide shaded pathways, neighborhood cooling, and other benefits.

Impact Analysis

Impact 4.3-1: Would future development facilitated by adoption of the WSGVAP conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. As stated above, the WSGVAP is a long-range policy document, the approval of which would not directly result in the development of land uses and would not directly result in criteria pollutant emissions. However, future criteria pollutant emissions may result from future projects developed under the WSGVAP.

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-range policy documents, such as the WSGVAP. 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 2022 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).

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 2022 AQMP incorporates population and economic growth projections from SCAG's Connect SoCal 2020.

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.

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 Project involves long-term growth associated with buildout of the WSGVAP, therefore the emissions of criteria pollutants associated with future developments under the WSGVAP could exceed SCAQMD thresholds for criteria pollutants. Future projects developed under the WSGVAP 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, individual projects under the WSGVAP 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 of future projects developed under the WSGVAP would be consistent with the AQMP under the first indicator.

Growth Projections

Future development under the WSGVAP would result in an increase in short-term employment compared to existing conditions during construction. Although the construction associated with development of future projects under the WSGVAP would require construction workers, these construction-related jobs 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 and since future development under the WSGVAP is anticipated to occur gradually through the buildout horizon of 2045, construction demands would also be gradual on an as-needed basis. Therefore, the construction jobs generated by the Project would not conflict with the long-term employment or population projections upon which the AQMPs are based.

Operation

Control Strategies

Future projects developed under the Project 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 Connect SoCal 2020, which are incorporated into the 2022 AQMP.

As discussed above, the 2022 AQMP includes land use and transportation strategies from Connect SoCal 2020 that are intended to reduce VMT and resulting regional mobile source emissions. The applicable land use strategies within the 2022 AQMP 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 within the 2022 AQMP 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 future projects developed under the WSGVAP 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 WSGV Planning Area, including Metro, and Pasadena Transit. Refer to Section 4.17, *Transportation*, of this Draft PEIR, for a summary of transit service in the WSGV Planning Area.

The WSGVAP focuses on promoting sustainable growth in harmony with the existing natural and built environments while also improving connectivity amongst a variety of land uses to support the diverse needs and interests of community members in the WSGV Planning Area. The WSGVAP includes land use and zoning modifications, which would include increasing densities along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit. These modifications aim to create more defined community centers with neighborhood-serving small business commercial uses integrated with mixed-used development along existing commercial corridors, where residents would be able to easily access commercial, retail, and community-serving uses, such as plazas and urban open spaces. The WSGVAP would also reduce land use intensities in areas with hazards or within or adjacent to natural resources and in the wildland-urban interface (WUI) areas, which would help to reduce development in areas adjacent to natural resources and/or open space.

In addition to these areas of focused growth, land use strategies would also focus on improving and maintaining existing infrastructure, creating multi-purpose community-serving spaces and other amenities in communities, promoting urban greening, attracting, and supporting local businesses, and preserving sensitive natural resources and large open spaces. The purpose of these land use changes would be to preserve existing low-density residential neighborhoods, create walkable connected communities with defined community centers/corridors 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 WSGV Planning Area communities. Furthermore, the WSGVAP also aims to increase employment opportunities close to future and existing housing. Therefore, the WSGVAP 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 WSGVAP would be consistent with the AQMP under the first indicator. Therefore, impacts are considered less than significant.

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.

As discussed in greater detail in Section 4.14, *Population and Housing,* the anticipated growth under the WSGVAP is expected to be approximately 1.5 percent greater than SCAG's Connect SoCal 2020 projections through the buildout year of 2045. While growth is anticipated to be slightly greater under the WSGVAP, this difference is not considered to be substantial and the Project is considered to be generally consistent with SCAG's regional projections through 2045. Furthermore, this growth is accounted for in the County's Housing Element, where implementation of the WSGVAP would also help the County achieve its RHNA allocation. Furthermore, 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, this slight increase in projected growth would be accounted for in SCAG's updated regional projections for the next iteration of the AQMP.

Future projects developed under the WSGVAP in the WSGV Planning Area would increase vehicle trips and VMT, which would result in emissions of ozone precursors and particulate matter. However, all future projects developed under the WSGVAP would be subject to subsequent planning and environmental review in accordance with County requirements and CEQA, where projects would be required to demonstrate compliance with the AQMP and SCAQMD's rules and regulations governing air quality on a project-by-project basis.

Therefore, the operation of future development facilitated by adoption of the WSGVAP would not conflict with or obstruct the implementation of the applicable air quality plan. The WSGVAP policies, listed above in *Proposed Project Characteristics and Relevant WSGVAP Goals and Policies*, would potentially reduce emissions, which would address potential impacts related to conflicts with an applicable air quality plan. Therefore, impacts are considered less than significant.

Impact 4.3-2: Would future development facilitated by adoption of the WSGVAP 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 Impact. 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 the CAAQS for ozone, PM10, and PM2.5 and as a federal nonattainment area for the NAAQS for ozone, PM2.5, and partial non-attainment for lead. The Basin is currently in attainment for the State and federal standards for CO, SO_2, and NO_2, State standards for lead, and federal standards for PM10. SCAQMD has established numerical significance thresholds for regional emissions during construction and operation (refer to Table 4.3-4). 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 AAQS have been promulgated to protect public health. Implementation of the WSGVAP would potentially cause or contribute to an exceedance of an AAQS if the following would occur.

Construction

Construction activities can create regional air quality impacts through the use of heavy-duty construction equipment and trucks. 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), the laying of asphalt, and the use of cleaners, solvents 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 WSGVAP 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 and has not been conducted as part of this Draft PEIR.

However, individual future project developed under the WSGVAP would be subject to subsequent planning and environmental review in accordance with County requirements and CEQA, which would evaluate future projects' impacts related to criteria pollutants on a project-by-project basis. Through each project's individual environmental review process, potential impacts would be identified and compared against relevant thresholds, including those established by the SCAQMD. Individual projects that exceed the thresholds would normally result in a potentially significant impact and mitigation would be incorporated, as feasible, to reduce impacts to the greatest extent feasible.

In addition, future projects would be required to comply with applicable local, state, and federal regulations, including CARB and SCAQMD's rules and regulations, as applicable. Specifically, future projects would be required to comply with CARB's Air Toxics Control Measure, which limits diesel powered equipment and vehicle idling to no more than five minutes at a location; s In-Use Off-Road Diesel Vehicle regulation; Truck and Bus regulation; and 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 activities associated with future projects developed under the WSGVAP would also 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 construction activities associated with future projects developed under the WSGVAP.

Although compliance with applicable local, state, and federal regulations and subsequent environmental review would reduce potential impacts related to criteria pollutants, buildout of the WSGVAP could still result in significant impacts associated with criteria pollutants. Even with mandatory compliance with the CARB and SCAQMD's rules and regulations, it is possible that some future development projects facilitated by adoption of the WSGVAP 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. While subsequent environmental review of future projects would be required in accordance with CEQA, which would require project-specific mitigation measures to address all significant impacts, since the timing and location of these future projects are unknown at this time, it would be speculative to determine if site-specific mitigation measures are feasible and/or are able to reduce potentially significant impacts to a less-than-significant level. Therefore, impacts related to criteria pollutants associated with future projects developed under the WSGVAP are considered significant and unavoidable.

Operation

Operation of future projects developed under the WSGVAP 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 WSGVAP is a long-range policy 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. As such, impacts related to energy and area sources are analyzed qualitatively.

The on-road mobile sources related to the operation of future projects developed under the WSGVAP include passenger vehicles 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 associated with the buildout of No Project 2045 and With WSGVAP 2045 scenarios are presented in **Table 4.3-6**, *Estimated WSGVAP Regional Mobile Source Operational Emissions*.

As shown in Table 4.3-6, the net change in operational mobile source emissions from the No Project 2045 scenario conditions compared to WSGVAP 2045 buildout scenario would exceed the SCAQMD regional significance thresholds for VOC, NO_X, CO, PM10, and PM2.5. 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 WSGVAP.

TABLE 4.3-6
ESTIMATED WSGVAP REGIONAL MOBILE SOURCE OPERATIONAL EMISSIONS
(POUNDS PER DAY)

Source	VOC	NOX	CO	SO2	PM10	PM2.5
WSGVAP Buildout (2045) Mobile Source Emissions[a]	71,223	120,684	656,827	2,630	292,375	74,264
No Project Scenario (2045) Mobile Source Emissions[a,b]	71,158	120,533	656,215	2,628	292,096	74,193
Net Change	**65**	**151**	**612**	3	**279**	**71**
SCAQMD Regional Significance Threshold	55	55	550	150	150	55
Exceeds Thresholds?	Yes	Yes	Yes	No	Yes	Yes

SOURCE: ESA, 2024

NOTES:

a. Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.
b. No Project scenario (2045) – emissions without future development facilitated by adoption of the WSGVAP.

The WSGVAP focuses growth within the WSGV Planning Area primarily along commercial corridors and main roadways as well as within select existing low-density residential areas near commercial corridors and transit. As a byproduct of this targeted growth, the WSGVAP also aims to increase employment opportunities close to future and existing housing. However, while the operational mobile air quality emissions would increase under the WSGVAP, the Area Plan's land use and growth strategy and transportation policies would help in reducing vehicle trips withing the WSGV Planning Area. The WSGVAP proposes land use and zoning modifications that would focus growth primarily around commercial corridors, high-quality transit corridors, and major roadways in proximity to existing and future transit stops and services. In addition, the increased growth along these areas would further help to decrease vehicle trips as residents would be able to walk or use alternative transportation to access nearby residential-serving uses and amenities.

In addition, implementation of the WSGVAP transportation policies would further help to reduce VMT by increasing alternative transportation services and walkability within the WSGV Planning Area and by incorporating TDM strategies. As such, while overall VMT and subsequent mobile air quality emissions would increase under the WSGVAP due to total growth in the area, the total VMT per service population would be lower under the WSGVAP as compared to the No Project scenario due to the WSGVAP's land use and transportation strategies related to reducing vehicle trips for residents and employees. In addition, since buildout of the WSGVAP is projected through 2045, future development under the WSGVAP is anticipated to occur gradually over the next 20 years.

In addition, overlapping emissions from the construction and operation of new phased development could occur under the WSGVAP, and the SCAQMD requires such overlapping emissions to be compared to the numeric thresholds for operations. It is possible that 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.

Although compliance with applicable local, state, and federal regulations, consistency with the goals and policies of the WSGVAP, and subsequent environmental review would reduce potential impacts related to criteria pollutants, buildout of the WSGVAP could still result in significant impacts associated with

criteria pollutants during operation. Even with mandatory compliance with the CARB and SCAQMD's rules and regulations and implementation of WSGVAP policies and strategies to locate growth near transit to decrease vehicle trips and increase walkability, it is possible that some future projects developed under the WSGVAP could be large enough in scale and/or intensity such that operational emissions could exceed the SCAQMD significance thresholds. While subsequent environmental review of future projects would be required in accordance with CEQA, which would require project-specific mitigation measures to address all significant impacts, since the timing and location of these future projects are unknown at this time, it would be speculative to determine if site-specific mitigation measures are feasible and/or are able to reduce potentially significant impacts to a less-than-significant level. Therefore, impacts related to criteria pollutants associated with operation of future projects developed under the WSGVAP are considered significant and unavoidable.

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 developed under the WSGVAP 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 program-level health impacts based on the available modeling tools (SCAQMD 2015). Furthermore, without knowing the exact specifications for future projects that may be developed under the WSGVAP, there is no way to accurately calculate the potential for health impacts from the WSGVAP. Individual future projects proposed under the WSGVAP would be required to conduct subsequent environmental analyses on a project-by-project basis 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 WSGVAP have a significant impact if it exposes sensitive receptors to substantial pollutant concentrations?

Significant and Unavoidable Impact. Criteria air pollutant emissions have the potential to result in health impacts on sensitive receptors located near new development within the WSGV Planning Area. As discussed previously, localized impacts are associated with onsite project activities associated with future projects developed under the WSGVAP. In addition to these localized impacts, vehicle travel associated with the WSGVAP has the potential to result in exposure of sensitive receptors to CO emissions from intersection congestion. Based on the nature and extent of future projects developed under the WSGVAP, nearby sensitive receptors could be exposed to levels of TACS that could result in a potential increase in cancer, acute, and/or chronic risk.

Local Air Quality

Construction

Construction of future projects proposed under the WSGVAP 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 as well as fugitive dust emissions generated from construction activities. In addition, during the finishing phase of construction, 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 equipment used, and, for dust, the prevailing weather conditions.

The SCAQMD provides guidance for conducting the analysis of localized emissions in their *Localized Significance Threshold Methodology* (SCAQMD 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 AAQS 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 LSTs for projects five acres in size located within 25 meters of the nearest sensitive receptors for SRA 8, SRA 9, and SRA 11 are listed in Table 4.3-5, above. Should future individual projects developed under the WSGVAP 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 may be located within proximity to future projects developed under the WSGVAP. 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 projects developed under the WSGVAP may potentially require project-specific dispersion modeling to evaluate potential health risk impacts associated with construction.

However, since the WSGVAP is a long-range policy document, there are no specific projects currently approved or proposed under the WSGVAP 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 at this time, emissions modeling is not feasible and would be speculative at best.

Each future project developed under the WSGVAP would be subject to subsequent planning and environmental review in accordance with County requirements and CEQA, which would evaluate future projects' air quality impacts on a project-by-project basis. 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. Since future projects could occur close to existing sensitive receptors, the development that could be accommodated by implementing the WSGVAP 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. For these reasons, construction impacts are considered significant and unavoidable.

Operational

The SCAQMD recommends the evaluation of localized air quality impacts on sensitive receptors in the immediate vicinity of a project. As with construction, 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 AAQS 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 8, SRA 9, and SRA 11 are listed in Table 4.3-5, above.

However, potential impacts are based on specific equipment and operations. Since the exact nature, location, and operation of future projects developed under the WSGVAP are unknown at this time, quantification of potential localized operational impacts and health risks is not 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. While the land use and zoning modifications under the WSGVAP are primarily focused on residential, commercial, and mixed-use changes, the WSGVAP also aims at preserve existing industrial uses, where future development within the WSGV Planning area could be industrial uses. 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.

Although compliance with applicable local, state, and federal regulations, consistency with the goals and policies of the WSGVAP, and subsequent environmental review would reduce potential air quality impacts, buildout of the WSGVAP could still result in significant air quality impacts related to sensitive receptors. Even with mandatory regulatory compliance and consistency with the goals and policies of the WSGVAP, it is possible that some future projects developed under the WSGVAP could be large enough in scale and/or intensity such that operational emissions could exceed the significance thresholds. While subsequent environmental review of future projects would be required in accordance with CEQA, which would require project-specific mitigation measures to address all significant impacts, since the timing and location of these future projects are unknown at this time, it would be speculative to determine if site-specific mitigation measures are feasible and/or are able to reduce potentially significant impacts to a less-than-significant level. Therefore, impacts to sensitive receptors associated with operation of future projects developed under the WSGVAP are considered significant and unavoidable.

CO Hotspots

The potential for the WSGVAP 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 WSGVAP would not cause or contribute considerably to the formation of CO hotspots, that CO concentrations at project intersections would remain well below the relevant AAQS, and that no further CO analysis is warranted or required.

CO levels in the WSGV Planning Area are below the NAAQS and CAAQS as the County portion of the Basin is designated as attainment. Maximum CO levels in the most recent three years are 1.6 to 2.6 ppm (1-hour average) and 1.3 to 2.2 ppm (8-hour average) (SCAQMD 2020, 2021, 2022). CO levels decreased dramatically in California with the introduction of the catalytic converter in 1975. Furthermore, CO emissions from vehicles have been 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) and the Basin is currently designated as a CO attainment area for both the CAAQS and NAAQS. 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 (SCAQMD 2003a). 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 (SCAQMD 2003a). 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 (SCAQMD 2003a). When added to the existing background CO concentrations, the

screening values would be up to 7.2 ppm (1-hour average) and 5.4 ppm (8-hour average), which are significantly below the AAQS of 20 ppm (1-hour average) and 9 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 WSGVAP buildout horizon, the roadway segment with the maximum potential peak traffic would be that of Rosemead Blvd between San Gabriel Blvd & Gallatin Rd (6,219 peak hour volume). The next busiest roadway segment with the maximum potential peak traffic would be that of Peck Rd between Durfee Ave & Rooks Rd (5,817 peak hour volume). These segments represent the largest two traffic areas in the WSGV 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 12,036 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 implementation of the WSGVAP would not contribute considerably to the formation of CO hotspots and no further CO analysis is required. For this reason, impacts related to CO hotspots are considered less than significant with implementation of the WSGVAP.

Toxic Air Contaminants

Construction and operation of the WSGVAP 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. Since 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 at this time. Additionally, any new sources of emissions would be controlled by SCAQMD through rules and/or permitting. Some rules which may apply to the future projects developed under the WSGVAP are Rules 1138 (Control of Emissions from Restaurant Operations), 1401 (New Source Review of Toxic Air Contaminants), 1402 (Control of Toxic Air Contaminants from Existing Sources), 1403 (Asbestos Emissions from Demolition/Renovation Activities), 1466 (Control of Particle Emissions from Soils with Toxic Air Contaminants), 1470 (Requirements for Stationary Diesel-Fueled Internal Combustion and other Compression Ignition Engines), and 2305 (Facility Based Mobile Source Measures). However, as construction and operation of these future developments may occur within proximity to sensitive receptors, there is the potential for risk to exceed regulatory levels. Therefore, health risk associated with future projects developed under the WSGVAP is considered significant and unavoidable.

Health Impacts From Localized Emissions

Since 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 projects developed under the WSGVAP, there is no way to accurately calculate the potential for health impacts from overall implementation of the WSGVAP. Future projects developed under the WSGVAP would be subject to subsequent planning and environmental review in accordance with County requirements and CEQA, which would evaluate future projects' impacts related to health risk on a project-by-project basis.

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 mitigation would be incorporated, as feasible, to reduce impacts to the greatest extent feasible. However, since the timing and location of these future projects are unknown at this time, it would be speculative to determine if site-specific mitigation measures are feasible and/or are able to reduce significant impacts to a less than significant level. Therefore, impacts related to health risks associated with health effects from localized emissions are considered significant and unavoidable.

Impact 4.3-4: Would future development facilitated by adoption of the WSGVAP 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 Impact. Future projects developed under the WSGVAP have the potential to result in other emissions, such as those leading to odors, which could affect a substantial number of people. As discussed previously, emissions are associated with onsite activities of future projects. Based on the nature and extent of future projects developed under the WSGVAP, 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; Rule 442 (Usage of Solvents) reduces emissions of VOCs from VOC-containing materials or equipment not subject to the VOC limits in any Regulation XI rule; and Rule 1171 (Solvent Cleaning Operations) reduces emissions of VOCs, TACs, and stratospheric ozone-depleting or global warming compounds from the use, storage, and disposal of solvent cleaning materials in solvent cleaning operations and activities. 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. Future projects developed under the WSGVAP would also be required to 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 activities and heavy-duty equipment and heavy-duty truck usage associated with future projects developed under the WSGVAP 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 projects developed under the WSGVAP 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, construction activities associated with future projects developed under the WSGVAP could result in a significant air quality impact with respect to other emissions. Thus, impacts are considered significant and unavoidable.

Operation

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 WSGVAP could result in future development of rural, commercial, or industrial land uses that could generate odors. The proposed land use and zoning modifications under the WSGVAP are primarily focused on residential, commercial, and mixed-use changes and therefore, are not expected to introduce substantial sources of other emissions, including odors.

Compliance with all applicable federal, State, and local laws, regulations, and rules, including CARB and SCAQMD rules and regulations, would help to minimize other emissions, such as odors. Specifically, SCAQMD Rule 410 (Odors from Transfer Stations and Material Recovery Facilities) establishes odor management practices to reduce odors from municipal solid waste transfer stations and metal recovery facilities; Rule 442 (Usage of Solvents) reduces emissions of VOCs from VOC-containing materials or equipment not subject to the VOC limits in any Regulation XI rule; Rule 1138 (Control of Emissions from Restaurant Operations) applies to chain-driven charbroilers used to cook meat; and Rule 1171 (Solvent Cleaning Operations) which reduces emissions of VOCs, TACs, and stratospheric ozone-depleting or global warming compounds from the use, storage, and disposal of solvent cleaning materials in solvent cleaning operations and activities.

In addition, future projects developed under the WSGVAP would be subject to subsequent planning and environmental review in accordance with County requirements and CEQA, which would evaluate future projects' air quality impacts on a project-by-project basis. 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 mitigation would be incorporated, as feasible, to reduce impacts to the greatest extent feasible. However, since the timing and location of these future projects are unknown at this time, it would be speculative to determine if site-specific mitigation measures are feasible and/or are able to reduce significant impacts to a less than significant level. Therefore, impacts related to odors or other emissions is considered significant and unavoidable.

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; and (2) that project-specific air quality impacts be used to determine the project's potential cumulative impacts to regional air quality (SCAQMD 2003b).

Impact 4.3-5: Would future development facilitated by adoption of the WSGVAP have a cumulatively considerable impact if it is not consistent with the applicable air quality management plan?

Less Than Significant Cumulative 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 in accordance with CEQA Guidelines Section 15064(h)(3), the WSGVAP's cumulative air quality impacts are determined not to be significant based on its consistency with the SCAQMD's adopted 2022 AQMP. As discussed above in Impact 4.3-1, implementation of the WSGVAP 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 WSGVAP have a cumulatively considerable impact if future project construction or operational emissions exceed an applicable SCAQMD recommended significance?

Significant and Unavoidable Cumulative 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 2003b):

> *"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 projects developed under the WSGVAP may result in construction or operational emissions that could exceed the SCAQMD significance thresholds. Therefore, the cumulative impact is considered 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

Implementation of the WSGVAP 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

Implementation of the WSGVAP 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 projects developed under the WSGVAP generating substantial emissions in proximity to sensitive receptors.

Impact 4.3-4

Implementation of the WSGVAP 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 cumulative impacts have been identified requiring mitigation and no significant and unavoidable impacts would occur.

Impact 4.3-6

Implementation of the WSGVAP would result in a significant and unavoidable cumulative 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 addresses the potential impacts of the West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) on biological resources, including 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. The search results of the California Natural Diversity Database (CNDDB) for the West San Gabriel Valley Planning Area (WSGV Planning Area or Plan Area) used to support the analysis in this section is provided in **Appendix E,** *CNDDB Search Results,* of this Draft PEIR**.**

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (refer to **Appendix A,** *Notice of Preparation & Comments Recieved*). These comments identified various substantive issues and questions related to Biological Resources, primarily related to wildlife movement and habitat, and lighting impacts to biological 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.

4.4.1 Environmental Setting

The WSGV Planning Area is approximately 23.2 square miles within the southeast portion of Los Angeles County. Los Angeles County exhibits native habitats corresponding with the California Floristic Province and contains a variety of vegetation types with a diverse number of plant and animal species. Los Angeles County experiences a Mediterranean climate, which is generally characterized by concentrated winter precipitation and dry summers.

The WSGV Planning Area is bordered to the north by the Angeles National Forest, Downtown Los Angeles to the south, generally following the Arroyo Seco in the west and generally follows Interstate 605 (I-605) to the east. The WSGV Planning Area includes portions of the San Gabriel Mountains, Angeles National Forest, and San Rafael Hills; Hahamongna Park and Devil's Gate Reservoir; Santa Fe Dam; and Whittier Narrows, and it provides a large range of open space and recreational opportunities for residents in the area. Additionally, the San Gabriel River flows north to south along the Plan Area's eastern border and Interstate (I-) 605. The WSGV Planning Area is almost entirely developed with suburban communities, some of which are nestled within the foothills of the San Gabriel Mountains. The topography within the WSGV Planning Area ranges between 177 and 2,600 feet above mean sea level (amsl) (USGS 2023b).

The majority of the open space within the WSGV Planning Area is limited to the mountainous terrain bounding the perimeter of the San Gabriel Valley and Mountains. Much of the existing development associated with the WSGV communities occurs in the lowlands, while many of the mountainous terrains bounding the perimeter of the San Gabriel Mountains remain undeveloped, primarily because these areas are within the Angeles National Forest (ESA 2023b).

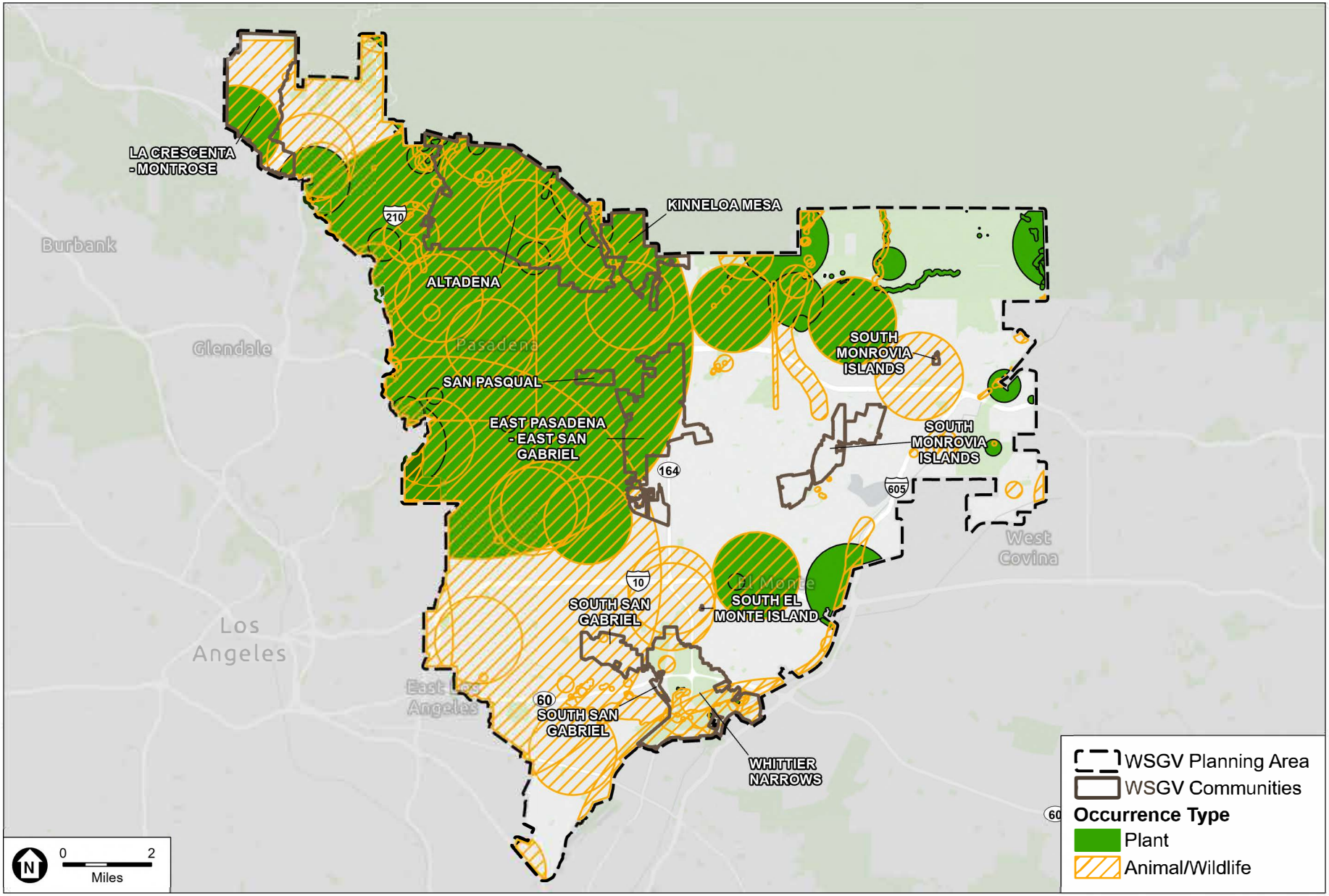
Special-Status Species

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). CRPR 1B and 2B species 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 2024);
- Species designated by CDFW as "species of special concern" or "special animals"; and
- 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 within the WSGV Planning Area is provided in **Appendix E,** *CNDDB Search Results***.** At least 25 plant and 31 wildlife species of special concern, including 14 State and/or federally listed candidate, threatened, and/or endangered species have been identified as occurring or potentially occurring within the Plan Area. As shown in **Figure 4.4-1**, *Sensitive Biological Resources within the WSGV Planning Area*, the majority of special-status species that have been documented in the WSGV Planning Area have been found in SEAs and are further discussed below.

The WSGV Planning Area is also part of the Pacific Flyway, a major migratory bird route, and provides an important stopover point for many migratory bird species (ESA 2023b). The WSGV Planning Area provides a variety of habitats, including streambeds, wetlands, riparian areas, grasslands, and woodlands, which offer birds water, food, and shelter during their long journey. Important bird areas (IBAs) within the WSGV Planning Area include the Angeles National Forest, San Gabriel Mountains, Whittier Narrows, and Los Angeles Flood Control Basins. IBAs are sites that support significant populations of birds, including threatened and endangered species. IBAs are important for bird conservation because they provide birds with the habitats they need to survive and thrive (The Cornell Lab 2024; National Audubon Society 2024).



SOURCE: CDFW, 2024; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.4-1
Sensitive Biological Resources within the WSGVAP Planning Area

ESA

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 the vegetation types described in the Manual of California Vegetation (MCV) to classify natural communities (Sawyer et al. 2009) and 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).

Vegetation types within the WSGV Planning Area were not classified based on the MCV classification system, but rather described generally as riparian, streambeds, wetlands, chaparral, coastal sage scrub, woodlands, and grasslands. However, the following sensitive natural communities have been recorded within the Plan Area and are shown in **Figure 4.4-2**, *Sensitive Natural Communities within the WSGV Planning Area* (CDFW 2024):

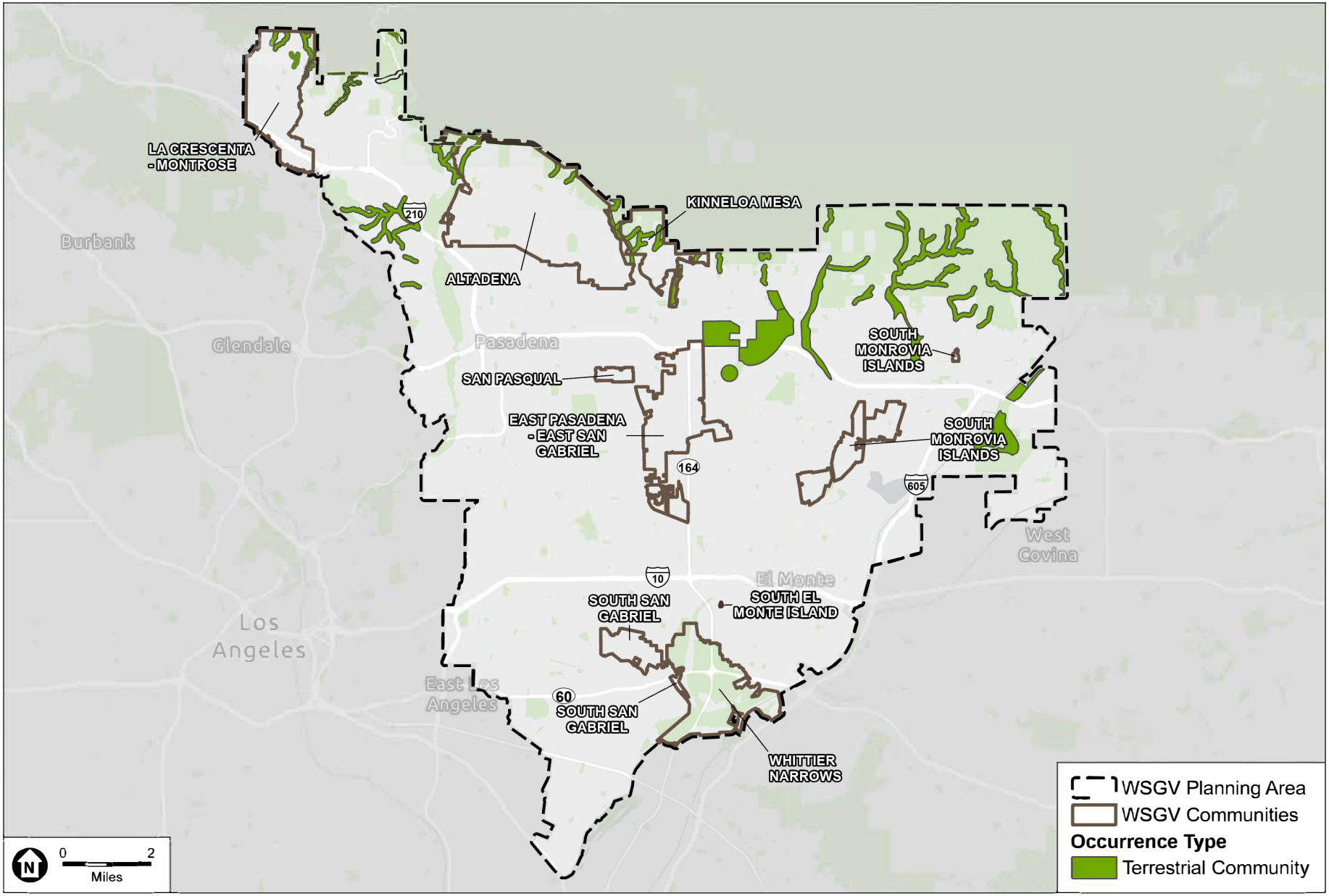
- Open Engelmann Oak Woodland
- Riversidian Alluvial Fan Sage Scrub
- Southern Coast Live Oak Riparian Forest
- Southern Sycamore Alder Riparian Woodland

Woodlands

Woodlands are plant communities that are visually dominated by trees with open canopies that allow sunlight to reach the woodland floor, allowing plants to grow at ground level. The oak woodlands within the County provide an abundance of aesthetic, ecological, and economic benefits to residents and are the most diverse terrestrial ecosystems in California (LA County Planning 2022). Similarly, riparian woodlands and California walnut woodlands occur within the WSGV Planning Area and provide habitat for multiple species within a concentrated area. As shown in **Figure 4.4-3,** *Woodlands within the WSGV Planning Area***,** woodlands occur along the foothills of the San Gabriel Mountains, San Rafael Hills, Whittier Narrows, and along the washes and San Gabriel River in the WSGV Planning Area.

Critical Habitat

The U.S. Fish and Wildlife Service (USFWS) designates critical habitat for the survival and recovery of federally listed endangered or threatened species. Designated critical habitat is defined as areas of land, water, and air space containing the physical and biological features essential for the survival and recovery of endangered and threatened species. Critical habitat includes areas for foraging, breeding, roosting, shelter, and movement or migration. Critical habitat designations primarily apply to federal agencies and activities requiring federal permits, licenses, or funding. These areas are crucial for federally endangered and threatened species, and federal agencies must consult with the USFWS to ensure their actions avoid "destruction' or 'adverse modification' of designated critical habitat. While the designation of critical habitat itself does not directly affect private landowners, it can influence development projects if federal involvement is required and is a reminder to the federal agency of their responsibility to protect the important characteristics of these areas.



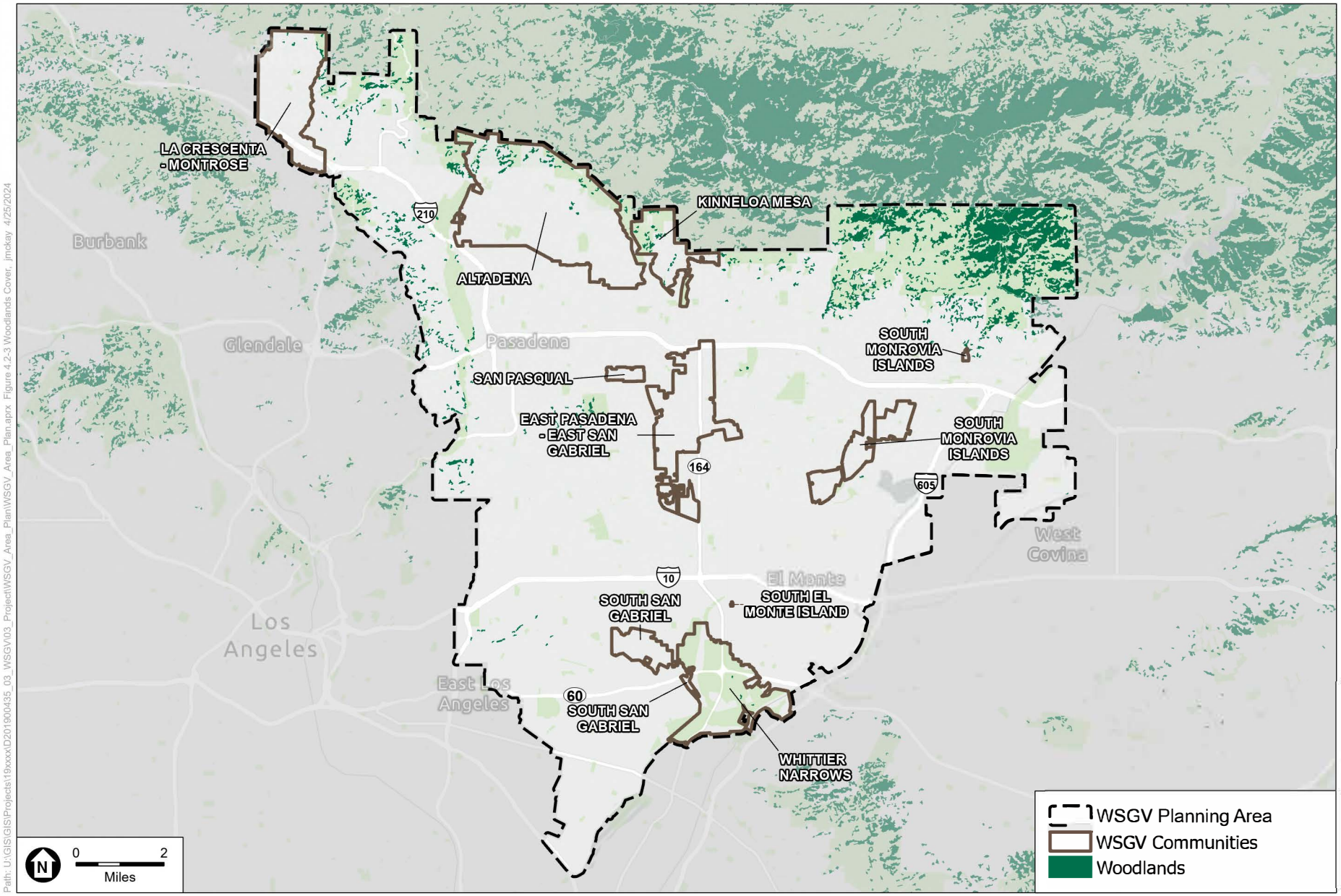
Path: U:\GIS\GIS\Projects\19xxxx\D20190435_03_WSGV\03_Project\WSGV_Area_Plan\WSGV_Area_Plan.aprx Figure 4.2-2 Sensitive Natural Communities, jmckay 4/25/2024

SOURCE: CDFW, 2024; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.4-2
Sensitive Natural Communities within the WSGVAP Planning Area

ESA



SOURCE: USGS; LA County DRP; UrbanFootprint, 2023; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.4-3
Woodlands Cover within the WSGV Planning Area

ESA

Designated critical habitat requires special management and protection of existing resources, including water quality and quantity, host animals and plants, food availability, pollinators, sunlight, and specific soil types. As shown in **Figure 4.4-4**, *USFWS Designated Critical Habitat within the WSGV Planning Area,* the U.S. Fish and Wildlife Service (USFWS) has designated critical habitat for two federally listed bird species and one federally listed plant species within the WSGV Planning Area: southwestern willow flycatcher (*Empidonax traillii extimus*), coastal California gnatcatcher (*Polioptila californica californica*), and Braunton's milk-vetch (*Astragalus brauntonii*) under the FESA (16 USC 1533 [a][3]) (USFWS 2024). However, Whittier Narrows is the only unincorporated community that contains designated critical habitat, which is for coastal California gnatcatcher (ESA 2023b).

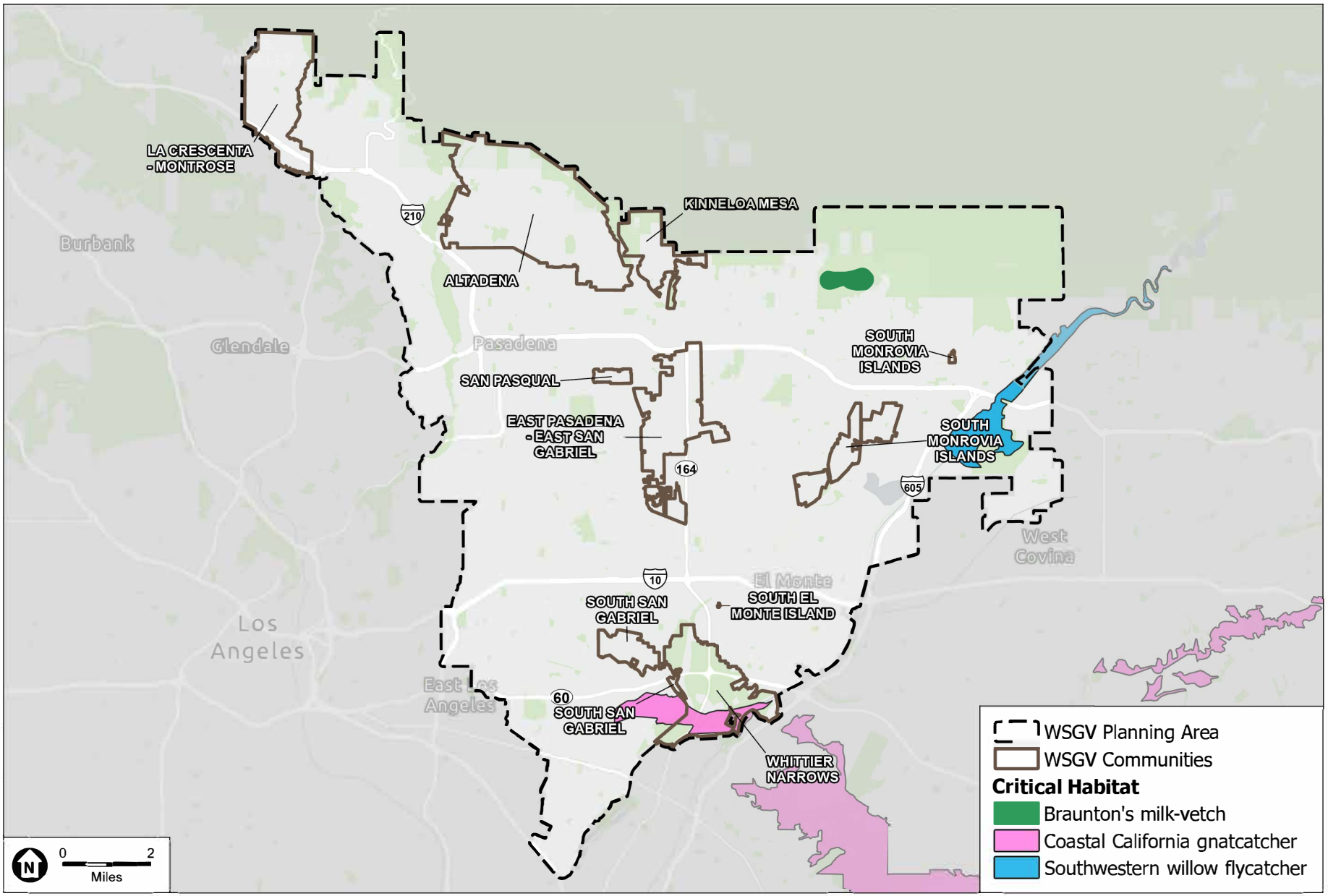
Aquatic Resources

Waters within the WSGV Planning Area originate from rain and snowmelt that primarily falls within the Angeles National Forest. These waters either seep into the ground and replenish groundwater, vital to the WSGV communities, or flow as runoff into streams and rivers that ultimately condense and drain into larger water bodies, creating a watershed. The majority of the WSGV Planning Area occurs within the Los Angeles River Watershed, with the San Gabriel River Watershed bordering the eastern extent of the Plan Area. Although the mainstem of the Los Angeles River does not overlap with the Plan Area, the Arroyo Seco and Rio Hondo are major tributaries that flow into the Los Angeles River within the WSGV Planning Area. The San Gabriel River flows along the eastern border of the WSGVAP. The Rio Hondo provides a hydrological connection between the Los Angeles River and San Gabriel River watersheds at the Whittier Narrows Reservoir (primarily during heavy storm events). The upper reaches of the Los Angeles River and San Gabriel River Watershed systems allow for seasonal flows that support natural habitats, while downstream portions of these same river systems have been engineered to protect homes and businesses from flooding and for water conservation (ESA 2023b).

Various channels (washes) direct runoff from the San Gabriel Mountains and move snowmelt and rain from the mountains into the basin. Within WSGV Planning Area, there are wetland features along the washes and other hydrologic features described above, many of which are currently protected by federal and state regulations but should also be protected by County policies. There are a series of wetland features that are located on the boundary of La Canada Flintridge and Altadena, at the beginning of the Arroyo Seco, which then flows south out of WSGV and eventually into the Los Angeles River.

The last set of major hydrologic features is at the Whittier Narrows Golf Course where there are wetlands on the banks of the San Garbriel River and lakes within Whittier Narrows Recreation Area (USFWS 2023; USGS 2023a). Other small, isolated patches of wetlands occur throughout the Plan Area along other washes (ESA 2023b).

The hydrologic features and wetlands found in each of the nine unincorporated communities within the WSGV Planning Area are described in more detail below.



Path: U:\GIS\GIS\Projects\19xxxx\D20190435_03_WSGV\03_Project\WSGV_Area_Plan\WSGV_Area_Plan.aprx Figure 4.2-4 USFWS Critical Habitat, jmckay 4/25/2024

SOURCE: USFWS, 2023; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.4-4
USFWS Designated Critical Habitat within the WSGV Planning Area

ESA

Kinneloa Mesa

The unincorporated community of Kinneloa Mesa contains the Sierra Madre Villa Debris Basin, which supports small portions of both freshwater pond and freshwater emergent wetland habitat. It also contains small patches of freshwater pond and freshwater emergent wetlands along the series of washes that flow down from the San Gabriel Mountains (USGS 2023a; USFWS 2023).

Altadena

The unincorporated community of Altadena contains various small freshwater ponds, especially close to the foothills of the San Gabriel Mountains. Small washes host riparian forest/scrub habitat within the mountains. The largest basin is the Rubio Wash Basin, which contains freshwater pond, freshwater emergent wetland, and freshwater forested/scrub wetland habitat (USGS 2023a; USFWS 2023). The Rubio Wash Basin eventually flows south down the Rubio Canyon into the pond next to the Altadena Golf Course.

La Crescenta-Montrose

Major water features in the unincorporated community of La Crescenta-Montrose include the Pickens Canyon Channel and Eagle Canyon Channel. Both channels move water from the San Gabriel Mountains riparian areas into the community and hosts freshwater ponds and wetland habitats (USGS 2023a; USFWS 2023).

San Pasqual

The unincorporated community of San Pasqual does not contain any major hydrologic features (USGS 2023a; USFWS 2023).

East Pasadena-East San Gabriel

The unincorporated community of East Pasadena-East San Gabriel contains a basin of freshwater, adjacent to the Eaton Wash, and two other freshwater basins north of Huntington Drive (USGS 2023a; USFWS 2023). Its major hydrologic feature is Eaton Wash which flows south through the community.

South San Gabriel

The unincorporated community of South San Gabriel has one freshwater pond located in the southwestern portion of the community, north of Sunside Drive (USGS 2023a; USFWS 2023).

Whittier Narrows

The unincorporated community of Whittier Narrows hosts a variety of major hydrologic features including the Rio Hondo, San Gabriel River, several washes, and riparian/wetland habitat (USGS 2023a; USFWS 2023). At the center of Whittier Narrows is Whittier Narrows Recreation Area, which contains Legg Lake and Mission Creek. These water bodies are hydrologically connected and contain several patches of wetland habitat. Mission Creek eventually feeds into the Rio Hondo. The Rio Hondo is a major source of outflow of runoff from the San Gabriel Mountains that flows into Whittier Narrows. When the Alhambra Channel meets the Rio Hondo, a large wetland area is created west of the Whittier Narrows Recreation Area.

The San Gabriel River also hosts a variety of these riparian, wetland, and pond habitats as it flows into the eastern portion of Whittier Narrows. First, these waters meet the San Jose Creek Diversion Channel and

downstream, a channel that offshoots the San Garbriel River meets the Rio Hondo, creating a series of riparian scrub/forests and wetland habitat within the Whittier Narrows Natural Area.

South Monrovia Islands

The unincorporated community of South Monrovia Islands contains fewer major hydrologic features and is further broken down into three neighborhoods: North El Monte, Mayflower Village, and Bradbury (USGS 2023a; USFWS 2023). The North El Monte and Bradbury neighborhoods do not contain major hydrologic features. The Santa Anita Wash borders the western perimeter of the Mayflower Village neighborhood and contains segments of the Sawpit Wash in the eastern portion of the neighborhood. Otherwise, this neighborhood contains no major hydrologic features.

South El Monte Island

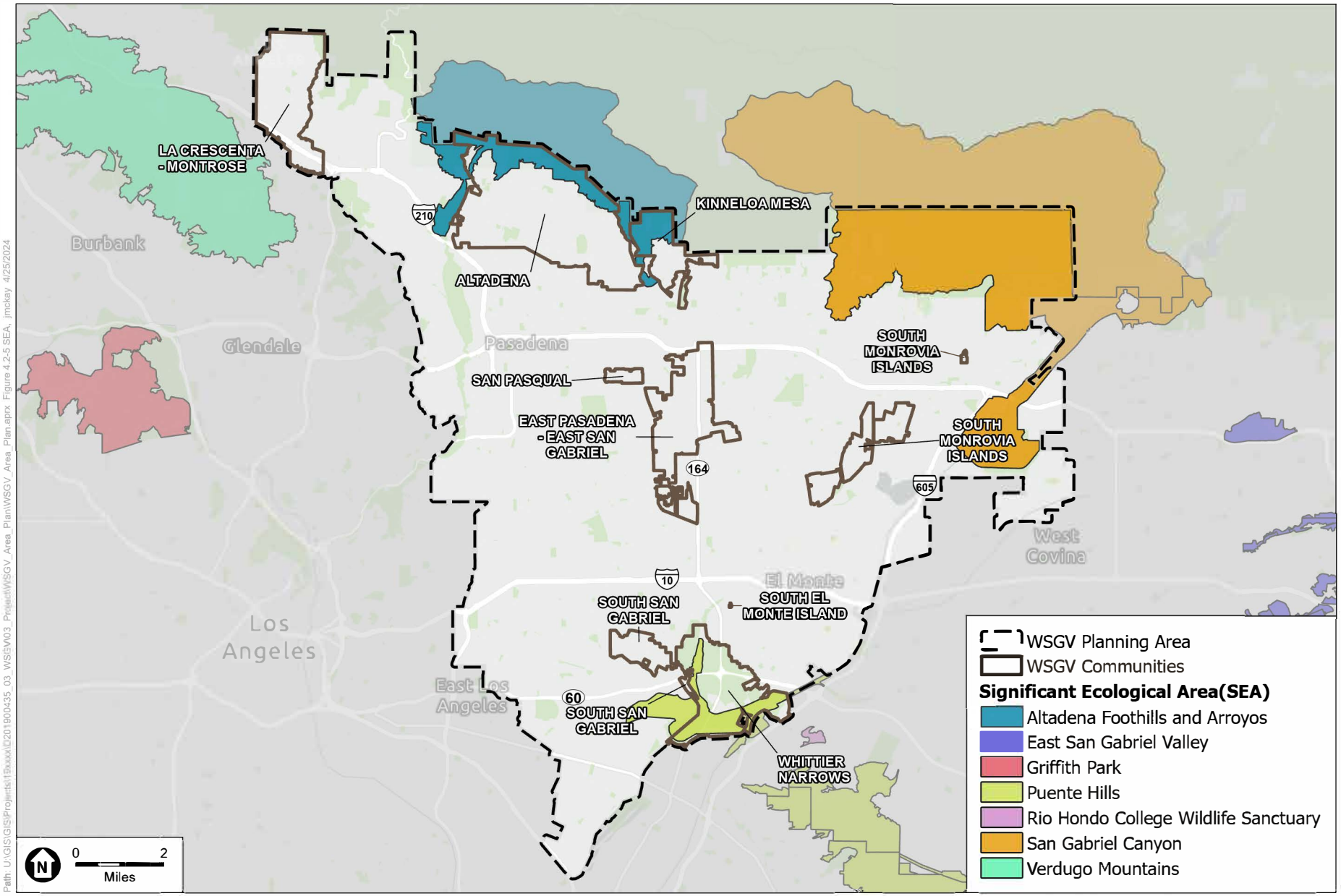
The unincorporated community of South El Monte Island does not contain any major hydrologic features (USGS 2023a; USFWS 2023).

Significant Ecological Areas

In Los Angeles County, lands that contain irreplaceable biological resources are designated SEAs. 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. Critical biological resources are maintained through habitat connectivity, which sustains population genetic diversity, and provides refuge for migrant species. As shown in **Figure 4.4-5**, *Significant Ecological Areas within the WSGV Planning Area,* there are three SEAs located within the WSGV Planning Area, including the Altadena Foothills and Arroyos SEA, San Gabriel Canyon SEA, and the Puente Hills SEA, which are discussed in greater detail below. However, while the San Gabriel Canyon SEA is located within the Plan Area, it is not within any of the WSGV unincorporated communities. Portions of the Altadena Foothills and Arroyos SEA are also located within incorporated cities. Unincorporated communities within the Plan Area that contain SEAs include Altadena, Kinneloa Mesa, and Whittier Narrows.

Altadena Foothills and Arroyos SEA

The Altadena Foothills and Arroyos SEA overlaps with the Angeles National Forest and the northern segments of the unincorporated communities of Altadena and Kinneloa Mesa within the northern portion of the Plan Area as well as with incorporated cities. It has steep terrain, connecting the valley and mountain biomes of the San Gabriel Mountains. Various drainages like the Arroyo Seco are used by wildlife, especially larger mammals such as black bear (*Ursus americanus*), mountain lion (*Puma concolor*), bobcat (*Lynx rufus*), mule deer (*Odocoileus hemionus*), and coyote (*Canis latrans*), to traverse between forest and foothill habitats. This SEA contains coastal sage scrub, chaparral, riparian oaks woodlands, canyon oak woodland, and coast live oak woodland. It also contains the locally endemic San Gabriel leather oak (*Quercus dumosa* var. *gabrielensis*). While there are no populations of sensitive species, this SEA is critical for conserving this unique area between the mountains and coastal plains that has been highly developed elsewhere due to urbanization (LA County Planning 2022).



SOURCE: County of Los Angeles, 2022; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.4-5
Significant Ecological Areas within the WSGV Planning Area

ESA

San Gabriel Canyon SEA

San Gabriel Canyon SEA is approximately 22,966 acres of grasslands, riparian shrublands, woodlands, and forests. There are ten major plant communities including bigcone spruce-canyon oak forest, white alder riparian forest, alluvial fan scrub, oak woodland, oak riparian forest, walnut woodland, southern willow scrub, chaparral, coastal sage scrub, and nonnative grassland. This SEA serves as a wildlife corridor for foothill and lower mountain habitats as well as riparian areas. This SEA is especially important in protecting sensitive oak woodland, walnut woodland, oak riparian woodland, southern willow scrub, coastal sage scrub, and alluvial fan scrub plant communities. Additionally, there are core populations of San Gabriel bedstraw (*Galium grande*) and San Gabriel Mountains dudleya (*Dudleya densiflora*). San Gabriel bedstraw is a sprawling shrub in the coffee family with yellow flowers and hairy stems. San Gabriel Mountains dudleya is a succulent plant with long, finger-like leaves that only grows in cracks of granite. The San Gabriel Canyon SEA is partially within the Angeles National Forest and is not located within any of the nine WSGV unincorporated communities but is within the northeastern portion of the WSGV Planning Area. Medium to large mammals such as American black bear, mule deer, and coyote utilize the drainages to traverse between foothill and forest habitats seasonally. Additionally, migratory birds utilize the riparian habitats and visit these habitats along their migration routes (LA County Planning 2000a).

Puente Hills SEA

Puente Hills SEA is approximately 13,421 acres of mostly undisturbed woodland, shrubland, and grassland communities that are representative of the Los Angeles Basin before urban development. This area still retains areas with significant open space and contains eight major plant communities: oak woodland, oak riparian forest, walnut woodland, southern willow scrub, chapparal, coastal sage scrub, freshwater marsh, and nonnative grassland. This SEA protects sensitive oak riparian woodland, walnut woodland, southern willow scrub, coastal sage scrub, and freshwater marsh throughout the area that are sensitive plant communities. The Puente Hills SEA also contains designated critical habitat for coastal California gnatcatcher. It also has a local population of coastal cactus wren (*Campylorhynchus brunneicapillus sandiegensis*). This bird species is threatened by loss of cactus scrub habitat from human development. Wildlife has utilized the various undercrossings between habitat blocks of canyons that the SEA holds. Species such as bobcat, coyote, gray fox (*Urocyon cinereoargenteus*), and mule deer have been documented moving laterally (east and west) across this SEA. The Puente Hills SEA overlaps with the unincorporated community of Whittier Narrows within the southeastern portion of the WSGV Planning Area (LA County Planning 2000b).

Wildlife Movement Corridors

Habitat linkages are defined as areas within the overall range of a species or suite of species that possess sufficient cover, food, forage, water, and other essential elements for their survival within one contiguous movement pathway, or between two or more larger areas of habitat. Depending on the species, linkages vary in size and may include wildlife corridors, migration corridors, and areas of essential habitat connectivity (including landscape blocks and smaller connective areas).

A functional network of connected open space areas is required to effectively support habitat linkages and corridors. The establishment of wildlife linkages is essential to support the biodiversity in the region and enables species to migrate as needed, including changing conditions from seasonal and global climate change. Often drainages, including riparian corridors, and the less densely populated hillside with natural

open space areas serve as wildlife linkages to facilitate wildlife movement throughout an area. Unincorporated communities with drainages that could serve as wildlife corridors include Altadena and Whittier Narrows. The southern San Gabriel foothills are developed at a lower density than the valleys and plains, which are more heavily urbanized. As a result, these foothills function as wildland/urban interface and provide habitat linkages to river and stream corridors. These foothill areas are in the unincorporated communities of La Crescenta-Montrose, Altadena, and Kinneloa Mesa as they border the southern portion of the San Gabriel Mountains.

Larger tracts of natural habitat have been identified by the California Department of Fish and Wildlife and the California Department of Transportation (Caltrans) in the California Essential Habitat Connectivity database (CDFW 2023a; CNRA 2023). These areas are further categorized into natural landscape blocks and small natural areas that connect these larger tracts of habitat. Within the WSGV Planning Area, the only natural landscape blocks present are in the northern portion of the Plan Area at the foothills of the San Gabriel Mountains and in the Angeles National Forest. These areas overlap with the unincorporated communities of Altadena and Kinneloa Mesa, as well as the incorporated cities of Sierra Madre and Monrovia. Small natural areas are dispersed throughout the WSGV Planning Area, but most occur along natural washes and water features such as the Arroyo Seco and San Gabriel River. These areas are located in the unincorporated communities of South San Gabriel, Whittier Narrows, South Monrovia Islands, East Pasadena-East San Gabriel, Altadena, Kinneloa Mesa, and La Crescenta-Montrose. **Figure 4.4-6,** *Regional Habitat Linkages within the WSGV Planning Area*, shows natural areas and natural landscape blocks as well as areas identified for California essential habitat connectivity in the vicinity of the WSGV Planning Area.

Regulatory Setting

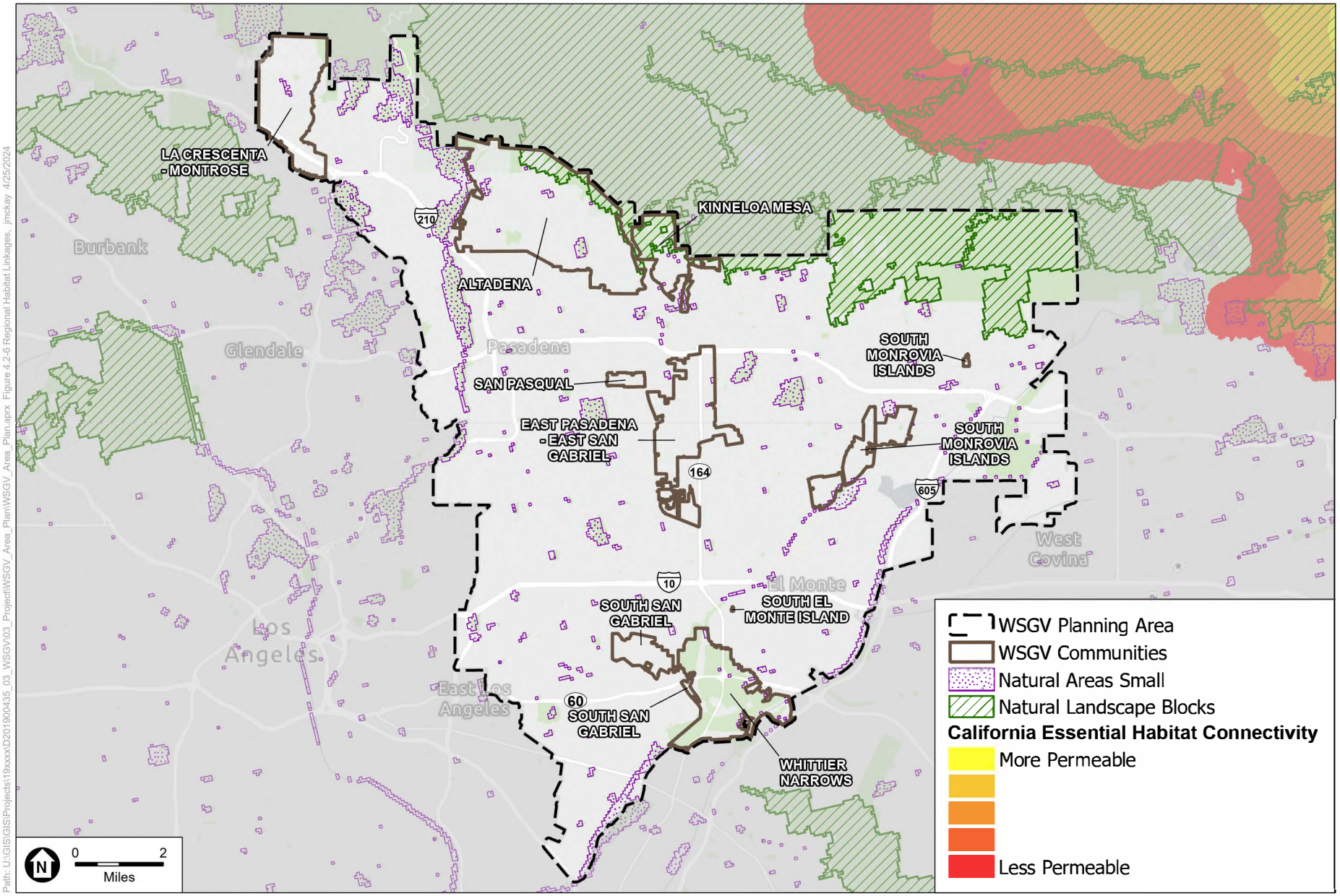
Federal Laws, Regulations, and Policies

Federal Endangered Species Act

The USFWS and National Marine Fisheries Service (NMFS) are the designated federal agencies responsible for administering the FESA. The FESA defines species as "endangered" and "threatened" and provides regulatory protection for any species thus designated. FESA Section 9 prohibits the "take" of species listed by USFWS as threatened or endangered. As defined in the FESA, *taking* means "… to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in such conduct." Recognizing that take cannot always be avoided, FESA Section 10(a) includes provisions for takings that are incidental to, but not the purpose of, otherwise lawful activities.

FESA Section 7(a)(2) requires all federal agencies, including USFWS, to evaluate projects authorized, funded, or carried out by federal agencies with respect to any species proposed for listing or already listed as endangered or threatened and the species' critical habitat, if any is proposed or designated. Federal agencies must undertake programs for the conservation of endangered and threatened species and are prohibited from authorizing, funding, or carrying out any action that would jeopardize a listed species or destroy or modify its "critical habitat."

As defined in the FESA, "individuals, organizations, states, local governments, and other non-federal entities are affected by the designation of critical habitat only if their actions occur on federal lands, require a federal permit, license, or other authorization, or involve federal funding."



SOURCE: CDFW, 2014, 2017, 2018 ; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.4-6
Regional Habitat Linkages within the WSGV Planning Area

ESA

FESA Section 4(a)(3) and (b)(2) requires the designation of critical habitat to the maximum extent possible and prudent based on the best available scientific data and after considering the economic impacts of any designations. Critical habitat is defined in FESA Section 3(5)(A): (1) areas within the geographic range of a species that are occupied by individuals of that species and contain the primary constituent elements (PCEs) (physical and biological features) essential to the conservation of the species, thus warranting special management consideration or protection; and (2) areas outside of the geographic range of a species at the time of listing but that are considered essential to the conservation of the species.

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 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 (EPA) 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 (SWRCB) 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 California Endangered Species Act (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 WSGV 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 Native Plant Protection Act (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.

State CEQA Guidelines Section 15380

In addition to the protections provided by specific federal and state statutes, the State 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 CESA and the section of the Fish and Game Code dealing with rare or endangered plants or animals.

Regional Laws, Regulations, and Policies

Los Angeles County General Plan Conservation and Natural Resources Element

The General Plan, most recently updated in July 2022, provides an update to the County's 1980 General Plan. The Conservation and Natural Resources Element of the County General Plan guides long-term conservation of natural resources and preservation of available open space areas. The goals and policies listed below are particularly relevant to open space, conservation, and natural resources planning needs, concerns, and goals in the WSGV Planning Area.

Goal C/NR 1: Open space areas that meet the diverse needs of Los Angeles County

Policy C/NR 1.2: Open space preservation and conservation of natural areas. Protect and conserve natural resources, natural areas, and available open spaces.

Policy C/NR 1.4: Open space preservation and conservation of natural areas. Create, support, and protect an established network of dedicated open space areas that provide regional connectivity, between the southwestern extent of the Tehachapi Mountains to the Santa Monica Mountains, and from the southwestern extent of the Mojave Desert to Puente Hills and Chino Hills.

Policy C/NR 1.6: Open space preservation and conservation of natural areas. Prioritize open space acquisitions for available lands that contain unique ecological features, streams, watersheds, habitat types and/or offer linkages that enhance wildlife movements and genetic diversity.

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: Protection of Biological Resources. Conserve and enhance the ecological function of diverse natural habitats and biological resources.

Policy C/NR 3.2: Protection of Biological Resources. 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: Protection of Biological Resources. 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: Protection of Biological Resources. Conserve and sustainably manage forests and woodlands.

Policy C/NR 3.7: Protection of Biological Resources. Participate in inter-jurisdictional collaborative strategies that protect biological resources.

Policy C/NR 3.8: Site Sensitive Design. Discourage development in areas with identified significant biological resources, such as SEAs.

Policy C/NR 3.9: Site Sensitive Design. 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: Site Sensitive Design. Require environmentally superior mitigation for unavoidable impacts on biologically sensitive areas, and permanently preserve mitigation sites.

Policy C/NR 3.11: Site Sensitive Design. 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: Woodland Preservation. 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 Significant Ecological Area Program

The County's Significant Ecological Area (SEA) Program was established to conserve genetic and physical diversity within the County by designating biological resource areas capable of sustaining themselves into the future, and ultimately bettering the quality of life for those who live there. The program serves as an important resource identification tool to indicate where important biological resources occur (LA County Planning, 2022). SEAs identify areas that the County deems important for

biological resources and the balance between the natural world and development; however, these areas are not preserves.

SEA areas are designated by the General Plan, and are administered through the SEA Ordinance, which establishes the development standards, and review processes to permit development within SEA areas while balancing the interests of conserving the County's biodiversity with private property rights. An update to the SEA program was approved by the Board of Supervisors in December 2019 and adopted in January 2020. The update included designation of new and expanded SEAs within the WSGV Planning Area and revised regulations for effective implementation. The expanded SEA designated areas contribute to additional land protected in the WSGV Planning Area. The SEA boundary map, goals, and policies were updated in the General Plan in 2022.

Although proposed development is governed by the SEA regulations, these regulations do not preclude development in these areas, but instead facilitate controlled growth as to not jeopardize the biodiversity and delicate balance between nature and population growth within the County. The SEA Conditional Use Permit requires that development activities proposed to occur in SEAs be reviewed by the Significant Ecological Area Technical Advisory Committee (SEATAC).

Los Angeles County Code of Ordinances

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. 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.

Hillside Management Area Ordinance

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.

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.

4.4.2 Environmental Impacts

Methodology

As described in Chapter 3, *Project Description*, of this Draft PEIR, the WSGVAP is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the WSGVAP would encourage development in a manner consistent with the Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the WSGV Planning Area. Rather, it assesses the impacts associated with the proposed modifications to existing land uses and zoning and the associated overall effects of buildout of the WSGVAP through 2045. Analysis at a parcel or site-specific level was not conducted, because the specific location, timing, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, where detailed analysis would be speculative and, therefore, beyond the scope of this Draft PEIR.

As detailed in Chapter 3, *Project Description*, and in this section, the WSGVAP proposes land use and zoning modifications to increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit. In addition, the WSGVAP proposes to decrease densities in hazard areas, wildland-urban interface (WUI) areas, and areas within or adjacent to natural resource areas. Table 3-1, *Land Use and Zoning Change Summary for Proposed Growth and Preservation,* in Chapter 3, *Project Description,* summarizes the WSGVAP proposed land use and zoning modifications on a community-basis. The unincorporated WSGV communities that include the proposed land use and zoning modifications include Altadena, East Pasadena – East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, and South San Gabriel.

The analysis of potential impacts related to biological resources in this Draft PEIR is based on existing biological resources located within the nine unincorporated communities located within the WSGV Planning Area. Biological resources evaluated included sensitive habitats, special-status plant and animal species, jurisdictional aquatic resources, and potential for wildlife movement corridors and were based on a literature review from database research results. In determining the level of significance, the analysis assumes that future projects developed under the WSGVAP would comply with relevant federal, state, and local laws, ordinances, and regulations. The evaluation also considers that, as detailed in Chapter 3, *Project Description*, the WSGVAP would include adoption of amendments to the General Plan and Zoning Code that would add or modify goals, objectives, policies, and implementation programs related to biological resources that would apply throughout the Plan Area.

Significance Thresholds

Consistent with the State 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.

Proposed Project Characteristics and Relevant WSGVAP Goals and Policies

The WSGVAP is intended to the guide long-term growth of the WSGV Planning Area, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. Since the WSGVAP is planning for future growth within the WSGV Planning Area, no actual development is being proposed at this time.

Adoption of the WSGVAP would increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways through infill development and redevelopment as well as within a select few existing low-density residential areas near commercial corridors and transit. In addition, the WSGVAP would also reduce land use intensities in areas with hazards or within or adjacent to natural resources and in WUI areas, which would help to reduce development in areas adjacent to natural resources and/or open space. The land use strategies of the WSGVAP would focus growth and development in developed, urban areas, which would help to minimize impacts to biological resources. In addition, the WSGAVP includes the Conservation and Open Space Element, which establishes a vision and priorities to guide conservation of natural resources and large open space in the WSGV Planning Area. This element provides goals, policies, strategies, and implementation actions to conserve biological, open space, scenic, and water resources.

As part of the WSGVAP, an amendment to Title 22 of the County's Zoning Code would be required to implement the Planning Area Standards District (PASD). The PASD would apply to the nine

unincorporated WSGV communities and would implement the goals and policies of the WSGVAP to achieve growth and development harmonious with the communities' vision for sustainable natural environment, thriving commercial areas, attractive built environment and community character, and walkable, pleasant neighborhoods. The PASD would update and incorporate the East Pasadena-East San Gabriel, La Crescenta-Montrose, Altadena, and South San Gabriel Community Standards Districts (CSDs) with adoption of the WSGVAP; however, since the Chapman Woods CSD was recently adopted by the County in November 2023, this CSD will not be incorporated into the PASD.

The PASD includes area-wide and zone specific development standards for future projects proposed under the WSGVAP. Specific to biological resources, the PASD requires future projects subject to a conditional use permit (CUP) on a property containing native vegetation to prepare a biological inventory based on the PASD's requirements, including, but not limited to, conducting a biological survey with mapping, identification of sensitive resources, and a native tree survey with mapping (as applicable).

WSGVAP Goals and Policies

The following WSGVAP goals and policies are related to biological resources:

Land Use Element

Goal LU-2: Sustainable and resilient growth patterns effectively consider local hazards and safeguard the well-being of all community members.

Policy LU-2.6: Limit fuel modification and preserve 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.

Policy LU-2.7: Manage vegetation. Proactively manage vegetation in fire hazard areas under the guidance of a biologist to avoid impacts on sensitive resources, sensitive species, and fire-resistant native species.

Goal LU-5: A resilient and sustainable community that balances development with the conservation of natural resources.

Policy LU-5.2: Protect natural resources. Protect existing and restore or acquire additional natural resource areas for the continued protection of the WSGV's natural resources.

Policy LU-5.3: Protect Significant Ecological Areas and biological resources. Discourage development that threatens sensitive biological resources within SEAs and biological resource areas in the WSGV.

Policy LU-5.4: Prevent 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-5.5: Require natural habitat buffers. Require natural habitat buffers to separate development areas from SEAs and natural resources.

Policy LU-5.6. Support locally native plants. Encourage new and existing development to use locally native species in landscaping. Provide the public with a list of locally native plants to support local biocultural diversity.

Policy LU-5.12: Protect and enhance waterways. Protect, restore, and enhance stormwater channels, rivers, creeks, and waterways, as critical natural resources that link unincorporated WSGV communities to natural assets.

Policy LU-5.13: Provide buffers for waterways. Support protection and restoration of native vegetation buffers and upland habitats for waterways, creeks, rivers, and wetlands.

Conservation and Open Space Element

Goal COS-1: Biodiversity and ecological health are preserved and restored in the face of escalating threats from climate change, ensuring vitality and sustainability for the benefit of all beings.

Policy COS-1.1: Strengthen ecosystem preservation for biodiversity. Ensure the protection of biological resources through strategic habitat preservation efforts, including actions to acquire and conserve areas of high biological significance, sensitive natural communities, and SEA-designated land.

Policy COS-1.2: Protect habitat areas and wildlife linkages. Coordinate with County agencies and adjacent jurisdictions to conserve and protect habitat areas and wildlife linkages in SEAs, taking special consideration into studying the connection to the Verdugo Mountains and waterways (e.g., streams, washes).

Policy COS-1.3: Engage and educate the community in preserving biodiversity. Foster community education and stewardship around biological conservation, restoration, and climate adaptation.

Policy COS-1.4: Preserve genetic diversity of oaks in WSGV. Preserve the genetic diversity of oak populations native to the WSGV, including those of scrub oak (Quercus berberidifolia), San Gabriel leather oak (Q. durata var. gabrielensis), Engelmann oak (Q. engelmannii), valley oak (Q. lobata), canyon oak (Q. chrysolepis), coast live oak (Q. agrifolia), interior live oak (Q. wislizenii), and naturally occurring hybrids.

Policy COS-1.5: Restored habitat on degraded lands. Collaborate with agencies, jurisdictions, and nongovernmental organizations to ensure that habitat is restored on degraded lands (e.g., those used for oil and gas drilling, surface mining operations, and other impactful uses) near biologically sensitive resources.

Policy COS-1.6: Consider climate change impacts on SEA land. Consider the future impacts of climate change on biological resources potentially impacted by development proposed on or near SEA-designated lands. Develop conditions and mitigation measures to protect and buffer the potentially impacted biological resources from the added stresses of climate change, which may be exacerbated by development.

Goal COS-2: A connected network of large tracts of habitat, with a robust system of wildlife linkages and corridors to conserve and protect biodiversity.

Policy COS-2.1: Increase wildlife safety and minimize collisions. Minimize wildlife-vehicle collisions and potential conflicts in the urban-wildlife interface by concentrating development toward urban centers and away from natural spaces.

Policy COS-2.2: Foster safe wildlife crossings. Support the development of safe wildlife crossings and connecting of fragmented habitat.

Policy COS-2.3: Buffers for Wildlife Crossings. Establish compatible, low-intensity land uses as buffers around wildlife crossings to ensure safe passage and undeterred movement of wildlife through the landscape.

Policy COS-2.4: Facilitate Species Migration. Identify and protect networks of habitat connectivity, linkages, and wildlife corridors between open spaces, reserves, and protected areas to facilitate species migration and range shifts in consideration of future climate change impacts.

Policy COS-2.5: Habitat Stepping-Stones. Create habitat stepping-stones on County-owned or managed properties and County facilities to better link to SEAs and sensitive habitats in the region.

Goal COS-3: Developed spaces are enhanced for biodiversity, climate resiliency, and the protection of all beings.

Policy COS-3.1: Open Space Dedications and Continuity. Ensure that open space dedications for development projects prioritize the preservation of sensitive resources and are continuous with existing open space and preserved lands.

Policy COS-3.2: Habitat-Sensitive Designs. Ensure that developments in and adjacent to SEAs incorporate wildlife-permeable fencing, limit removal of native vegetation, and incorporate design features that support and enhance the biodiversity and natural processes of the region.

Policy COS-3.3: Increase native vegetation across WSGV. Landscape urban spaces with locally native plant species that function well in urban conditions and thrive in smaller, isolated stands of vegetation to foster biodiversity and decrease heat-island effects.

Policy COS-3.4: Increase native vegetation on County-owned parcels. Require the use of locally native vegetation on County-owned parcels and projects, as feasible (e.g., community parks, government buildings, etc.).

Policy COS-3.5: Plant all slopes and disturbed areas with locally native vegetation. Require all cut and fill slopes and other disturbed areas to be landscaped and revegetated with locally native plant species that blend with existing natural vegetation and natural habitats of the surrounding area prior to the beginning of the rainy season.

Policy COS-3.6: Preserve vegetated hillsides for erosion control. Implement conservation practices to maintain vegetated hillsides, mitigating erosion, and reducing the risk of land/mudslides, particularly following wildfires, thereby enhancing climate change resilience.

Policy COS-3.7: Limit light pollution and disturbance to wildlife species. Limit or restrict lighting towards natural areas at night to limit light pollution and disturbance to wildlife species by encouraging implementation of the County's Rural Outdoor Lighting District Ordinance (ROLD) practices outside of mandated areas, and by requiring the installation of timers to automatically shut lights during "dark hours" in the middle of the night.

Policy COS-3.8: Biodiverse Urban Forest. Ensure the planting of a locally native, climate-appropriate urban forest in parks, public rights-of-way, and on private properties to support native and migratory species, help build healthier soils, enrich biodiversity, and improve community health and well-being.

Policy COS-3.9: Sensitive Tree-Trimming on Public Properties. Public agencies responsible for maintaining trees along public rights-of-way, on public properties, and in open spaces and parks must avoid tree maintenance activities during bird nesting season, generally between February and August.

Policy COS-3.10: Sensitive Tree-Trimming Education. Support educational programming that informs the public to avoid tree maintenance activities during bird nesting season, generally between February and August.

Goal COS-4: Open spaces meet multiple needs and are expanded through acquiring land that protects biologically sensitive resources, supports resource-sensitive lands and provides community access to recreation as appropriate.

Policy COS-4.1: Support the acquisition of resource-sensitive lands. Support acquisition of land for open space preservation and passive recreational use, as appropriate. Prioritize acquiring land in SEAs and other resource-sensitive lands.

Policy COS-4.2: Provide multi-benefit open spaces. Ensure the creation and enhancement of open space and recreational areas that deliver multiple environmental and community benefits. These spaces should integrate water quality improvements, support groundwater recharge, provide native habitat, enable habitat connectivity, enhance biodiversity, and offer means of equitable access.

Policy COS-4.3: Minimize habitat fragmentation in open space design. Design open spaces, including trails and public access recreation areas, to minimize habitat fragmentation and avoid impacts to sensitive habitat areas, while optimizing available space for the passive recreation.

Goal COS-5: Large open spaces, recreation areas and trails are enhanced and maintained to ensure habitat protection and a safe and pleasurable experience for the community.

Policy COS-5.1: Prioritize the protection of biological resources. In biologically sensitive areas, designate and manage open spaces and trails such that the protection of biological resources and sensitive habitats takes precedence over recreational access.

Policy COS-5.2: **Protect nesting sites.** Preserve potential nesting habitats for native migratory and resident bird species, including owls and raptors, wherever they are found or have been known to occur. Provide temporary protective buffering around nesting sites of species sensitive to disturbance.

Policy COS-5.3: Initiate conservation and open space volunteer programs. Collaborate with local community-based organizations, agencies, and local schools to promote community and youth involvement in trail maintenance, habitat restoration, and educational activities.

Goal COS-8: Local waterways are maintained to mimic the hydrologic cycle, provide ecosystem services, and support both locally native and migratory species.

Policy COS-8.1: Promote healthy streambeds and rivers. Support healthy streams, rivers, and their associated riparian ecosystems by dechannelizing rivers and streambeds and restoring natural riparian vegetation to promote wildlife usage, where and when feasible.

Policy COS-8.2: Naturalized water channels. Prioritize the use of bioengineering alternatives over traditional "hard" solutions such as concrete or riprap for flood protection, where feasible. Favor naturalistic, ecologically sensitive approaches that align with stream preservation and ecological integrity.

Policy COS-8.3: Multi-benefit spaces for water quality improvements. Provide multi-benefit spaces incorporating environmental services with water quality improvements. These can include slowing and capturing water for groundwater recharge, installing bioswales, using locally native vegetation, and creating habitat for birds and pollinators. Provide public access where feasible.

Goal COS-9: Streams, wetlands, natural drainage channels, riparian habitat, and other natural intermittent and perennial waterbodies are protected, preserved, and restored.

Policy COS-9.1: Restore riparian resources. Support restoration of upland communities and significant riparian resources, such as degraded streams, rivers, and wetlands, prioritizing efforts where they provide the greatest ecological benefit. Focus on maintaining ecological function and employ incremental restoration strategies when complete restoration is not feasible.

Policy COS-9.2: Mechanisms for water resource protection. Enhance water resource protection mechanisms, such as a stream protection ordinance and buffer zones to protect, preserve and restore natural buffers around waterbodies, especially in natural areas and SEAs.

Policy COS-9.3: Limit stream alterations. Restrict the channelization or other significant alterations of streams, except under specific conditions: (1) necessary water supply projects where no feasible alternative exists; (2) flood protection for existing development where no other feasible alternative exists, as approved by the County; or (3) the improvement of fish and wildlife habitat. Ensure that any permitted alterations minimize groundwater depletion and include comprehensive mitigation measures.

Policy COS-9.4: Prohibit alteration of streams for stream crossings. Protect existing stream resources by prohibiting alteration or modifications that could affect water quality or watershed health. Set a minimum distance for bridge columns to be located outside streambeds and banks. Wherever possible, shared bridges shall be used.

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 WSGVAP is a long-range policy document and does not include specific projects that would have adverse impacts on special-status species and their habitat. The WSGVAP would increase densities along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit as well as would reduce land use intensities in areas with hazards or within or adjacent to natural resources and in WUI areas. While the WSGVAP does not propose any physical development at this time, future projects developed under the Area Plan could result in impacts to candidate, sensitive, or special status species and/or their habitats, including those in SEAs, during construction and/or operation depending on the location of future projects.

As discussed above, at least 25 plant and 31 wildlife species of special concern, including 14 State and/or federally listed candidate, threatened, and/or endangered species have been identified as occurring or potentially occurring in the Plan Area. Future projects developed under the WSGVAP could result in modification or conversion of designated critical habitat for coastal California gnatcatcher or removal of habitat for special-status plants or wildlife species known to occur in the Plan Area (refer to Appendix E, *CNDDB Search Results*).

Future projects developed under the WSGVAP would be subject to the goals, policies, and implementation actions included in the Area Plan as well as those included in the General Plan, which were developed to minimize impacts to biological resources, including special-status species and their habitat. Specifically, the WSGVAP includes Goals COS-1 through COS-5, COS-8, and COS-9, which promote the protection and preservation of biological resources through strategic land use development and establishment of buffers between developed and natural areas. Additionally, future projects would also be required to comply with all applicable federal, state, and local laws and regulations regarding candidate, sensitive, or special-status species, including the goals and policies of the Conservation and Natural Resources Element of the General Plan and the requirements of the County's SEA Program to protect biological resources.

In addition, future projects developed under the WSGVAP requiring discretionary approval would be required to undergo site-specific environmental review in accordance with CEQA as part of the planning application process in order to identify and mitigate potential significant impacts to candidate, sensitive, or special-status species and their habitats. Through subsequent environmental review, future projects may be required to conduct site-specific biological resources surveys and/or incorporate site-specific mitigation measures, as deemed necessary.

Although compliance with applicable local, state, and federal regulations and future subsequent environmental review would reduce impacts to biological resources, buildout of the WSGVAP could still result in significant impacts related to the loss of special-status species, either directly through mortality, or indirectly through habitat loss. Buildout of the WSGVAP could also result in effects to designated critical habitat for coastal California gnatcatcher. While subsequent environmental review of future projects would be required in accordance with CEQA, since the timing and location of future projects are unknown at this time, it would be speculative to determine if site-specific mitigation measures are feasible and/or are able to reduce significant impacts to a less than significant level. Therefore, the potential impacts of future projects developed under the WSGVAP to candidate, sensitive, or special status species and/or their habitats are considered 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 within the WSGV Planning Area include California Walnut Woodland, Open Engelmann Oak Woodland, Riversidian Alluvial Fan Sage Scrub, Southern Coast Live Oak Riparian Forest, and Southern Sycamore Alder Riparian Woodland (CDFW 2024). In addition, riparian woodlands and California walnut woodlands occur within the Plan Area (ESA 2023b). 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 WSGVAP.

The WSGVAP is a long-range policy document that primarily focuses increased densities along commercial corridors and major roadways, as well as in a few select existing low-density residential areas near commercial corridors and transit stops. In addition, the WSGVAP also includes land use and zoning changes to reduce land use intensities in areas with hazards or within or adjacent to natural resources and in WUI areas. While the WSGVAP is a long-range policy document that does not propose any physical

development at this time, depending on the location of future projects developed under the WSGVAP, construction and operation of those future projects could result in impacts to sensitive natural communities.

Future projects developed under the WSGVAP could result in modification or conversion of sensitive natural communities including riparian habitat, coastal sage scrub, oak woodlands, and non-jurisdictional wetlands. Future projects developed under the WSGVAP requiring discretionary approval would be required to undergo site-specific environmental review in accordance with CEQA to identify and mitigate potentially significant impacts to sensitive natural communities. In addition, future projects developed under the WSGVAP would be required to demonstrate consistency with the goals and policies included in the WSGVAP and the General Plan related to the protection and preservation of biological resources, including sensitive natural communities. This includes the Conservation and Natural Resources Element of the General Plan and the County's SEA Program. Furthermore, future projects would be required to comply with all applicable federal, state, and local laws and regulations regarding sensitive natural communities.

Although compliance with applicable local, state, and federal regulations and preparation of future subsequent environmental review would reduce potential impacts to biological resources, buildout of the WSGVAP could still result in significant impacts related to the loss of sensitive natural communities. While subsequent environmental review of future projects would be required in accordance with CEQA, since the timing and location of these future projects are unknown at this time, it would be speculative to determine if site-specific mitigation measures are feasible and/or are able to reduce significant impacts to a less than significant level. Therefore, the potential impacts of future projects developed under the WSGVAP to sensitive natural communities are considered 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. Within the WSGV Planning Area, there are wetland features along the washes and other hydrologic features. As discussed above, there are a series of wetland features that are located on the boundary of La Canada Flintridge and Altadena, at the beginning of the Arroyo Seco, which then flows south out of WSGV and eventually into the Los Angeles River. The last set of major hydrologic features is at the Whittier Narrows Golf Course where there are wetlands on the banks of the San Garbriel River and lakes within Whittier Narrows Recreation Area (USFWS 2023c; USGS 2023). Other small, isolated patches of wetlands occur throughout the WSGV Planning Area along other washes. 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 WSGVAP is a long-range policy document and does not include specific projects that would have adverse impacts on aquatic resources. However, depending on the location of future projects developed under the WSGVAP, construction and operation of these projects could result in impacts to aquatic habitats, particularly those located in proximity to water bodies.

Future projects developed under the WSGVAP could result in adverse effects on state or federally protected wetlands and waters. Future projects developed under the WSGVAP requiring discretionary

approval would be required to undergo site-specific environmental review in accordance with CEQA to identify and mitigate potentially significant impacts to state and federally protected wetlands and waters. In addition, future projects developed under the WSGVAP would be required to demonstrate consistency with the goals and policies included in the WSGVAP and General Plan, related to the protection and preservation of biological resources. This includes the Conservation and Natural Resources Element of the General Plan. Furthermore, future projects would be required to comply with all applicable federal, state, and local laws and regulations regarding aquatic resources, including state or federally protected wetlands and waters.

Although compliance with applicable local, state, and federal regulations and preparation of future subsequent environmental review would reduce impacts to biological resources, buildout of the WSGVAP could still result in significant impacts to aquatic resources, including state and federally protected wetlands and waters. However, implementation of Mitigation Measure 4.4-1 would require future projects developed under the WSGVAP that are subject to the jurisdiction of USACE, Los Angeles RWQCB, and/or CDFW to identify state and federally protected wetlands and waters, implement avoidance and/or minimization measures, obtain necessary permits, and implement compensatory mitigation for projects that would result in the direct removal, filling, or other alteration of protected aquatic resources. Therefore, with implementation of Mitigation Measure 4.4-1, potential impacts to aquatic resources would be reduced to a less-than-significant level.

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 riparian woodlands and California walnut woodlands, occur along the foothills of the San Gabriel Mountains, San Rafael Hills, Whittier Narrows, and along the washes and San Gabriel River in the WSGV Planning Area. However, the WSGVAP does not include increases in density or intensity to land use designations or zoning within oak woodlands or other unique native woodlands that would result in habitat loss or conversion of these woodlands. 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?

Wildlife Movement

No Impact. As discussed above, the goals, policies, and implementation actions of the WSGVAP support regional habitat linkages including drainages within Altadena and Whittier Narrows, as well as the southern San Gabriel foothills within the unincorporated communities of La Crescenta-Montrose, Altadena, and Kinneloa Mesa as they border the southern portion of the San Gabriel Mountains. Large blocks of natural habitat have been identified by CDFW and Caltrans within the Plan Area at the foothills of the San Gabriel Mountains and in the Angeles National Forest. These areas overlap with the unincorporated communities of Altadena and Kinneloa Mesa, as well as Sierra Madre and Monrovia. Small natural areas are dispersed throughout the WSGV Planning Area, but most occur along natural washes and water features such as the Arroyo Seco and San Gabriel River. These areas are located in the

unincorporated communities of South San Gabriel, Whittier Narrows, South Monrovia Islands, East Pasadena-East San Gabriel, Altadena, Kinneloa Mesa, and La Crescenta-Montrose. In addition to habitat linkages, the WSGVAP overlaps with three SEAs including the Altadena Foothills and Arroyos SEA, San Gabriel Canyon SEA, and Puente Hills SEA.

However, under the WSGVAP, there are no proposed changes resulting in increases to density or intensity to land use designations or zoning within regional wildlife linkages or SEAs that would interfere with wildlife movement within the WSGV Planning Area. Therefore, there would be no impact to wildlife movement.

Nesting Birds

Less-Than-Significant Impact with Mitigation Incorporated. The WSGVAP is a long-range policy document and does not include specific projects that would have adverse impacts on nesting birds. However, depending on the location of future projects developed under the WSGVAP, construction and operation of these future projects could result in impacts to migratory bird species.

Future projects developed under the WSGVAP could result in disruption of migratory birds' nesting activity due to construction-related noise and direct removal of active nests associated with vegetation removal/disturbance during construction. Future projects developed under the WSGVAP requiring discretionary approval would be required to undergo site-specific environmental review in accordance with CEQA to identify and mitigate potentially significant impacts related to nesting birds. Furthermore, future projects developed under the WSGVAP would be required to demonstrate consistency with the goals and policies included in the WSGVAP and the General Plan, related to the protection and preservation of biological resources. This includes the Conservation and Natural Resources Element of the General Plan. Furthermore, future projects would be required to comply with all applicable federal, state, and local laws and regulations regarding wildlife movement, migratory fish or wildlife species corridors, and native wildlife nursery sites. For example, future projects developed under the WSGVAP would be subject to the MBTA, 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.

Although compliance with applicable local, state, and federal regulations and preparation of future subsequent environmental review would reduce impacts to biological resources, buildout of the WSGVAP could result in significant impacts to nesting birds. However, implementation of Mitigation Measure 4.4-2 would require contractors of future projects developed under the WSGVAP to conduct pre-construction clearance surveys during the general avian nesting season of February 15 through September 15 prior to initiating construction activities to identify nesting activity within the vicinity of the planned construction activities and to establish adequate buffers around active nests (if identified). In addition, Mitigation Measure Bio 4.4-2 requires contractors of future projects developed under the WSGVAP to limit ground-disturbing activities and/or vegetation removal to outside of the general avian nesting season in order to avoid impacts to nesting birds. Therefore, with the implementation of Mitigation Measure 4.4-2, impacts to nesting birds would be reduced to less than significant.

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 located north of the Angeles forest, at least 22 miles from the WSGV Planning Area and would not be affected by future projects developed under the WSGVAP. As discussed above, there are three SEAs located within the WSGV Planning Area: Altadena Foothills and Arroyos SEA, San Gabriel Canyon SEA, and Puente Hills SEA. Oak trees are the most commonly dominant trees in California, with coast live oak being the most common species of oak tree in Los Angeles County (ESA 2023b). Oak trees are widely dispersed throughout the County, including within the WSGV Planning Area. 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 located within the Plan Area (ESA 2023a). The WSGV Planning Area also includes five Community Standards Districts: the East Pasadena-East San Gabriel, La Crescenta-Montrose, Altadena, South San Gabriel and Chapman Woods CSDs. With adoption of the WSGVAP, the East Pasadena-East San Gabriel, La Crescenta-Montrose, Altadena, and South San Gabriel CSDs would be updated and incorporated into the PASD of the Area Plan, as described above.

The goals, policies, and implementation actions of the WSGVAP are consistent with local biological resource protection policies and ordinances. Future projects implementing the WSGVAP's goals, policies, strategies, and implementation actions would also be consistent with the goals and policies identified in the General Plan, as well as with other federal, state, and local regulations related to the protection of biological resources. In addition, future projects developed under the WSVAO would also be required to comply with the PASD, which would establish areawide and zone-specific requirements to the protection of biological resources. Therefore, the WSGVAP would not conflict with any applicable local policies or ordinances protecting biological resources. Impacts are considered less than significant.

Impact 4.4-7: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan?

No Impact. There are currently no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved state, regional, or local habitat conservation plans in effect in the WSGV Planning Area (Los Angeles County 2015; CDFW 2023). As such, adoption and implementation of the WSGVAP would have no impact on an adopted Habitat Conservation Plan or Natural Community Conservation Plan.

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 and the Angeles National Forest to the north. This geographic scope is appropriate for the analysis of biological resources because other cumulative projects have the potential to cause significant impacts on the

County's biological resources if they significantly impact or destroy existing biological resources within the regional context.

Impact 4.4-8: 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. Similar to the future projects developed under the WSGVAP, other cumulative projects could contribute to the loss of special-status species and/or their habitat. Due to the loss of common habitats and diminished resource availability that could occur under buildout of the WSGVAP, impacts to special-status species remain significant at the cumulative level. It is presumed that direct impacts to special-status species and their habitats would be mitigated, as feasible, with other cumulative projects in other regions of the cumulative impacts study area. However, the significant incremental contribution of future individual projects under the WSGVAP, when taken into consideration with the cumulative projects' impacts to special-status species over the span of the buildout of WSGVAP, would be cumulatively considerable. Therefore, cumulative impacts to special-status species are considered 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 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 Cumulative Impact. As discussed above, depending on the location of future projects developed under the WSGVAP, construction and operation could result in significant impacts to riparian and other sensitive natural communities. The significant incremental contribution of future projects under the WSGVAP, when taken into consideration with the cumulative projects' impacts to riparian and other sensitive natural communities over the span of the buildout of the WSGVAP, would be cumulatively considerable. Therefore, cumulative impacts to sensitive natural communities are considered significant and unavoidable.

Impact 4.4-10: 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 projects developed under the WSGVAP, construction and operation of these future projects could result in impacts to state and/or federally protected wetlands or waters, particularly those located in proximity to water bodies. However, implementation of Mitigation Measure 4.4-1 would require future projects to identify state and federally protected wetlands and waters; implement avoidance and/or minimization measures; obtain all necessary permits and approvals; and incorporate compensatory mitigation for projects that would result in the direct removal, filling, or other alteration of protected aquatic resources. Therefore, with the implementation of Mitigation Measure 4.4-1, potential impacts to aquatic resources would be reduced to less than significant levels. Presuming that impacts to aquatic

resources would be similarly mitigated by other cumulative projects in other regions of the cumulative impact study area, cumulative impacts to aquatic resources are considered less than significant with mitigation.

Impact 4.4-11: 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.)?

Less-Than-Significant Cumulative Impact. As discussed above, there are no proposed changes to the land use or zoning intensities within oak woodlands or other unique native woodlands that would result habitat loss or conversion under the WSGVAP. Future projects developed under the WSGVAP would be required to comply with the County Oak Tree Ordinance and the County Oak Woodland Conservation and Management Plan, which would ensure that impacts to individual oaks and oak woodland communities are minimized. Thus, impacts from future projects developed under the WSGVAP would be less than significant. Similarly, applicable County policies and ordinances pertaining to the protection of biological resources would be applied to other reasonably foreseeable future cumulative projects within the cumulative geographic area. Therefore, compliance with the County's policies and ordinances would ensure that cumulative impacts are less than significant**.**

Impact 4.4-12: 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 land use or zoning o intensities within regional wildlife linkages or SEAs, construction associated with future projects developed under the WSGVAP could result in impacts to nesting resident and migratory birds, such as through disruption of nesting activity due to construction-related noise and/or direct removal of active nests during construction activities. However, implementation of Mitigation Measure 4.4-2 would reduce potential impacts to nesting avian species and active nests at the project level to less than significant levels. Thus, the incremental contribution of future projects developed under the WSGVAP, together with the cumulative projects' potential impacts to wildlife movement and corridors over the span of the buildout of the WSGVAP, are considered less than significant with mitigation incorporated.

Impact 4.4-13: 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 WSGVAP's goals, policies, strategies, and implementation actions would also be consistent with the goals and policies identified in

the General Plan, as well as other local, state, and federal regulations in place for the protection of biological resources. Impacts from future projects developed under the WSGVAP would be less than significant. Similarly, applicable County policies and ordinances pertaining to biological resources protection would be applied to other reasonably foreseeable future cumulative projects within the cumulative geographic area. Therefore, compliance with the County's policies and ordinances would ensure that cumulative impacts are less than significant.

Mitigation Measures

Mitigation Measure 4.4-1: **Aquatic Resources.** 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. Alternatively, compensatory mitigation can be achieved through purchasing credits at a USACE- or CDFW-approved mitigation bank.

Mitigation Measure 4.4-2: Nesting Birds. 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 projects developed under the WSGVAP would be subject to discretionary permits and compliance with all federal, state, and local regulations in place for the purpose of protecting biological resources. Even with compliance with all applicable federal, state, and local laws, regulations, and permits, potential impacts to biological resources, including special-status species and sensitive natural communities, would remain significant and unavoidable.

Mitigation Measure 4.4-1 would require future projects developed under the WSGVAP to: identify state and federally protected wetlands and waters; implement avoidance and minimization measures; obtain all necessary permits and approvals; and incorporate compensatory mitigation for projects that would result in the direct removal, filling, or other alteration of protected aquatic resources. Therefore, future projects developed under the WSGVAP would have a less-than-significant impact to aquatic, wetland, or riparian habitat with implementation of mitigation.

Mitigation Measure 4.4-2 would require construction activities, especially 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 construction work must occur during the nesting season. If nesting birds are identified, Mitigation Measure 4.4-2 requires compliance with additional requirements that protect nesting birds before construction activities can begin. With the implementation of Mitigation Measure 4.4-2, future projects developed under the WSGVAP would have a less-than-significant impact to nesting birds.

As discussed above, the WSGVAP would not conflict with any applicable local policies or ordinances protecting biological resources and impacts are considered less than significant.

In addition, implementation of the WSGVAP would have no impact to oak woodlands, wildlife movement, or the implementation of a local habitat conservation plan.

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4.5 Cultural Resources

This section addresses the potential impacts of the West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) on cultural resources, including 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. Supporting non-confidential record search information referenced in this section is included in **Appendix F**, *Cultural Resources Data,* of this Draft PEIR.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (refer to **Appendix A**, *Notice of Preparation & Comments Received*). No comments related to cultural resources were provided during the NOP scoping period; however, additional results and comments were identified from record searches conducted for the WSGVAP, as described in greater detail below. 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

Pre-Contact Setting

The chronology of 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 (12,000–8,000 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. (Byrd and Raab 2007). During this time period, the climate of Southern California became warmer and more arid and the human population, residing mainly in coastal or inland desert areas, began exploiting a wider range of plant and animal resources (Byrd and Raab 2007).

Millingstone Period (8,000–3,000 B.P.)

During this time period, there is evidence for the processing of acorns for food and a shift toward a more generalized economy. The first evidence of human occupation in the Los Angeles area dates to at least 9,000 years B.P. and is associated with the Millingstone cultures (Wallace 1955; Warren 1968). 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. Early Millingstone occupations are

typically identified by the presence of handstones (manos) and millingstones (metates), while those Millingstone occupations dating later than 5,000 B.P. contain a mortar and pestle complex as well, signifying the exploitation of acorns in the region.

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 native populations of Southern California were becoming less mobile and populations 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. Although the intensity of trade had already been increasing, it now reached its zenith, with asphaltum (tar), seashells, and steatite being traded from Southern California to the Great Basin. Use of the bow and arrow spread to the coast around 1,500 B.P, largely replacing the dart and atlatl[1] (Homburg et al. 2014). Increasing population densities, with ensuing territoriality and resource intensification, may have given rise to increased disease and violence between 3,300 and 1,650 B.P. (Raab et al. 1995).

Late Period (1,000 B.P.–A.D. 1542)

The Late Period is associated with the florescence of the Gabrielino (also known as Gabrieleño, Tongva, or *Kizh*), who are estimated to have had a population numbering around 5,000 in the pre-contact period. The Gabrielino occupied what is presently Los Angeles County, including various portions of northern Orange County, along with the southern Channel Islands, including Santa Catalina, San Nicholas, and San Clemente (Kroeber 1925). 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; Raab et al. 1995). 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 WSGV Planning Area is located in a region traditionally occupied by the Gabrielino Indians. 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 1978). The Gabrielino language is part of the Takic branch of the Uto-Aztecan language family. Gabrielino villages are reported by early explorers to have been most abundant near watercourses. Gabrielino villages known to have been located within the

[1] An atlatl is a Paleolithic period hunting tool, which is essentially a stick with a handle on one end and a hook or socket that engages a light spear or "dart" on the other. The flipping motion of the atlatl propels the dart much faster and farther than it could be thrown by hand alone.

San Gabriel Valley, either within the Plan Area or located nearby as mapped by the ECCA LA Area Native Village Project (unless otherwise noted) and include:

- *Akuuronga*, located near La Presa Avenue and Huntington Drive in San Marino.
- *Sonaanga*, located on the present-day grounds of San Marino High School (Lund 1999; McCawley 1996).
- *Shevaanga* (Kizh/Tongva) located in present-day Whittier Narrows, at the confluence of the Rio Hondo and San Gabriel Rivers (Longcore and Ethington 2023), baptism records from the San Gabriel Mission indicate that there were 222 baptisms from this village between 1774 and 1802.
- *Topisabit* (Serrano) Located near the Hahamonga Watershed Park, west of present-day Altadena, in Pasadena. San Fernando Mission records indicate one baptism from this village in 1801 and records from the San Gabriel Mission indicate 41 baptisms between 1774 and 1805.
- *Guayibit* (Tongva) located in western Monrovia, Baptism records from the San Gabriel Mission indicate that there were 28 baptisms from this village between 1777 and 1825.

The main sources of historical information on the Gabrielino (Tongva and Kizh) include Hugo Reid (Heizer 1968), Zephyrin Engelhardt, Alfred Kroeber, John P. Harrington, Bernice E. Johnston, Thomas C. Blackburn, and C. Hart Merriam. The main sources of historical information on the Juaneño (or Acjachemen) include Fray Gerónimo de Boscana (Robinson 1846), Alfred Kroeber, and John P. Harrington (other accounts describing Luiseño groups may also be applicable). In 1978, the Smithsonian Institution compiled the *Handbook of North American Indians* – a 20-volume encyclopedia summarizing the work of previous ethnographers and what was known about the prehistory, history, and culture of indigenous North American groups. *Volume 8: California* serves as the primary source material for the information presented in this section. Where possible, this information has been supplemented with information gleaned from other published sources (such as McCawley 1996, and O'Neil and Evans 1980). A very recent source, *Mapping Los Angeles Landscape History* (Longcore and Ethington 2023) includes extensive research into the Landscape History of Pre-European Los Angeles and includes information on the landscape, vegetation, trade routes, and fauna for the village of *Shevaanga* located in present day Whittier Narrows. The following summaries are not intended to provide a comprehensive account of these groups but are instead brief historical overviews based on available information. However, tribes are the authority on their cultural history.

The term "Gabrielino" is a general term that refers to those Native Americans who were sent by the Spanish to the Mission San Gabriel Arcángel. The term first appears, spelled Gabrieleños, in an 1876 report by Oscar Loew (Bean and Smith 1978). Two indigenous terms are commonly used by tribal groups to refer to themselves and are preferred by descendant groups: Tongva and Kizh. The term Tongva was recorded by ethnographer C. Hart Merriam in 1903 (Heizer 1968). The term Kizh was first published by ethnologist Horatio Hale in 1846 (Heizer 1968). Since there are two terms that are used by different groups to refer to themselves, the term Gabrielino is used in this section to encompass both Tongva and Kizh groups.

At the time of Spanish contact, many Gabrielino practiced a religion that was centered *Chingichngish* (or *Chinigchinich*), the primary deity of a Native American belief system that spread to multiple Southern California Native American tribes. The belief system based on the teachings of *Chinigchinich* continues to be part of modern tribal spiritual and cultural practices (Bean and Smith 1978; Altschul 1994: 8–10).

This religion may have been relatively new when the Spanish arrived and was spreading at that time to other neighboring Takic groups. The Gabrielino practiced both cremation and inhumation of their dead at that time. A wide variety of grave offerings, such as stone tools, baskets, shell beads, projectile points, bone and shell ornaments, and otter skins, were, and are interred with the deceased.

Coming ashore on Santa Catalina Island in October 1542, Juan Rodriguez Cabrillo was the first recorded European to make contact with the Gabrielino; the 1769 expedition of Portolá also passed through Gabrielino territory (Bean and Smith 1978). Native Americans suffered severe depopulation and enslavement and their traditional culture was radically altered after Spanish contact. Nonetheless, Gabrielino descendants still reside in the greater Los Angeles and Orange County areas, including the WSGV Planning Area and surrounding areas, and maintain an active interest in their heritage and preserving it for future generations. The work of Longcore and Ethington (2023), includes a browser-based platform which includes reconstruction of important village areas and context and stories from the Indigenous perspective.

Post-Contact Setting

The boundaries for the nine communities within the WSGV Planning Area do not follow the lines of distinct historic communities and, in many cases, the histories of the communities are shaped by the same historic development patterns and events as the adjacent cities. Many of these communities have developed rigorous historical contexts. What is provided below is a general context of the historic development of the San Gabriel Valley, and the WSGV Planning Area in particular, as many of the historic forces that affected the historic pattern of development are shared across the region and are not bound to the community boundaries.

The Spanish Period (A.D. 1542-1821)

Although Spanish explorers made brief visits to the region in 1542 and 1602, sustained contact with Europeans did not commence until the onset of the Spanish Period. Europeans first traversed the San Gabriel Valley as a part of the Portola expedition, which brought the Spanish army, Catholic priests, and enslaved indigenous people to the area in 1769. Led by military officer and “Governor of the Californias” Gaspar de Portola y Rovira and Father Junipero Serra, this expedition’s goal was to expand Spanish control of the land along the coast. After establishing the first Spanish Colony at present-day San Diego in 1769, the group traveled north, eventually establishing a bridge (La Puente) over the San Gabriel River.

Mission San Gabriel Arcangel was founded on September 8, 1771, the fourth of the series of twenty-one missions that spread from present-day San Diego to San Franscisco (Reynolds 2014). The original location was near the present-day Whittier Narrows Recreation Area, ostensibly to utilize the narrowing of the valley and riverfront there. The Mission was relocated three miles away in 1775 to utilize local land more efficiently for agriculture and for extensive cattle grazing. The goal for all missions were to be self-sufficient, and for that, the Spanish needed labor (Saavedra 2018). Thousands of Gabrielino people were forcibly enslaved by the Spanish in a system that prohibited the practice of indigenous culture and religious tradition. By the early 1870s, most of the surviving Gabrielino people had been forced to be baptized and to enter the mission system as enslaved labor.

During this time, the Tongva and Kizh became known as Gabrielino, after missionization. They were enslaved by the missionaries and forced to construct the buildings of the mission and the infrastructure

surrounding it. Mission life drastically replaced the hunting and gathering culture of the Gabrielino with a localized agricultural-based one. As was common in post-contact societies, the introduction of European diseases proved deadly to the population, which had no immunity to new illnesses. Those that lived were often forced into labor and coerced into conversion to Catholicism and then referred to as "neophytes," or new converts (Clark 2016).

However, many Gabrielino rebelled against the missions; Mission San Gabriel was the site of two notable rebellions: a 1771 attack in retribution of an alleged rape of a native woman and the 1785 revolt led by Tongva leader Toypurinia, a Shaman, medicine woman, and freedom-fighter, who cited the Spanish colonization, Spanish mistreatment of indigenous women and the banning of traditional practices as her motivation (John 2014; ACLU of Northern California 2019). The revolt failed due to a Spanish ambush, and Toypurinia was imprisoned for a year and a half (ACLU-NC 2023). The Mission residents suffered greatly at the hands of soldiers and the Native Americans were the primary workforce of California during the Mission and later Secularization periods. The missions would loan out workers to private landowners and the mission would be paid rather than the laborer (Dietler et al. 2015).

In 1781, the Spanish established the associated pueblo (town) with Mission San Gabriel, named El Pueblo de Nuestra Senora la Reina de los Angeles (The Town of Our Lady the Queen of the Angels)—the beginnings of the modern day City of Los Angeles. By 1786, the flourishing pueblo attained self-sufficiency, and funding by the Spanish government ceased. With the growth of the livestock and agricultural complex surrounding the Mission, a reliable and consistent source of water was needed. Local enslaved labor was used to construct the first zanja, or water ditch, in 1819, north of the mission, to bring water to the San Bernadino Valley for agriculture and livestock; similar irrigation ditches would be used throughout the San Gabriel Valley during the mission and, later, rancho era (San Bernadino History and Railroad Museum 2010).

The Mexican Period (1821-1848)

Mexico gained its independence from Spain in 1821 with wide-ranging impacts on the San Gabriel Valley. Eager to utilize the largely ignored Alta California, Mexico promoted the settlement of California with the issuance of land grants. In 1883, Mexico began the process of secularization of the missions, which involved reclaiming the land and distributing it to local landowners. According to the terms of the Secularization Law of 1833 and Regulations of 1834, at least a portion of the lands were to be returned to Native populations; in reality, this was a rare occurrence (Milliken et al. 2009).

These ranchos, as they came to be known, were often given to families who had already gained influence throughout the area. The population of the San Gabriel Valley consisted of residents who called themselves *Californios*, Spanish-speaking, predominately Catholic persons of Latin American descent who were born in the region between 1769 and 1848. The largest ranchos were around the Los Angeles Pueblo and included names that still live on in contemporary Los Angeles County, such as San Rafael, San Pasqual, and Santa Anita. The Californio owners of these ranchos maintained their wealth and influence throughout the Mexican period. When California became a state in 1894 with the signing of the Treaty of Guadalupe Hidalgo, rancho owners were required to prove their right to the land; many Spanish and Mexican families lost their land to quick sales to Anglo settlers (Starr 2005).

The American Period (1848-Present)

The former ranchos, once purchased from their Californio owners, were commonly subdivided and sold for agriculture and residential settlement. Some landowners, however, acquired massive tracts of land, often combining one or more ranchos. By the late 1800s, citrus, walnuts, and wine grapes had been cultivated throughout the WSGV Planning Area, helping to transform Los Angeles County into one of the most productive agricultural regions in the United States. Landowners such as "Lucky" Baldwin and "Benito" Wilson amassed enormous wealth and influence throughout the region (King 1990). The completion of the transcontinental railroad and the introduction of the refrigerated car helped to make California produce available across the country (Western Pacific Railroad Museum 2018).

While most of the WSGV Planning Area was dominated by agriculture, the western edge, especially surrounding the City of Pasadena, drew settlers who were seeking a healthy lifestyle (Abel 2008). The dry air of the mountains, along with the consistent and temperate climate, was thought to help ailing lungs, specifically lungs infected by tuberculosis. Spurred on by wealthy early residents and cities that incorporated, a land boom was created in the WSGV Planning Area in the late 1800s, which quickly busted. Los Angeles County saw over 100 towns platted between 1884 and 1888; 64 of them would never become incorporated cities (Dumke 1994).

Following the rail lines that connected the San Gabriel Valley to the larger United States, the local Pacific Electric Railway connected the growing communities of the San Gabriel Valley to Los Angeles (Dotson 2022). With this commuter transit line straight from downtown Los Angeles to Pasadena, the so-called "streetcar suburbs" came to the San Gabriel Valley, where residents could live in a quiet area, but easily commute to jobs in the bustling city. Adventure tourism developed as a new industry in the WSGV Planning Area following the turn of the century. In 1906, hikers could take a Pacific Electric Red Car and be delivered to the Mount Wilson trailhead; a road for automobiles followed in 1912 (Rovner 2021). Hiking cabins and elaborate mountain resorts proliferated in the San Gabriel foothills.

Health tourism continued to flourish in the region. While the first wave of health seekers largely migrated on their own wealth and built houses or estates, gradually, tuberculosis treatment shifted towards the sanitorium model. Here, patients were confined, monitored almost constantly, and subjected to strict rules and regulations in a group home setting (Abel 2008). Famous sanitaria in the WSGV Planning Area included Rock Haven, which pioneered progressive treatment of female patients, and the Pottinger Sanitarium, where patients lived on 40 acres. Even Dr. John Harvey Kellogg purchased 28 acres in Glendale for a hospital and sanitarium (Morrison 2022).

Following the Great Depression, residential development expanded in the San Gabriel Valley, assisted through a new, federally backed loan program. The Home Owners' Loan Corporation (HOLC) was established as a part of the New Deal to assist first time home owners through federally backed loans (University of Richmond 2023) To ensure their loans were given to the least risky investments, the HOLC created color-coded maps of most American cities in order to assess risk; neighborhoods that were "characterized by detrimental influences" were given the lowest grade of D and marked in red. These "redlined" neighborhoods often contained residents that were predominately Black, Mexican, or recent immigrants. The effect of this redlining was that new residential construction, funded through HOLC loans, occurred almost exclusively in White neighborhoods, effectively segregating these cities further (Rothstein 2017). Many of the unincorporated areas of the WSGV Planning Area were not redlined by the

HOLC, allowing Japanese Americans and Mexican Americans to more easily purchase homes in these areas than the incorporated city's neighborhoods only blocks away. Altadena, although originally a wealthier enclave, was notably not redlined, becoming a hub for middle-class African-Americans.

During World War II, the WSGV Planning Area retained its character as a predominately agricultural area with pockets of residential development. Japanese Americans of the WSGV Planning Area were relocated to the Internment Camp in Heart Mountain, Wyoming, following the Attack on Pearl Harbor in 1941 and Executive Order 9066 in 1942 (*San Gabriel Valley in Time* 2022). As more workers moved into the Los Angeles area to take jobs in the growing industries that supported the military, such as aerospace and automotive manufacturing, not to mention the massive oil fields in Los Angeles County, there was a noticeable lack of housing for families. With the exception of wealthy areas such as Altadena, Pasadena, La Crescenta-Montrose, and Monterey Park, the WSGV Planning Area remained a semirural farming region until after World War II.

The passage of the Servicemen's Readjustment Act in 1944, commonly known as the G.I. Bill, led to an explosion in new residential construction. Veterans, through this bill, could obtain a house with no down payment. Nationally, veterans were responsible for 20 percent of new home construction in the post-war era; it is likely to have been higher in Los Angeles County, which saw massive population growth in the postwar era (U.S. Department of Defense 2019). This funding, combined with postwar economic prosperity for US industry and the ability to mass-produce houses, led to a boom in construction. This "tract housing" as it would come to be known, would facilitate the transition of the San Gabriel Valley from agricultural land to predominately residential settlement throughout the post-World War II era (California Department of Transportation 2011). Suburbanization intensified following the adoption of the Master Plan of the Metropolitan Los Angeles Freeways in 1947.

White emigration to the West San Gabriel Valley largely ceased between 1960 and 1990. Instead, new residents to the area were largely Asian immigrants, helped significantly by the passage of the Immigration and Nationality Act of 1965 (Cheng 2013). The largest wave of new residents to the San Gabriel Valley at this time were immigrants from Taiwan and Hong Kong who came to America for educational and economic opportunity, especially in the face of political strife in their homeland. The demographic shift in the WSGV Planning Area was compounded by a second wave of White flight as the children of the initial post-war residents moved or sold their homes. Perhaps because of their struggle to own homes, multi-generational homeownership among Mexican and Asian families was much higher in the WSGV Planning Area. The WSGV Planning Area developed as a center of Chinese settlement, with Monterey Park becoming the first majority-Asian city in the United States in the mid-1980s (Cheng 2013). Frederich Hsieh, a Chinese-born real estate developer, began to advertise the West San Gabriel Valley, and the city of Monterey Park in particular, to Chinese immigrants from Taiwan and Hong Kong (Oliver 1999).

Today, the WSGV Planning Area functions as a large, ethnically diverse suburb of Los Angeles with a variety of smaller business centers in its midst.

Existing Environmental Conditions

Sacred Lands File Search

The Native American Heritage Commission (NAHC) maintains a confidential Sacred Lands File (SLF) database, which contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted on December 14, 2023, to request a search of the SLF database. The NAHC responded to the request in a letter dated January 16, 2024, indicating that the results were positive and to contact the Gabrieleño Band of Mission Indians – Kish Nation (see Appendix F, *Cultural Resources Data*).

Archival Research

A record search was conducted at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton, for all existing resources within the nine unincorporated areas and the information below is based on information derived from the cultural resource records searches and the historic windshield surveys. The Built Environment Resources Directory (BERD) was also consulted. In total, results of the archival research indicated that 122 historic resources and 14 archaeological sites have been previously identified from various sources within the nine unincorporated WSGV communities, as discussed in greater detail below.

Altadena

Altadena is a heavily researched and documented community within the WSGV Planning Area with multiple sites listed on the National Register of Historic Places (National Register). Altadena Heritage, a local advocacy organization, completed a volunteer architectural survey in the late 1980s and commissioned a historic context in 1991. In 2002, Altadena Heritage designated Janes Village, a neighborhood located in the northwest portion of Altadena, which is comprised of Tudor Revival homes designed and built by Elisha Janes from 1926 to 1926, as a "Altadena Heritage Area." While this does not offer legally binding protections, it represents the local community's support of continued historic preservation. Additionally, in February of 2024, the Los Angeles County Board of Supervisors unanimously approved the nomination of the gravesite of abolitionist Owen Brown, son of John Brown, as a Los Angeles County historic landmark. As of April 2024, the designation is awaiting approval by the Los Angeles County Historical Landmark and Records Commission (Scauzillo 2022).

Results of the archival research indicate that 50 historic resources, one pre-contact archaeological site, two multi-component archaeological sites, and four post-contact era archaeological sites have been previously identified from various sources within the Altadena Community area.

East Pasadena-East San Gabriel

Results of the archival search, including a review of both the SCCIC search and the BERD databases, revealed 30 previously recorded historic resources within the boundaries of East Pasadena-East San Gabriel community and one previously recorded archaeological sites.

Kinneloa Mesa

Kinneloa Mesa is an entirely residential community and much of the housing stock is more recent that the rest of the nine unincorporated WSGV communities. Results of the archival research indicate that one historic, one multi-component archaeological site and two historic era archaeological sites have been previously identified from the SCCIC record search within the boundaries of the Kinneloa Mesa community.

La Crescenta-Montrose

Results of the archival search, including a review of both the SCCIC search and the BERD databases, revealed six previously recorded historic resources and no previously recorded archaeological sites within the boundaries of the La Crescenta-Montrose community.

San Pasqual

Results of the archival search, including a review of both the SCCIC search and the BERD databases, revealed no previously recorded historic resources and no previously recorded archaeological sites within the boundaries of the San Pasqual community.

South Monrovia Islands

Results of the archival search, including a review of both the SCCIC search and the BERD databases, revealed 18 previously recorded historic resources within the boundaries of the community of South Monrovia Islands. There were no previously recorded archaeological resources on file with the SCCIC.

South San Gabriel

Results of the archival search, including a review of both the SCCIC search and the BERD databases, revealed no previously recorded historic resources within the boundaries of the South San Gabriel community. The SCCIC record search included four historic Edison transmission lines and towers and no archaeological sites.

Whittier Narrows and South El Monte Island

Results of the archival search, including a review of both the SCCIC search and the BERD databases, revealed 13 previously recorded historic resources within the boundaries of the Whittier Narrows community, which include six California Register-listed concrete play sculptures in the shape of real and mythical sea creatures, designed by artist Benjamin Dominguez. Review of previous reports suggest that the vast majority of historic-era sites within the Whittier Narrows community are lost; the exception is the Former Nike Missile Site (19-187953), which is presently used by the County Department of Parks and Recreation as an administrative building. The Temple School, which contributes 13 historic resources, is presently owned and occupied by the US Army Corps of Engineers and is not included within the county-administrated area of Whitter Narrows.

Results of the archival research indicate that one multi-component archaeological site and two historic era archaeological sites have been previously identified from the SCCIC record search.

Paleontological Resources

Paleontological resources are the fossilized remains or impressions (trace fossils) 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). They are valuable, nonrenewable, scientific resources used to document the existence of extinct life forms and to reconstruct the environments in which they lived. Fossils can be used to determine the relative ages of the depositional layers in which they occur and of the geologic events that created those deposits. The age, abundance, and distribution of fossils depend on the geologic formation in which they occur and the topography of the area in which they are exposed. The geologic environments within which the plants or animals became fossilized usually were quite different from the present environments in which the

geologic formations now exist. The process of fossilization favors an environment where sediments were deposited under anoxic conditions (conditions with little to no oxygen) with very little disturbance, usually in or near water.

In the context of CEQA, fossils of land dwelling and marine vertebrates, their environment, and associated geological, stratigraphical, taphonomical, and geographical data are considered significant paleontological resources. Such fossils are typically found in river, lake, and bog deposits, although they may occur in nearly any type of sedimentary sequence.

Another important consideration when assessing paleontological resources is time. The Society of Vertebrate Paleontology (SVP) considers remains of 5,000 years and older to be a significant resource. This also means that geologic units that have ages younger than 5,000 have a low potential to contain paleontological resources. As indicated in the geologic maps contained in Appendix G, *WSGVAP Geologic Maps,* the geologic units in the WSGV Planning Area are the appropriate age and type to contain fossils, which is discussed in greater detail below. However, the surface materials in the urban area consist of imported fill that would not contain paleontological resources, or disturbed native materials within which paleontological resources, if any, would have been destroyed. Paleontological resources, if any, would only be encountered in excavations at depths below fill and disturbed materials.

Natural History Museum of Los Angeles County

A paleontological resources database search was conducted by the Natural History Museum of Los Angeles County (LACM) on October 29, 2023 (Bell 2023). The search entailed an examination of known fossil localities within the nine unincorporated WSGV communities.

As shown in **Table 4.5-1**, *LACM Fossil Localities*, the results of the database search revealed that no fossil localities have been recorded within the nine unincorporated WSGV communities; however, several fossil localities have been previously documented nearby. The fossil localities have yielded fossil specimens of mammoth, horse, fish, snake, rodents, rabbit, and invertebrates, mostly at unknown depths, and one of them at 30 feet below ground surface.

TABLE 4.5-1
LACM FOSSIL LOCALITIES

Locality Number	Formation	Taxa	Depth
LACM VP 2027	Unknown Formation (Pleistocene)	Mammoth (*Mammuthus*)	Unknown
LACM VP 3363	Unknown Formation (Pleistocene; sand and silt)	Horse (*Equus*)	Unknown
LACM VP 7702	Unknown Formation (Pleistocene; silt)	Fish (*Gasterosteus*); Snake (Colubridae), Rodents (*Thomomys, Microtus, Reithrodontomys*); Rabbit (*Sylvilagus*)	30 ft bgs
LACM IP 11852, 2896, 21375, 7681	Pico Formation (conglomerate bed in siltstone)	Invertebrates, including tusk shell (*Dentalum neohexagonium*)	Unknown

NOTES:

VP: Vertebrate Paleontology
IP: Invertebrate Paleontology
Bgs: Below ground surface

Geologic Map Review

Geologic mapping was conducted for each of the nine unincorporated WSGV communities, which are contained in Appendix G, *WSGVAP Geologic Maps.* 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 nine unincorporated WSGV communities following the guidelines established by the SVP (SPV 2010). A sensitivity assessment of each geologic unit present within the WSVG Planning Area is provided in **Table 4.5-2**, *Geologic Units and Paleontological Sensitivity,* below.

TABLE 4.5-2
GEOLOGIC UNITS AND PALEONTOLOGICAL SENSITIVITY

Geologic Unit	Map Symbol	Age	Mapped Location	Paleo Sensitivity
Artificial Fill	af	Recent	La Crescenta – Montrose, Altadena, East Pasadena - East San Gabriel, Kinneloa Mesa	No. Potential fossils are out of context.
Alluvium	Qa	Holocene	Altadena, East Pasadena - East San Gabriel, South Monrovia Islands, Whittier Narrows, Whittier Narrows and South El Monte Island	Low. Too young for fossils but may increase with depth.
Stream channel deposits of gravel, sand, and silt	Qg	Holocene	Altadena, East Pasadena - East San Gabriel, South Monrovia Islands , South San Gabriel, Whittier Narrows, Whittier Narrows and South El Monte Island	Low. Too young for fossils but may increase with depth.
Landslide and talus debris	Qls	Holocene	Kinneloa Mesa	No. Units are out of context
Slightly elevated and locally dissected alluvial gravel and sand at base of hill areas	Qae	Older Holocene	South San Gabriel, East Pasadena - East San Gabriel	Low. Too young for fossils but may increase with depth.
Elevated remnants of alluvial gravel and fanglomerate deposits, weakly indurated	Qog	Pleistocene	Altadena, Kinneloa Mesa, La Crescenta – Montrose, South Monrovia Islands	Unknown. May contain significant fossils depending on localized environment.
Remnants of older weakly consolidated alluvial deposits of gravel, sand and silt	Qoa	Pleistocene	Altadena, East Pasadena - East San Gabriel, South San Gabriel, Whittier Narrows, Whittier Narrows and South El Monte Island	Unknown. May contain significant fossils depending on localized environment.
Alluvial fan gravel and sand derived from San Gabriel mountains	Qof	Pleistocene	Altadena, Kinneloa Mesa, La Crescenta – Montrose, San Pasqual	Unknown. May contain significant fossils depending on localized environment.
“Pico” claystone	Tfp	Pliocene	Avocado Heights,	High. Record of containing significant fossils.
Sandstone facies of Fernando Formation	Tfsc	Pliocene	Hacienda Heights	High. Record of containing significant fossils.

Geologic Unit	Map Symbol	Age	Mapped Location	Paleo Sensitivity
Duarte Conglomerate	Tdc	Pliocene?	Hacienda Heights	Low. No record of significant fossils and facies not likely to preserve fossils.
Various intrusive igneous and metamorphic rocks (granite, gneiss, andesite, basalt, diorite)	gn, gng, gr, qd, bi, hd	Cretaceous (mainly)	Altadena, Kinneloa Mesa, La Crescenta - Montrose	No. Intrusive igneous or high-grade metamorphic rocks.

As stated in Table 4.5-2, while the majority of the geologic formations within the WSGV Planning Area have little to unknown potential to contain paleontological resources, the Pico Sandstone Formation and the Sandstone Facies of Fernando Formation have high potential to contain paleontological resources. Based on the geologic maps and the assigned paleontological sensitivity, the WSGV communities of South Monrovia Islands and South San Gabriel contain the Sandstone Formation and the Sandstone Facies of Fernando Formation, which have high potential to contain paleontological resources.

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.

State Laws, Regulations, and Policies

California Environmental Quality Act

The 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 Secretary of the Interior's 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 Secretary of the Interior's 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 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

Section 5097.98

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.

Sections 5097.5 and 30244

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

Los Angeles County General Plan

The General Plan 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.

Los Angeles County Historic Preservation Ordinance

The Los Angeles County Board of Supervisors (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.

4.5.2 Environmental Impacts

Methodology

As described in Chapter 3, *Project Description*, of this Draft PEIR, the WSGVAP is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the WSGVAP would encourage development in a manner consistent with the Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the WSGV Planning Area. Rather, it assesses the impacts associated with the proposed modifications to existing land uses and zoning and the associated overall effects of buildout of the WSGVAP through 2045. Analysis at a parcel or site-specific level was not conducted, because the specific location, timing, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, where detailed analysis would be speculative and, therefore, beyond the scope of this Draft PEIR.

As detailed in Chapter 3, *Project Description*, and in this section, the WSGVAP proposes land use and zoning modifications to increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit. In addition, the WSGVAP proposes to decrease densities in hazard areas, wildland-urban interface areas, and areas within or adjacent to natural resource areas. Table 3-1, *Land Use and Zoning Change Summary for Proposed Growth and Preservation,* in Chapter 3, *Project Description,* summarizes the WSGVAP proposed land use and zoning modifications on a community-basis. The unincorporated WSGV communities that include the proposed land use and zoning modifications include Altadena, East Pasadena – East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, and South San Gabriel.

Impacts to historical resources, unique archaeological resources, and human remains that may result from the WSGVAP are evaluated at a programmatic level based on an SLF search through the NAHC, a cultural resources records search through the 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 compared the Los Angeles County Assessor's Portal for general construction dates for each unincorporated island and community.

In determining the level of significance of potential impacts, this analysis assumes that future development associated with adoption and implementation of the WSGVAP would comply with relevant federal, state, and local laws, regulations, and policies. Furthermore, future discretionary projects

developed under the WSGVAP would be subject to subsequent environmental review, which would include project-specific cultural resources records search through the SCCIC and cultural pedestrian surveys (as applicable) in order to identify relevant cultural resources.

Similarly, impacts to unique paleontological resources and/or sites or unique geologic features are also evaluated at a programmatic level based on a database search through the LACM and a geologic map review. Future projects developed under the WSGVAP would require subsequent environmental review, which would include a project-specific paleontological records check through the LACM.

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 Section 15064.5;

b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines Section 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 WSGVAP Goals and Policies

The WSGVAP is intended to the guide long-term growth of the WSGV Planning Area, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. Since the WSGVAP is planning for future growth within the Planning Area, no actual development is being proposed at this time.

WSGVAP Historic Context Statement

As part of the development of the WSGVAP, the County retained Environmental Science Associates (ESA) to prepare the Historic Context Statement for the WSGV Planning Area. The Historic Context Statement is a fundamental guidance document for the identification and evaluation of historical resources in the WSGV Planning Area. The Historic Context Statement also provides a framework for understanding historical resources which share a common theme or pattern of development. The Historic Context Statement provides guidance for the future protection and on-going preservation of the built environment within the WSGV Planning Area and is included as an appendix to the WSGVAP.

WSGVAP Historic Preservation Element

Based on the Historic Context Statement and the background briefs, the WSGVAP's Historic Preservation Element was developed with goals, policies, and actions designed to address historic preservation issues and opportunities within the WSGV Planning Area. The WSGVAP Historic Preservation Element is intended to complement the broader framework established in the Conservation

and Natural Resources Element of the Los Angeles County General Plan (DPR 2022). The WSGVAP Historic Preservation Element goals, policies, and actions are designed to work in tandem with the General Plan's goals, policies, and implementation programs, providing a focused approach to historic preservation in the WSGV Planning Area.

WSGVAP Goals and Policies

The following WSGVAP goals and policies are relevant to cultural resources:

Historic Preservation Element

Goal CR-1: Unincorporated communities with unique historic and cultural identities that foster a sense of place and community pride.

Policy CR-1.1: Foster community pride. In partnership with educational institutions, local historical societies, community organizations and other interested groups, establish a sense of local ownership and civic pride for each community in the WSGV through educational programming, celebrations or other activities.

Policy CR-1.2: Emphasize and celebrate community histories through built-environment enhancements. Accentuate and celebrate the unique historical attributes and narratives of each community, and support initiatives such as public art installations that incorporate local history and tribal narratives in their themes and styles.

Goal CR-2: High priority placed on identifying, evaluating, and preserving historic resources across communities, enhancing the historical and cultural fabric of the WSGV.

Policy CR-2.1: Evaluate historic resources. Support the identification and evaluation of historic properties and districts with potential historic significance, prioritizing those outlined in the WSGVAP Historic Context Statement.

Goal CR-3: Unique historical and cultural roots of each WSGV community are integrated and reflected in the built environment.

Policy CR-3.1: Facilitate adaptive reuse. Promote and foster collaboration between the County, property owners, developers, and community groups for the rehabilitation and adaptive reuse of historic buildings. Encourage mixed-use development with the colocation of housing and historic storefronts.

Goal CR-4: Comprehensive identification and evaluation of historic and cultural resources, archaeological resources and paleontological resources, which enrich the understanding and preservation of the WSGV's prehistoric and ancient past and understanding of its ecological and climatic history.

Policy CR-4.1: Integrate historic and cultural resources and archaeological insights into planning. Incorporate knowledge of each community's unique historical and cultural roots and archaeological resources into planning decisions to respect culturally sensitive areas.

Policy CR-4.2: Assess paleontological resources. Evaluate and monitor potential paleontological resources within the Planning Area for conservation and scientific understanding.

Goal CR-5: Collaboration among various stakeholders, including local communities, government agencies, and cultural groups, integrating tribal perspectives and knowledge into planning and preservation efforts.

Policy CR-5.1: Foster meaningful tribal consultation. Engage in ongoing, project-specific, and land-specific tribal consultations to ensure that tribal consultation is meaningful, respectful, and tailored to the specifics of each project, land area, and Tribe involved to adequately understand and mitigate impacts to tribal cultural 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 Section 15064.5?

Significant and Unavoidable Impact. As discussed in the *Regulatory Setting* above, the CEQA Guidelines state that a project that follows the Secretary of the Interior's Standards is considered to have a less-than-significant impact on the historical resource. On the contrary, projects that propose alteration of a historical resource and do not adhere to these standards have the potential to result in a substantial adverse change in the significance of a historical resource. Other projects that propose demolition or alteration of, or construction adjacent to existing historic resources of 45 years in age or older[2], could also result in a substantial adverse change in the significance of a historical resource. Changes in the setting of historic buildings and structures can result from the introduction of new visible features, significant landscape changes, or other alterations that change the historic integrity of the setting of a significant resource. In addition, a significant impact could occur if future development under the WSGVAP would cause a substantial adverse change in the significance of archaeological resources that are or could be evaluated as historical resources under CEQA.

As described above and in greater detail in the WSGVAP Historic Context Statement, there are 122 existing historical resources within the Plan Area and additional resources could be identified as historical resources as it becomes of historic age. In addition, prehistoric and historic-period archaeological resources are known to occur within the unincorporated WSGV communities. While the WSGVAP itself does not include any physical development, future projects developed under the WSGVAP may include construction, demolition, or alteration of historic buildings, structures, objects, or landscape features (hereafter collectively referred to as "historic resources" or "historic properties"), which may have the potential to cause a substantial adverse change to historical resources as defined by CEQA Guidelines Section 15064.5. For example, new development and redevelopment allowed under the WSGVAP could result in a substantial adverse change in the significance of a historical resource through physical demolition, destruction, relocation, or alteration of the resource. In addition, construction activities on vacant properties could also result in a substantial adverse change in the significance of a historical resource through alteration of the resource's immediate surroundings.

A review of historic aerials and archival research in combination with GIS data obtained from the County Assessor's Office, indicates that a total of 122 eligible historic resources have been previously identified within the nine unincorporated WSGV communities. There are no designated historic districts within these communities. The historic resources are predominately single-family residences, but also include

[2] The California Office of Historic Preservation considers historical resources that are 45 years of age or older as meeting the age threshold for consideration as historical resources.

churches, public utilities buildings, and a former railroad segment (refer to the WSGVAP Historic Context Statement for greater detail).

Future projects developed under the WSGVAP could involve ground disturbing activities during construction, which could, depending on their location, result in direct or indirect adverse changes to the significance of historical resources. However, future projects would be required to comply with all existing federal, State, and local laws, regulations, and policies established for the protection of historical and archaeological resources, including the goals and policies of the General Plan and the WSGVAP. As listed above, the WSGVAP goals and policies related to historic resources would help to promote the preservation of historic resources, provide public access to resources, apply the Secretary of Interior's Standards and other regulatory codes to qualified historic properties, and expand the County's Historic Preservation Program. The adoption of the WSGVAP Historic Context Statement as a guidance document represents a critical step in facilitating the identification of historic properties and simplify the process for evaluating if a property within the nine unincorporated WSGV communities is potentially a historic resource. The Historic Context Statement also includes a list of recommendations of potential resources and historic districts, which should be consulted during the planning phase of any future development within the WSGV Planning Area. The historic preservation goals and policies of the WSGVAP are intended to work in tandem with the goals and policies of the General Plan for the protection of historic resources.

In addition to regulatory compliance, future projects developed under the WSGVAP would also be subject to subsequent environmental review under the County's discretionary review process and in accordance with CEQA. As part of subsequent environmental review, future discretionary projects developed under the WSGVAP would be required to complete project-level planning and environmental review, which may identify project-specific mitigation to mitigate any potentially significant project impacts to historical resources. However, even with regulatory compliance and implementation of the WSGVAP's goals and policies, any future project that proposes the demolition, destruction, relocation, or alteration of a property which is more than 45 years in age could potentially result in a significant impact on historical resources.

Implementation of Mitigation Measure 4.5-1 would require future projects that include the demolition or alterations to any property [including building(s), structure(s), and/or object(s)] over 45-years old to assess the potential historic significance of the resources by preparing a project-specific Historic Resource Assessment. The project-specific Historic Resources Assessment would require research and survey by a qualified architectural historian, evaluation of properties for listing in the National Register, California Register or as a Los Angeles County Historic Landmark, and assessment of project-specific impacts under CEQA thresholds in conformance with professional standards and CEQA Guidelines Section 15064.5. If a future project proposes alterations to historical resources, the proposed work must conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties for impacts to historical resources to be considered less than significant. Mitigation Measure 4.5-1 would ensure that historical resources are properly identified and that impacts on any identified historical resources are reduced to the extent feasible.

However, impacts on historic resources that are demolished or have their integrity substantially altered in an adverse manner such that they are no longer able to convey their historical significance excluding them

from being listed in the National Register or California Register, or being listed as a County Historic Landmark typically cannot be mitigated to a level of less than significant.[3,4] Therefore, even with regulatory compliance and subsequent environmental review, buildout of the WSGVAP could still result in potentially significant impacts related to historic resources. While subsequent environmental review of future projects would be required in accordance with CEQA, since the timing, location, and permit requirements of these future discretionary projects are unknown at this time, it would be speculative to determine if project-specific mitigation measures are feasible and/or are able to reduce significant impacts to a less than significant level. Therefore, the potential impacts of future projects developed under the WSGVAP to historic resources are considered significant and unavoidable.

Impact 4.5-2: Would the Project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines Section 15064.5?

Less-Than-Significant Impact with Mitigation Incorporated. In accordance with Section 15064.5 of the CEQA Guidelines, a potentially significant impact would occur if a project 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 nine unincorporated WSGV communities. Archaeological resources not qualifying as historical resources may qualify as unique archaeological resources under CEQA.

As discussed above, based on archival research, there are 122 historic resources and 14 archaeological sites identified within the nine unincorporated WSGV communities. The NAHC has indicated that the SLF database search results were positive and to contact the Gabrieleño Band of Mission Indians – Kish Nation (see Appendix F, *Cultural Resources Data*). Refer to Section 4.18, *Tribal Cultural Resources,* for further information.

While the WSGVAP itself does not include any physical development, future projects developed under the WSGVAP could impact archaeological resources. Future projects developed under the WSGVAP that do not require ground-disturbing activities would cause no impacts on archaeological resources. However, future projects developed under the WSGVAP that involve ground disturbing activities during construction could, depending on their location, result in direct or indirect adverse changes to the significance of archaeological resources. Anticipated development under the WSGVAP would occur through activities such as infill development and through redevelopment in the areas identified for land use and zoning modifications under the Area Plan, which could result in damage to prehistoric and historic archaeological resources. In addition, other activities requiring ground disturbance, such as off-

[3] CEQA Guidelines Section 15126.4(b)(2) states that in some circumstances, documentation of an historical resource, by the way of narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to the point where clearly no significant effect on the environment would occur.

[4] In League of Protection of Oakland's Architectural and Historic Resources v. City of Oakland (1997) the appellate court found that "Documentation of the historical features of the building and exhibition of a plaque do not reasonably begin to alleviate the impacts of its destruction. A large historical structure, once demolished, normally cannot be adequately replaced by reports and commemorative markers. Nor, we think, are the effects of the demolition reduced to a level of insignificance by a proposed new building with unspecified design elements which may incorporate features of the original architecture into an entirely different shopping center. This is so particularly where, as here, the plans for the substitute building remain tentative and vague. We conclude that the stated mitigation measures do not reduce the effects of the demolition to less than a level of significance."

site infrastructure or utility improvements, could result in damage to or destruction of archaeological resources buried below the ground surface.

Future projects developed under the WSGVAP would be required to comply with all applicable federal, State, and local laws, regulations, and policies that protect unique archaeological resources, including the goals and policies of the General Plan and WSGVAP. As discussed above, the WSGVAP includes goals and policies which promote the protection and preservation of archaeological resources, which are intended to work in tandem with the similar goals and policies of the General Plan. Future projects developed under the WSGVAP would be required to demonstrate consistency with these goals and policies as well as with those of the General Plan.

In addition, future projects developed under the WSGVAP also be subject to subsequent environmental review under the County's discretionary review process and in accordance with CEQA. As part of subsequent environmental review, future projects developed under the WSGVAP would be required to complete project-level planning and environmental review, which may identify project-specific mitigation to mitigate any potentially significant project impacts to archaeological resources. However, even with regulatory compliance and implementation of the WSGVAP's goals and policies, future projects could still result in potentially significant impacts on archaeological resources.

Implementation of Mitigation Measures 4.5-2 through 4.5-6 would require future projects developed under the WSGVAP that include ground-disturbing activities to incorporate additional measures to reduce impacts to archeological resources. Mitigation Measures 4.5-2 and 4.5-3 would require future projects to conduct a project-specific Archaeological Resources Assessment and provide cultural resources sensitivity training for construction workers prior to ground-disturbing activities. Mitigation Measures 4.5-4 through 4.5-6 establish the appropriate protocols and procedures related to the inadvertent discovery of archaeological resources as well as for the treatment, curation, and disposition of such resources, as applicable. Implementation of Mitigation Measures 4.5-2 through 4.5-6 would ensure that impacts on archaeological resources associated with future projects with ground-disturbing activities are reduced to a less-than-significant level. Therefore, implementation of Mitigation Measures 4.5-2 through 4.5-6 in combination with regulatory compliance and subsequent environmental review would result in less-than-significant impacts to archaeological resources with mitigation incorporated.

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. As discussed above, the results of the LACM database search revealed that no fossil localities have been recorded within the nine incorporated WSGV communities. However, several fossil localities have been previously documented nearby and have yielded fossil specimens of mammoth, horse, fish, snake, rodents, rabbit, and invertebrates (refer to Table 4.5-1 above).

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 WSGV communities following the guidelines of the SVP (SPV 2010). Based on the geologic mapping and assigned paleontological sensitivity, the WSGV

communities of South Monrovia Islands and South San Gabriel contain the Sandstone Formation and the Sandstone Facies of Fernando Formation, which have high potential to contain paleontological resources.

While the WSGVAP itself does not include any physical development, future projects developed under the WSGVAP in the South Monrovia Islands and South San Gabriel communities could potentially impact paleontological resources. Future projects developed under the WSGVAP that include construction-related ground disturbance (e.g., grubbing/clearing, grading, excavation, trenching, and boring/drilling) into previously undisturbed sediments are activities that have potential to directly or indirectly destroy paleontological resources. Future development that does not require ground-disturbing activities into undisturbed sediments or ground-disturbing activities into artificial fill would cause no impacts on paleontological resources. However, intact paleontological resources may be encountered beneath the depth of previous disturbances or in pockets of undisturbed sediments within existing developments.

Anticipated development in the WSGV Planning Area would occur through activities such as infill development and through redevelopment, some of which could result in damage to paleontological resources. In addition, other construction activities, such are off-site infrastructure and utility improvements, could require ground disturbance into undisturbed sediments, which could result in damage to or destruction of paleontological resources buried below the ground surface. Therefore, impacts to paleontological resources are considered potentially significant.

Future projects developed under the WSGVAP would be required to comply with all applicable federal, State, and local laws, regulations, and policies that protect paleontological resources, including the goals and policies of the General Plan and WSGVAP. As discussed above, the WSGVAP includes goals and policies which promote the protection of paleontological resources, which are intended to work in tandem with the similar goals and policies of the General Plan. Future projects developed under the WSGVAP would be required to demonstrate consistency with these goals and policies as well as with those of the General Plan.

In addition, future projects developed under the WSGVAP also be subject to subsequent environmental review under the County's discretionary review process and in accordance with CEQA. As part of subsequent environmental review, future projects developed under the WSGVAP would be required to complete project-level planning and environmental review, which may identify project-specific mitigation to mitigate any potentially significant project impacts to paleontological resources. However, even with regulatory compliance and implementation of the WSGVAP's goals and policies, future projects within the South Monrovia Islands and South San Gabriel communities could still result in potentially significant impacts on paleontological resources.

Implementation of Mitigation Measures 4.5-7 and 4.5-8 would require future projects within the communities of South Monrovia Islands and South San Gabriel that involve ground disturbance to prepare a Paleontological Resources Assessment and provide paleontological resources sensitivity training to construction worker prior to initiating ground-disturbing activities. In addition, implementation of Mitigation Measure 4.5-9 establishes the required protocols and procedures in the event of an inadvertent discovery of paleontological resources. Implementation of Mitigation Measures 4.5-7 through 4.5-9 would reduce any potentially significant impacts to paleontological resources to less than significant.

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. As discussed above, the SLF database search of the WSGV Planning Area through the NAHC yielded positive results. In addition, 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. Therefore, implementation of future projects developed under the WSGVAP have the potential to disturb unknown buried human remains within the WSGV Planning Area.

While the WSGVAP itself does not include any physical development, future projects developed under the WSGVAP could involve ground disturbing activities during construction, which could disturb unknown buried human remains. Future projects would be required to comply with existing federal, State, and local regulations that protect human remains, including Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. To further ensure impacts to unknown buried human remains would be reduced to the greatest extent feasible, Mitigation Measure 4.5-10 would be implemented by future projects that involve ground disturbance. In addition, future projects developed under the WSGVAP would be subject to subsequent environmental review under the County's discretionary review process and in accordance with CEQA. As part of subsequent environmental review, future projects developed under the WSGVAP would be required to complete project-level planning and environmental review, which may identify project-specific mitigation to mitigate any potentially significant project impacts to human remains. Therefore, with regulatory compliance and implementation of Mitigation Measure 4.5-10, impacts to unknown buried human remains would be reduced to a less-than-significant level.

Cumulative Impact Analysis

For the purposes of this analysis of cumulative impacts to cultural resources, the geographic area of consideration consists of the unincorporated and incorporated areas of Los Angeles County. 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. Cumulative impacts could result at various locations within this geographic area associated with ground-disturbing activities associated with future projects developed under the WSGVAP.

Impact 4.5-5: Would the Project, as a result of projects facilitated by the WSGVAP, incrementally contribute to a significant cumulative impact to historical resources?

Significant and Unavoidable Cumulative Impact. 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 archaeological resources qualifying as historical resources, by adversely altering and/or disturbing such resources. Because all historical resources are unique and nonrenewable members of finite classes, projects that destroy or alter them could cause or contribute to a significant cumulative impact on historical resources. For these reasons, future cumulative development within the County in combination with future projects developed under the Area Plan could result in a substantial adverse change in the significance of existing and future historical resources. Therefore, a potentially significant cumulative impact to historic resources could occur.

As discussed above, there are 122 historic resources that have been previously identified within the nine unincorporated WSGV communities. Future projects developed under the WSGVAP could adversely affect existing and future historical resources throughout the buildout of the WSGVAP by adversely altering and/or disturbing such resources. Future projects developed under the WSGVAP that involve ground-disturbance would be required comply with all applicable federal, State, and local laws and regulations; be subject to subsequent environmental review, which could identify project-specific mitigation measures; and would be required to implement Mitigation Measure 4.5-1 to reduce impacts to historic resources to the greatest extent feasible. However, since the timing and location of these future projects are unknown at this time, it would be speculative to determine if project-specific mitigation measures are feasible and/or are able to reduce significant impacts to a less than significant level. Therefore, the Project's contribution to this potentially significant cumulative impact would be considerable. Cumulative impacts to historic resources are considered significant and unavoidable.

Impact 4.5-6: Would the Project, as a result of projects facilitated by the WSGVAP, incrementally contribute to a significant cumulative impact to unique archaeological resources?

Significant and Unavoidable Cumulative Impact. 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 County as a result of ground-disturbing activities. Since 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.

While the WSGVAP is a policy document, future projects developed under the Area Plan could contribute to this potentially significant cumulative impact. All future projects developed under the WSGVAP that involve ground disturbance would be required to comply with all applicable federal, State, and local laws and regulations related to archeological resources as well as would be required to implement Mitigation Measures 4.5-2 through 4.5-6, which require the proper identification and treatment of unique archaeological resources.

Similar to the Project, other cumulative projects located throughout the County would have the potential to result in a cumulative impact associated with the loss of archaeological resources through the physical demolition, destruction, relocation, or alteration of a resource or its immediate surroundings such that the significance of a resource would be materially impaired. Even with existing laws and regulations in place designed to protect archaeological resources, individual archaeological resources would still have the potential to be impacted as a result of construction associated with cumulative projects and the Project. Therefore, even with implementation of Mitigation Measures 4.5-2 through 4.5-6, the Project's incremental contribution to cumulative archaeological resource impacts would be cumulatively considerable. Cumulative impacts to archaeological resources are considered significant and unavoidable.

Impact 4.5-7: Would the Project, when combined with other past, present, or reasonably foreseeable projects, directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-Than-Significant Cumulative Impact with Mitigation Incorporated. A potentially significant cumulative impact to paleontological resources could occur as a result of ground disturbance associated with cumulative project in combination with future projects developed under the WSGVAP. 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 communities, including as a result of disturbance to unanticipated discoveries of such resources during ground-disturbing activities at fossil-bearing depths.

As discussed previously, the results of the LACM database search indicate that although no fossil localities are found within the Planning Area, several fossil localities (mammoth, horse, fish, snake, rodents, rabbit, and invertebrates) have been previously documented nearby. Based on geologic mapping and paleontological sensitivity, future development under the WSGVAP in the South Monrovia Islands and South San Gabriel communities have the potential to impact paleontological resources. However, all future projects in these communities that involve ground disturbance would be required to comply with applicable laws and regulations as well as implement Mitigation Measures 4.5-7 through 4.5-9, which would reduce impacts to paleontological resources to a less-than-significant level. Therefore, the Project's incremental contribution to cumulative archaeological resource impacts would not be cumulatively considerable. Cumulative impacts to paleontological resources are considered less-than-significant with mitigation incorporated.

Impact 4.5-8: Would the Project, as a result of projects facilitated by the WSGVAP, incrementally contribute to a significant cumulative impact to human remains, including those interred outside of dedicated cemeteries?

Less-Than-Significant Cumulative Impact with Mitigation Incorporated. The SLF database 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. Past, present, and reasonably foreseeable future projects could disturb unknown buried human remains, which could result in a potentially significant cumulative impact.

Future project developed under the WSGVAP would comply with all applicable federal, State and local laws and regulations associated with the inadvertent discovery and treatment of human remains, including Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. To further ensure impacts to unknown buried human remains would be reduced to the greatest extent feasible, Mitigation Measure 4.5-10 would be implemented by all future projects developed under the WSGVAP that involve ground disturbance. Therefore, regulatory compliance and implementation of Mitigation Measure 4.5-10 would ensure the Project's incremental contribution to cumulative impacts to human remains would not be cumulatively considerable. Cumulative impacts to paleontological resources are considered less-than-significant with mitigation incorporated.

Mitigation Measures

Mitigation Measure 4.5-1 Historic Built Resources Prior to development of any project within areas that contain properties more than 45 years old, the project proponent shall retain a qualified architectural historian, defined as meeting the Secretary of the Interior's Professional Qualification Standards for architectural history, to conduct a historic resources assessment including: a records search at the South Central Coastal Information Center; a review of pertinent archives, databases, and sources; a pedestrian field survey; recordation of all identified historic resources on California Department of Parks and Recreation 523 forms; and preparation of a technical report documenting the methods and results of the assessment. All identified historic resources will be assessed for the project's potential to result in direct and/or indirect effects on

those resources and any historic resource that may be affected shall be evaluated for its potential significance under National and State criteria prior to Los Angeles County's approval of project plans and publication of subsequent CEQA documents. The qualified architectural historian shall provide recommendations regarding additional work, treatment, or mitigation for affected historical resources to be implemented prior to their demolition or alteration. Impacts on historical resources shall be analyzed using CEQA thresholds to determine if a project would result in a substantial adverse change in the significance of a historical resource. If a potentially significant impact would occur, Los Angeles County shall require appropriate mitigation to lessen the impact to the degree feasible.

Mitigation Measure 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. If archaeological 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).

Mitigation Measure 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. 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.

Mitigation Measure 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. 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).

Mitigation Measure 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. All Phase III reports resulting from implementation of this measure shall be filed with the South Central Coastal Information Center.

Mitigation Measure 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.

Mitigation Measure 4.5-7: Paleontological Resources Assessment and Monitoring. For future projects developed under the WSGVAP within the communities of South Monrovia Islands and South San Gabriel that involve ground disturbance, the project proponent shall retain a

paleontologist who meets the Society of Vertebrate Paleontology's (SVP) 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.

Mitigation Measure 4.5-8: Paleontological Resources Sensitivity Training. Prior to the start of ground disturbing activities for future projects developed under the WSGVAP within the communities of South Monrovia Islands and South San Gabriel, 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.

Mitigation Measure 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. 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.

Mitigation Measure 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

It is impossible to know if future development implemented under the Project would avoid substantial adverse impacts on historical resources without project-specific information at this time. Therefore, even with implementation of Mitigation Measure 4.5-1, program-level and cumulative impacts would remain significant and unavoidable.

Implementation of Mitigation Measures 4.5-2 through 4.5-6 would reduce impacts to archeological resources to less than significant. However, even with implementation of Mitigation Measure 4.5-2 through 4.5-6, cumulative impacts to archaeological resources would remain significant and unavoidable.

Implementation of Mitigation Measures 4.5-7 through 4.5-9 would reduce program-level and cumulative impacts to paleontological resources to less than significant.

Implementation of Mitigation Measures 4.5-10 would reduce program-level and cumulative impacts to unknown buried human remains to less than significant.

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4.6 Energy

This section addresses the potential impacts of the West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) related to energy, including consistency with applicable energy plans and wasteful use of energy. 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. Impacts related to greenhouse gas (GHG) emissions are addressed in Section 4.8, *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 (refer to **Appendix A***, Notice of Preparation & Comments Received*). 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

Existing Environmental Conditions

Electricity

Electricity, a consumptive utility, is a human-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 (including the County of Los Angeles), 180 incorporated cities, 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 2024a). 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. In 2023, the SCE power system experienced a peak demand of 21,254 MW (the most recent year for which data are available) (SCE 2024b). The annual electricity sale to customers in 2023 was approximately 79,256,000 MWh (SCE 2024b).

SCE produces and purchases its energy from a mix of conventional and renewable generating sources. **Table 4.6-1**, *Electric Power Mix Delivered to Retail Customers in 2022,* displays the electric power mix that was delivered to retail customers for SCE compared to the statewide power mix for 2022 (the most recent year for which data is available).

TABLE 4.6-1
ELECTRIC POWER MIX DELIVERED TO RETAIL CUSTOMERS IN 2022

Energy Resource	2022 SCE Power Mix	2022 SCE Green Rate 50% Option	2022 SCE Green Rate 100% Option	2022 Statewide Power Mix (for comparison)[a]
Eligible Renewable	**33.2%**	**66.7%**	**100%**	**35.8%**
Biomass & bio-waste	0.1%	0.0%	0%	2.1%
Geothermal	5.7%	2.9%	0%	4.7%
Small hydroelectric	0.5%	0.3%	0%	1.1%
Solar	17.0%	58.6%	100%	17.0%
Wind	9.8%	4.9%	0%	10.8%
Coal	**0%**	**0%**	**0%**	**2.1%**
Large Hydroelectric	**3.4%**	**1.7%**	**0%**	**9.2%**
Natural Gas	**24.7%**	**12.3%**	**0%**	**36.4%**
Nuclear	**8.3%**	**4.2%**	**0%**	**9.2%**
Other	**0.1%**	**0%**	**0%**	**0.1%**
Unspecified sources of power[b]	**30.3%**	**15.1%**	**0%**	**7.1%**
Total	**100%[c]**	**100%**	**100%**	**100%[c]**

SOURCES: SCE, 2024c, CEC 2024a

NOTES:

a. Percentages are estimated annually by the California Energy Commission based on the electricity sold to California consumers during the previous year. The eligible renewable percentage above does not reflect RPS compliance, which is determined using a different methodology.
b. "Unspecified sources of power" means electricity from transactions that are not traceable to specific generation sources.
c. Totals may not add up exactly due to rounding.

Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source and is typically measured in terms of cubic feet (cf) or British thermal units (BTU). 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 (California Energy Commission [CEC] 2024b). A majority of natural gas consumed in California is for electricity generation (45 percent), along with the industrial (25 percent), residential (21 percent), and commercial (9 percent) sections (CEC 2024b). Among energy commodities consumed in California, natural gas accounts for approximately 31 percent of total primary energy consumption in terms of BTU (CEC 2024c).

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 21.1 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 (SCG 2024).

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 2023). 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 2023). The annual natural gas sale to customers in 2022 was approximately 895,345 million cf (California Gas and Electric Utilities 2024).[1]

Transportation Energy

According to the California Energy Commission (CEC), transportation and fuel production accounted for approximately 31 percent of California's total energy consumption in 2022 based on a carbon dioxide equivalent basis (CEC 2024c). In 2022 (the most recent year for which data are available), California consumed 13.6 billion gallons of gasoline and 4.5 billion gallons of diesel fuel (CEC 2023).[2] Petroleum-based fuels account for 89 percent of California's transportation fuel use (CEC 2021). California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and greenhouse gas emissions from the transportation sector, and reduce vehicle miles traveled (VMT).

Additionally, California is transitioning to zero-carbon, renewable sources of power while rapidly electrifying large segments of the economy. The CEC predicts that the demand for gasoline and transportation fossil fuels in general will continue to decline as the sales of electric vehicles increases. New zero-emission vehicle sales grew from less than 8 percent in 2020 to more than 25 percent in the third quarter of 2023 (CED 2024c). According to fuel sales data from the CEC, fuel consumption in the County was approximately 3.1 billion gallons of gasoline and 0.59 billion gallons of diesel fuel[3] in 2022 (CEC 2023). According to fuel sales data from the CEC, fuel consumption in the County was approximately 3.1 billion gallons of gasoline and 0.59 billion gallons of diesel fuel in 2022 (CEC 2023).

Regulatory Setting

Federal Laws, Regulations, and Policies

Energy Policy Act of 1992

The Energy Policy Act of 1992 (1992 Act) was passed to reduce U.S. 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.

[1] Daily natural gas usage in 2022 was 2,458 million cf, annual value derived by multiplying daily values by 365 days.

[2] Diesel is adjusted to account for retail (50.3%) and non-retail (49.7%) diesel sales.

[3] Diesel is adjusted to account for retail (50.3%) and non-retail (49.7%) diesel sales.

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.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting mandatory Renewable Fuel Standards (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising 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;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the U.S. Environmental Protection Agency (USEPA) and the National Highway Traffic Safety Administration (NHTSA) actions described below (refer to United States Department of Transportation, United States Department of Energy, and United States Environmental Protection Agency, above) (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the 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 EISA 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."[4]

Federal Energy Policy and Conservation Act

The Energy Policy and Conservation Act of 1975 (EPCA) is a United States Act of Congress that responded to the 1973 oil crisis by creating a comprehensive approach to federal energy policy. The primary goals of EPCA are to increase energy production and supply, reduce energy demand, provide energy efficiency, and give the executive branch additional powers to respond to disruptions in energy supply. Most notably, EPCA established the Strategic Petroleum Reserve, the Energy Conservation Program for Consumer Products, and the Corporate Average Fuel Economy (CAFE) regulations.

[4] 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.

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 (USDOT), U.S. Department of Energy (USDOE), and USEPA are three agencies with substantial influence over energy policies related to transportation fuels consumption.

Established by the U.S. Congress in 1975, the CAFE standards reduced energy consumption by increasing the fuel economy of cars and light trucks. The NHTSA, an agency within the USDOT, and the USEPA jointly administered the CAFE standards. 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 carbon dioxide (CO_2) standards for model years 2021 through 2026 (Federal Register 2018).

In March 2020, USDOT and USEPA issued the final SAFE Vehicles Rule, which amends existing CAFE standards and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establishes new standards covering model years 2021 through 2026 (USEPA 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 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 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 2024). 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 2024). Refer to Section 4.8, *Greenhouse Gas Emissions*, of this Draft PEIR for additional information.

In addition to the regulations applicable to cars and light-duty trucks described above, in August 2016, 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.

On July 28, 2023, the NHTSA proposed new CAFE standards for passenger cars and light trucks for model years 2027 through 2032, and new fuel efficiency standards for heavy-duty pickup trucks and vans for model years 2030 through 2035 by increasing fuel economy by two percent year over year for passenger cars and four percent year over year for light trucks (NHTSA 2024). For heavy-duty pickup trucks and vans, the proposed rule would increase fuel efficiency by 10 percent year over year (NGTSA 2024). Refer to Section 4.8, *Greenhouse Gas Emissions*, of this Draft PEIR for additional information.

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 (USDOE 2024).

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.

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 standards are updated every three years and the current California Building Energy Efficiency Standards (Title 24 standards) are the 2022 Title 24 standards, which became effective January 2023. The 2022 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) 90.1-2019 national standards (CEC 2022).

The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, became effective in 2023. The 2022 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 2022). For example, the 2022 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Refer to Section 4.8, *Greenhouse Gas Emissions*, of this Draft PEIR for additional details regarding these standards.

California Appliance Efficiency Regulations

The CEC first developed the Appliance Energy Efficiency Standards (20 CCR 1601–1608) in 1977. The standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficiency appliances 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. Senate Bill (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 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

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 CO_2 emissions, Assembly Bill (AB) 1493 (commonly referred to as the Pavley regulations), enacted on July 22, 2002, requires CARB to set GHG emissions 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 2024a; USEPA 2012). As discussed above, in September 2019, USEPA published the SAFE Vehicles Rule in the federal register (Federal Register, 2019) that maintains the vehicle miles per gallon standards applicable in model year 2020 for model years 2021 through 2026. In February 2022, USEPA issued the Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards (Federal Register, 2021). This final rule revises current GHG standards beginning for vehicles in model year 2023 and through model year 2026 and establish the most stringent GHG standards ever set for the light-duty vehicle sector that are expected to result in average fuel economy label values of 40 mpg, while the standards they replace (the SAFE rule standards) would achieve only 32 mpg in model year 2026 vehicles (Federal Register 2021).

California Air Resources Board

Advanced Clean Car Program

In 2012, CARB adopted the Advanced Clean Cars emissions-control program, which is closely associated with the emissions standards of AB 1493 for passenger vehicles and light-duty trucks, discussed above (CARB 2024a). The program requires an increase in the number of zero-emissions vehicle (ZEV) models

for years 2015 through 2025 to control smog, soot, and GHG emissions. By 2025, ZEVs must be 22 percent of large volume manufacturers overall production (CARB 2024b). Effective November 26, 2019, the federal SAFE Vehicles Rule Part One: One National Program withdraws the California waiver for the GHG and ZEV programs under section 209 of the Clean Air Act, which revokes California's authority to implement the Advanced Clean Cars and ZEV mandates. On March 9, 2022, USEPA issued a notice of decision to reinstate California's Clean Air Act waiver for its Advanced Clean Car regulations (Federal Register 2022). Refer to Section 4.8, *Greenhouse Gas Emissions*, of this Draft PEIR for additional information.

In addition, Governor Gavin Newsom signed an executive order (Executive Order No. N-79-20) on September 23, 2020, that would phase out sales of new gas-powered passenger cars by 2035 in California with an additional 10-year transition period for heavy vehicles. In accordance with the Executive Order, CARB is developing a 2020 Mobile Source Strategy, a comprehensive analysis that presents scenarios for possible strategies to reduce the carbon, toxic and unhealthy pollution from cars, trucks, equipment, and ships.

The primary mechanism for achieving the ZEV target for passenger cars and light trucks is CARB's Advanced Clean Cars II (ACC II) Program. The ACC II regulations will focus on post-2025 model year light-duty vehicles, as requirements are already in place for new vehicles through the 2025 model year. The regulation applies to light-duty passenger car, pickup truck and SUV emissions starting with the 2026 model year through 2035 and amends the Zero-emission Vehicle Regulation to require an increasing number of zero-emission vehicles, and relies on currently available advanced vehicle technologies, including battery-electric, hydrogen fuel cell electric and plug-in hybrid electric-vehicles, to meet air quality and climate change emissions standards (CARB 2024c).

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 emissions 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 2024d)

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.

Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen, and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles

Since off-road vehicles that are used in construction and other related industries can last 30 years or longer, most of those that are in service today are still part of an older fleet that do not have emission controls. In 2007, CARB approved the "In-Use Off-Road Diesel Fueled Fleets Regulation" to reduce emissions from existing (in-use) off-road diesel vehicles that are used in construction and other industries. This regulation sets an anti-idling limit of five minutes for all off-road vehicles 25 horsepower and up. It also establishes emission rates targets for the off-road vehicles that decline over time to accelerate turnover to newer, cleaner engines and require exhaust retrofits to meet these targets. Revised in October 2016, the regulation enforced off-road restrictions on fleets adding vehicles with older tier engines and started enforcing beginning July 1, 2014. By each annual compliance deadline, a fleet must demonstrate that it has either met the fleet average target for that year or has completed the Best Available Control Technology requirements (BACT). Large fleets have compliance deadlines each year from 2014 through 2023, medium fleets each year from 2017 through 2023, and small fleets each year from 2019 through 2028. While the goal of this regulation 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 the use of more fuel-efficient engines.

Sustainable Communities Strategy

SB 375 (Chapter 728, Statutes of 2008), which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions, was adopted by the State on September 30, 2008. Under SB 375, CARB is required, in consultation with the State's Metropolitan Planning Organizations (MPO), 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 MPO for the region in which the County is located (SCAG 2024). 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

In accordance with the California environmental Quality Act (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;
- 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. SB 375 requires each MPO to prepare an SCS in their RTP. In general, the SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce vehicle miles traveled from automobiles and light duty trucks and thereby reduce GHG emissions from these sources. For the SCAG region, the 2024-2050 RTP/SCS (Connect SoCal 2024), adopted on April 4, 2024, is the current RTP/SCS and is an update to the 2020-2045 RTP/SCS.

Connect SoCal 2024 focuses on the continued efforts of the previous RTP/SCS plans for an integrated approach in transportation and land use strategies in development of the SCAG region through horizon year 2050. Connect SoCal 2024 projects that the SCAG region will meet the GHG per capita reduction target established for the SCAG region of 19 percent by 2035. SCAG achieved the 8 percent GHG emissions reduction from 2005 levels by 2020; however, the decreased travel during the COVID-19 shutdown most likely helped achievement of the 2020 target (SCAG 2024).

Additionally, its implementation is projected to reduce VMT per capita for the year 2050 by 6.3 percent compared to baseline conditions. As in the 2020–2045 RTP/SCS, Connect SoCal 2024's overall land use pattern reinforces the trend of focusing new housing and employment in the region's Priority Development Areas (PDAs). PDAs are a development pattern that demonstrates how the region can sustainably accommodate needed housing by supporting transportation and land use strategies that achieve California's GHG emissions reduction goals. Connect SoCal 2024 strives to increase housing production, improve equity and resilience, preserve natural lands, improve public health, increase transportation safety, support the goods movement industries, and use resources more efficiently. In addition, refer to Section 4.8, *Greenhouse Gas Emissions*, of this Draft PEIR for additional details regarding these requirements.

South Coast Air Quality Management District

As discussed in Section 4.3, *Air Quality*, of this Draft PEIR, South Coast Air Quality Management District (SCAQMD) is responsible for air quality planning in the South Coast Air Basin (SCAB) (where the County is located) and developing rules and regulations to bring the SCAB 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.

Los Angeles County 2045 Climate Action Plan

The County's Board of Supervisors adopted the Los Angeles County 2045 Climate Action Plan (2045 CAP) on April 16, 2024 (LA County 2024). The 2045 CAP is an update to the Unincorporated Los Angeles County Community Climate Action Plan (CCAP) 2020 and sets new GHG emissions reduction targets for 2030 (40 percent below 2015 levels), 2035 (50 percent below 2015 levels), and 2045 (83 percent below 2015 levels) consistent with State goals and sets a long-term aspirational goal for carbon neutrality by 2045 (LA County 2023). 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 (LA County 2023). Under these categories, there are 10

strategies and 25 measures that, when combined, achieve all three of the GHG emissions reduction targets for 2030, 2035, and 2045. These strategies and measures are estimated to reduce annual GHG emissions by more than 1.5 million $MTCO_2e$ in 2030, more than 2 million $MTCO_2e$, and nearly 3 million $MTCO_2e$ in 2045 (LA County 2023).

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 (LA County 2022). General goals and policies relevant to energy include those in the Air Quality and Conservation and Natural Resources Elements.

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.

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.

OurCounty Los Angeles County Sustainability Plan

The Los Angeles Countywide Sustainability Plan, also named OurCounty Sustainability Plan, is a regional sustainability plan for the County, which includes the following goals relevant to energy (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 4: A prosperous LA County that provides opportunities for all residents and businesses and supports the transition to a green economy

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 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 (County Code Title 31, Chapter 4 and Chapter 5). The Green Building Standards Code incorporates by reference standards from the CALGreen Code described above and supersedes the previous 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 of Los Angeles Sustainable Infrastructure Guidelines

The Sustainable Infrastructure Guidelines (SIG) were developed to implement sustainable, resilient infrastructure for Public Works buildings (LACPW 2021). 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.

4.6.2 Environmental Impacts

Methodology

As described in Chapter 3, *Project Description*, of this Draft PEIR, the WSGVAP is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the WSGVAP would encourage development in a manner consistent with the Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the WSGV Planning Area. Rather, it assesses the impacts associated with the proposed modifications to existing land uses and zoning and the associated overall effects of buildout of the WSGVAP through 2045. Analysis at a parcel or site-specific level was not conducted, because the specific location, timing, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, where detailed analysis would be speculative and, therefore, beyond the scope of this Draft PEIR.

As detailed in Chapter 3, *Project Description*, and in this section, the WSGVAP proposes land use and zoning modifications to increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit. In addition, the WSGVAP proposes to decrease densities in

hazard areas, wildland-urban interface (WUI) areas, and areas within or adjacent to natural resource areas. Table 3-1, *Land Use and Zoning Change Summary for Proposed Growth and Preservation,* in Chapter 3, *Project Description,* summarizes the WSGVAP proposed land use and zoning modifications on a community-basis. The unincorporated WSGV communities that include the proposed land use and zoning modifications include Altadena, East Pasadena – East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, and South San Gabriel.

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 Plan Area and, where applicable, the general areas of future potential land use changes as part of implementing the WSGVAP, as those are the areas that may result in changes to the environment which weren't already considered in previous environmental analyses or studies.

Construction

Construction of future projects developed under the WSGVAP 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 WSGVAP 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, this analysis is based on the potential for construction energy from future projects developed under the WSGVAP 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 projects developed under the WSGVAP 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 WSGVAP 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, this analysis is based on the potential for operational energy from future projects developed under the WSGVAP 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 WSGVAP 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 WSGVAP, 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 (TDM) 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 I,** *WSGVAP VMT Analysis Memorandum,* and energy calculations in **Appendix D,** *Air Quality, Energy, and GHG Emission Modeling Data,* 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 WSGVAP Goals and Policies

The WSGVAP is intended to the guide long-term growth of the WSGV Planning Area, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. Since the WSGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time.

WSGVAP Goals and Policies

The following WSGVAP goals and policies are relevant to energy:

Land Use Element

Goal LU-5: A resilient and sustainable community that balances development with the conservation of natural resources.

Policy LU-5.10: Implement green infrastructure for water management. Encourage the implementation of sustainable strategies to increase the use of permeable pavements, rain gardens, bioswales with locally native plants, green roofs, and other strategies, aimed at enhancing stormwater absorption, slowing runoff, and improving water quality.

Policy LU-5.11: Support gray water and water reuse technologies. Encourage and promote the installation of gray water infrastructure and water reuse and capture technologies for existing residential and small-scale development.

Mobility Element

Goal M-1: The mobility system consists of a robust network complete streets designed to incorporate the needs of users of all ages and abilities.

Policy M-1.1: Ensure roadway safety. Ensure that streets corridors connecting residential areas, employment areas, recreation, and public facilities are safe, accessible, and defensible for all users, including vulnerable populations such as youth, older adults, and people with disabilities.

Policy M-1.2: Multijurisdictional complete streets. Support multimodal infrastructure projects that promote complete streets and coordinate efforts with neighboring jurisdictions where the County shares authority of traffic control and maintenance of roadways to facilitate access to public transit stops, commercial services, community amenities, and job centers across jurisdictional boundaries.

Goal M-2: Provide improved access to regional and local transit service for all residents and people working in WSGV area.

Policy M-2.1: Enhance local transit services. Enhance local transit services by coordinating across multiple systems to comprehensively address transit service gaps, reduce automobile dependence, and improve local circulation by connecting residential areas, shopping streets, community facilities, open spaces, and other community destinations.

Policy M-2.2: Enhance regional transit service through partnerships. Coordinate with LA Metro and other transit agencies to advocate and provide for reliable, safe, and high-quality service that connect unincorporated communities in the West San Gabriel Valley to the rest of the region. Encourage convenient and safe transit, pedestrian, and bicycle linkages to/from transit service and mobility hubs to facilitate first last-mile connectivity.

- Work with transit agencies and neighboring jurisdictions to improve the efficiency of the public transportation system through bus-only lanes, signal prioritization, and useful transfer windows to the larger regional transportation network.
- Work with LA Metro to develop Frist/Last Mile plans at two Metro A Line stations in the WSGV area - Sierra Madre Villa Station and Monrovia Station, as well as four bus stop FLM areas within WSGV communities identified in the 2023 Active Transportation Strategic Plan. These FLM areas include Altadena Drive/Lake Avenue and Woodbury Road/Lincoln Avenue in Altadena, as well as Rosemead Boulevard/Huntington Drive and Rosemead Boulevard/Colorado Boulevard in East Pasadena-East San Gabriel.

Policy M-2.3: Support bus stop improvements. Partner with regional and local transit operators to support bus stops with attractive amenities, unique community branding, sustainable elements, and public art to serve as gateways to the community and promote cohesive community corridors.

Policy M-2.4: Promote accessible transit vehicles. Support use of transit vehicles with enhanced accessibility to accommodate a wide range of mobility-aide devices and childcare instruments like car-seats and strollers.

Policy M-2.5: Community transit promotion. Partner with community members and stakeholders to assess, promote, and market transit options available in local communities.

Goal M-3: A safe, convenient, and comfortable active transportation network that fosters pedestrian and bicycle travel as healthy and sustainable modes.

Policy M-3.1: Evaluate enhance bike network gaps. Support people on bikes by evaluating bike network gaps along jurisdictional boundaries and implementing infrastructure to close those gaps.

Policy M-3.2: Prioritize safe and connected pedestrian networks. Provide safe and connected pedestrian networks that are mindful of users, roadways, surrounding land uses, environmental conditions, and community characteristics.

Policy M-3.3: Promote neighborhood greenways. Support the planning and construction of greenways that prioritize pedestrians and cyclist safety to encourage foot traffic, reduce parking demand, and support local businesses.

Policy M-3.4: Leverage waterways as a recreational resource. Support the use of water channel rights-of-way to provide off-street multi-use paths and trails that can serve as a recreational resource and means of commuting to local job centers.

Policy M-3.5: Expand tree canopy cover. Promote the planting of locally native trees in the public right-of-way, including street trees and park trees, to provide shaded pathways, neighborhood cooling, and other benefits.

Policy M-3.6: Apply the latest accessibility standards. Evaluate proactively adopting Public Right-of-Way Accessibility Guidelines (PROWAG) through an ADA transition update that reflects the latest version of the guidelines and creates a prioritization and funding strategy for addressing ADA deficiencies in WSGV communities to ensure accessibility for vulnerable users.

Policy M-3.7: Enhance signage and wayfinding. Create distinctive wayfinding and signage throughout communities to facilitate active transportation connectivity and guide residents and visitors to local services and amenities.

Goal M-4: Promote other transportation demand management (TDM) strategies.

Policy M-4.1: Support TDM strategies for schools. Support and collaborate with schools, parents, and students to develop, implement, and frequently reevaluate innovative TDM strategies and programs, such as safe-routes-to-schools, that encourage active and transit modes of travel to reduce traffic congestion.

Policy M-4.2: Local TDM strategies. Coordinate with residents, employees, local businesses, transit agencies, and community-based organizations to manage congestion by developing, promoting, and marketing TDM strategies for commuting that meet the needs of WSGV residents and employees.

Impact Analysis

Impact 4.6-1: Would the Project 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 projects developed under the WSGVAP would not result in wasteful, inefficient, or unnecessary consumption of energy resources during either construction or operation of future development, as discussed in greater detail below.

Construction

During construction of future projects developed under the WSGVAP, 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 to supply and convey water for dust control. During construction of future projects developed under the WSGVAP, 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 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 and gasoline fuel. Therefore, the impact from construction electrical demand for future projects developed under the WSGVAP would be less than significant and would not result in the wasteful, inefficient, and unnecessary consumption of energy.

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 projects developed under the WSGVAP. 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 projects developed under the WSGVAP 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 2021).

Construction of future projects developed under the WSGVAP would utilize fuel-efficient equipment consistent with federal and State 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 projects developed under the WSGVAP 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 projects developed under the WSGVAP 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 projects developed under the WSGVAP would not result in the wasteful, inefficient, and unnecessary consumption of energy, and this impact would be less than significant.

Operation

During operation of existing development and future projects developed under the WSGVAP, 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 projects developed under the WSGVAP during operations related to water usage, solid waste disposal, and vehicle trips.

Electricity

Operation of future projects developed under the WSGVAP would result in demand for electricity resources, including for water supply, conveyance, distribution, and treatment. Future projects developed under the WSGVAP would also be required to 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. Furthermore, implementation of policies in the WSGVAP would reduce the electricity demand from future projects developed under the WSGVAP by promoting energy efficiency designs and strategies beyond regulatory requirements and policies for renewable energy. Therefore, operations of future projects developed under the WSGVAP would not result in the wasteful, inefficient, and unnecessary consumption of electricity and impacts are considered less than significant.

Natural Gas

Future projects developed under the WSGVAP would result in demand for natural gas resources. As would be the case with electricity, future projects developed under the WSGVAP would be required to comply with the applicable provisions of Title 24 and the CALGreen Code in effect at the time of building permit issuance to minimize natural gas demand. Future projects developed under the WSGVAP would also be required to comply with the 2022 Title 24 Building Energy Efficiency Standards. Since the standards are updated every three years, future development would be designed to include energy saving features to comply with future Title 24 standards and CALGreen Code requirements, which could include improvements to water heating efficiency or reduced natural gas-fueled systems in buildings. Furthermore, implementation of policies in the WSGVAP would reduce the demand for natural gas from new development in the WSGV Planning Area by promoting energy efficiency designs and strategies beyond regulatory requirements and policies for renewable energy. Therefore, operations would not result

in the wasteful, inefficient, and unnecessary combustion of natural gas and impacts are considered less than significant.

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.

The estimated operational transportation fuel demand from existing development and future development facilitated by adoption of the WSGVAP is provided in **Table 4.6-1,** *Estimated WSGVAP Operational Transportation Energy Demand*. Traffic reduction policies within the WSGVAP's 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 4.6-2**, *Estimated WSGVAP Operational Transportation Energy Demand*, fuel consumption at full buildout of the WSGVAP would be greater than that of the No Project scenario primarily due to the focus of the WSGVAP to support higher land use intensities within the WSGV Planning Area. Increasing residential, mixed-use, and commercial land uses primarily along commercial corridors and major roadways would allow residents to live close to business, employment, and amenities, thereby increasing pedestrian activity, complementing existing commercial uses and incentivizing ground-floor commercial.

TABLE 4.6-2
ESTIMATED WSGVAP OPERATIONAL TRANSPORTATION ENERGY DEMAND[1]

Energy Type	Annual Quantity[2,3]
No Project (2045)	
Gasoline	2,227,690,071 gallons
Diesel	635,252,455 gallons
WSGVAP Future Development Buildout (2045)	
Gasoline	2,230,329,105 gallons
Diesel	636,264,883 gallons
Total Net Transportation – Gasoline	**2,639,034 (gallons)**
Total Net Transportation – Diesel	**1,012,428 (gallons)**

SOURCE: ESA, 2024
NOTES:
MWh = megawatt-hours
cf = cubic feet
1. Detailed calculations are provided in Appendix C of this Draft PEIR.
2. Totals may not add up due to rounding of decimals.
3. Parentheses denote a negative value.

The WSGVAP would also increase population growth and employment opportunities in the WSGV Planning Area compared to the No Project Scenario. However, while the demand for transportation fuel would increase under the WSGVAP, the Area Plan's land use and growth strategy and transportation policies would help in reducing vehicle trips within the WSGV Planning Area. The WSGVAP proposes

land use and zoning modifications that would focus growth primarily around commercial corridors, high-quality transit corridors, and major roadways in proximity to existing and future transit stops and services. In addition, the increased growth along these areas would further help to decrease vehicle trips as residents would be able to walk or use alternative transportation to access nearby residential-serving uses and amenities.

In addition, implementation of the WSGVAP transportation policies would further help to reduce VMT by increasing alternative transportation services and walkability within the WSGV Planning Area and by incorporating TDM strategies. As such, due to the WSGVAP's land use and transportation strategies related to reducing vehicle trips for residents and employees, while overall VMT and subsequent transportation fuel consumption would increase under the WSGVAP due to total growth in the area, the total VMT per service population would be lower under the WSGVAP as compared to the No Project scenario.

Consistency with Statewide and Regional Transportation Goals

Adoption of the WSGVAP would modify the existing General Plan land use and zoning designations of select parcels in the Plan Area to provide for focused growth and preservation areas, as described in Chapter 3, *Project Description.* The land use strategy of WSGVAP focuses on clustering growth primarily along commercial corridors and major roadway in proximity to alternative transportation services to encourage transit-oriented development in urban and suburban areas. The transportation policies of the WSGVAP also promote improving and maintaining transit services within the unincorporated WSGV communities which are affordable, timely, cost-effective, and responsive to growth patterns. Implementation of these policies would help to ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low-income households, and persons with disabilities, which would make it easier for residents to travel throughout the WSGV Planning Area. Therefore, adoption of the WSGVAP 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, adoption of the WSGVAP would not conflict with SCAG's Connect SoCal 2024's goals of improving mobility and access to diverse destinations; providing better "placemaking"; providing more transportation choices; and reducing vehicular demand and associated emissions. Therefore, adoption of the WSGVAP would not conflict with SCAG's Connect SoCal 2024. In fact, as discussed above, the proposed areas of growth under the WSGVAP would support the goals of SCAG's Connect SoCal 2024 in the WSGV Planning Area.

In addition, with the adoption of the WSGVAP, 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 greater detail in Section 4.19, *Utilities and Service Systems*, of this Draft PEIR, compliance with AB 431 and SB 1383 would ensure that future projects developed under the WSGVAP would adhere to the applicable recycling requirements, which in turn would aid in reducing truck trips to landfills. Furthermore, the policies provided in the WSGVAP 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 projects developed under the WSGVAP would minimize operational transportation fuel demand in line with state, regional, and County goals. Therefore, future projects developed under the WSGVAP would not lead to wasteful, inefficient, and unnecessary consumption of energy, and this impact is considered less than significant.

Impact 4.6-2: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. Implementation of future projects developed under the WSGVAP 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, as discussed in greater detail below.

Construction

Construction of future projects developed under the WSGVAP 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 (Federal Register 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, construction of future projects developed under the WSGVAP would comply with existing energy standards and impacts are considered to be less than significant.

Operation

The operation of future projects developed under the WSGVAP 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 projects developed under the WSGVAP would be required to 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 countywide. 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 TDM 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). Implementation of these actions established in the OurCounty Sustainability Plan results in energy savings throughout the County.

The County recently adopted its 2045 CAP, which proposes strategies to increase renewable energy production and improve energy efficiency. The 2045 CAP also aligns with the goals of the OurCounty Sustainability Plan. The 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 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). Furthermore, the 2045 CAP promotes adoption of renewable energy production in both new and existing residential and commercial development (Measure ES3), which would decrease grid energy demand and advance the 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 2045 CAP also aims to reduce VMT, emissions, and transportation fuel consumption. The 2045 CAP includes transportation strategies that would reduce fuel consumption such as: locating development within High Quality Transit Areas; emphasizing non-motorized travel through the 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 County bus

and shuttle fleets. The 2045 CAP aims to electrify 100 percent of the 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 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 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 WSGVAP supports the OurCounty Sustainability Plan and 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 projects developed under the WSGVAP would comply with CALGreen energy efficiency requirements, which would be consistent with the OurCounty Sustainability Plan and 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 projects developed under the WSGVAP 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 WSGVAP would not conflict with Connect SoCal 2024 goals of improving mobility and access to diverse destinations, providing better "placemaking," providing more transportation choices, and reducing vehicular demand and associated emissions. Connect SoCal 2024 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 PDAs; providing more options for short trips/neighborhood mobility areas (15-minute communities); supporting zero emission vehicles; and supporting local sustainability and climate change planning. The applicable transportation strategies include managing through a TDM Program and Transportation System Management (TSM) Plan, including transit signal prioritization or advanced technologies that can anticipate changing traffic conditions and provide real time information to drivers allowing them to make informed decisions; 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.

In addition, the WSGVAP's Mobility Element includes policies aligned with the goals of Connect SoCal 2024, 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. Furthermore, adoption of the WSGVAP would modify the existing General Plan land use and zoning designations of select parcels in the Plan Area to provide for focused growth and preservation areas, as described in Chapter 3, *Project Description.* The land use strategy of WSGVAP focuses on clustering growth primarily along commercial corridors and major roadways in proximity to alternative transportation services to encourage transit-oriented development in urban and suburban areas. The transportation policies of the WSGVAP also promote improving and maintaining transit services within the unincorporated WSGV communities which are affordable, timely, cost-effective, and responsive to

growth patterns. Implementation of these policies would help to ensure expanded mobility and increase transit access for underserved transit users, such as seniors, students, low-income households, and persons with disabilities, which would make it easier for residents to travel throughout the WSGV Planning Area. Therefore, adoption of the WSGVAP would support statewide and regional efforts to improve transportation energy efficiency and reduce transportation energy consumption.

In conclusion, operation of future projects developed under the WSGVAP would comply with all applicable plans for energy efficiency and renewable energy and this impact is considered less than significant.

Cumulative Impacts

For the purposes of this analysis of cumulative energy impacts, the geographic area considered for the cumulative impacts analysis comprises of the County and a 40-mile travel radius for fuels.

Impact 4.6-3: Would future development facilitated by adoption of the WSGVAP 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 Cumulative Impact. Future development and population growth associated with the WSGVAP would result in the increased use of electricity and natural gas resources and associated infrastructure. SCE, the electricity service provider for the WSGV Planning Area, 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 WSGV Planning Area's natural gas service provider, SoCal Gas. Future projects developed under the WSGVAP 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 projects developed under the WSGVAP would be less than cumulatively considerable. Cumulative impacts are considered less than significant.

While growth within the WSGV Planning Area and region is anticipated to increase the demand for transportation and total VMT, future projects developed under the WSGVAP 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 projects developed under the WSGVAP would be less than cumulatively considerable with respect to transportation energy. Cumulative impacts are considered less than significant.

Impact 4.6-4: Would future development facilitated by adoption of the WSGVAP, 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 Cumulative Impact. Future projects developed under the WSGVAP 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, Connect SoCal 2024, OurCounty Los Angeles Countywide Sustainability Plan, or the County's 2045 CAP. Other cumulative projects would also have to comply with the goals and policies of these plans. Therefore, the impact of future projects developed under the WSGVAP 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. Cumulative impacts are considered less than significant.

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 Geology and Soils

This section addresses the potential impacts of the West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) related to geology and soils, including seismic-induced geologic hazards, erosion, unstable soils, use of alternative onsite wastewater systems, and consistency with the County's Hillside Management Areas (HMAs) Ordinance. 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 (refer to **Appendix A,** *Notice of Preparation & Comments Received*). Comments received did not identify any substantive issues or questions related to geology and soils. 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

Regional and Local Geology

The WSGV Planning Area encompasses 23.2 square miles within the southeast portion of Los Angeles County and is loosely bounded by the Cities of Glendale and Los Angeles to the west; the San Gabriel Mountains and foothills and the Angeles National Forest to the north; the Cities of Azusa, Irwindale, and West Covina to the east; and the City of Pico Rivera to the south. Aside from the San Gabriel Mountains foothills areas, the majority of the WSGV Planning Area is primarily comprised of flat-lying areas of very little topographic relief. The WSGV Planning Area is located primarily within the Peninsular Ranges Geomorphic Province (Los Angeles Basin) with the northern border at the base of the San Gabriel Mountains being located within the Transverse Ranges Geomorphic Province.

In the Los Angeles Basin, the bedrock units can be discussed as two groups: 1) basement rocks–early Cretaceous and older, crystalline metamorphic and igneous rocks; and 2) the overlying sequence of late Cretaceous and Tertiary strata. The basement rocks of the San Gabriel Mountains are comprised of Precambrian, Paleozoic, and pre-middle-Cretaceous Mesozoic metamorphic and igneous rocks. These are the oldest rocks in the County, and they appear to represent old continental crust at the west edge of the North American continent. In the eastern part of the Los Angeles Basin, the basement rocks largely consist of metamorphosed sedimentary and volcanic rocks of Jurassic age that were probably deposited on oceanic crust, and later accreted to the continental margin.

A sequence of Upper Cretaceous and Tertiary sedimentary and volcanic strata lies unconformably atop the basement rocks discussed above. These sedimentary deposits are dominated by thick sections of marine Miocene- and Pliocene-age sediments in the Los Angeles Basin as shown in the geologic maps contained in **Appendix G**, *WSGVAP Geologic Maps*. Previous mapping has often regarded the Los Angeles Basin boundaries as the extent of middle and upper Miocene marine deposition, so as to include sedimentary rocks found in the Santa Monica Mountains, San Fernando Valley, and the south edge of the San Gabriel Mountains. The Tertiary sedimentary units identified in the San Gabriel and San Fernando Valleys are the Duarte Conglomerate, Pico, and Fernando Formations, as shown in the geologic maps contained in Appendix G, *WSGVAP Geologic Maps.*

The Transverse Ranges geomorphic province is a band of east-west trending mountains and valleys that generally vary from 30 to 100 miles in width and span roughly 250 miles from Point Arguello on the west to the San Bernardino Mountains on the east. The east-west orientation of this province marks a change from the general northwesterly trends of the Peninsular Ranges Province to the south and the northwesterly grain of the California Coast Ranges and the Great Valley to the north.

Seismicity and Faults

This section characterizes the region's existing faults, estimates the likelihood of future earthquakes, and describes probable ground shaking effects.

Earthquake Terminology and Concepts

Earthquake Mechanisms and Fault Activity

Faults are planar features within the Earth's crust that have formed to release strain caused by the dynamic movements of the Earth's major tectonic plates. An earthquake on a fault is produced when these strains overcome the inherent strength of the Earth's crust, and the rock ruptures. The rupture causes seismic waves that propagate through the Earth's crust, producing the ground shaking effect known as an earthquake. The rupture also causes variable amounts of slip along the fault, which may or may not be visible at the Earth's surface.

The State of California defines an active fault as one that has had surface displacement within Holocene time (the last 11,000 years) while the United States Geological Survey (USGS) uses 15,000 years. A Quaternary fault is defined as a fault that has shown evidence of surface displacement during the Quaternary period (the last 1.6 million years), unless direct geologic evidence demonstrates inactivity for all of the Holocene or longer. This definition does not mean that a fault lacking evidence of surface displacement is necessarily inactive.

For the purpose of delineating fault rupture zones, the California Geological Survey (CGS) historically sought to zone faults defined as potentially active, which are faults that have shown evidence of surface displacement during the Quaternary period, and some older maps may still use this term. However, under the Alquist-Priolo Earthquake Fault Zoning Act, usage of this term was discontinued when it became apparent that the sheer number of Quaternary-age faults in the state made it meaningless to zone all of them (Bryant and Hart 2007). In late 1975, the State Geologist made a policy decision to zone only those faults that had a relatively high potential for ground rupture, determining that a fault should be considered for zoning only if it was sufficiently active and well defined. Faults that are confined to pre-Quaternary rocks are considered inactive.

Earthquake Magnitude

When an earthquake occurs along a fault, its size can be determined by measuring the energy released during the event. A network of seismographs records the amplitude and frequency of the seismic waves that an earthquake generates. The Richter magnitude of an earthquake represents the highest amplitude measured by the seismograph at a distance of 100 kilometers from the epicenter. Richter magnitudes vary logarithmically with each whole-number step, representing a tenfold increase in the amplitude of the recorded seismic waves and 32 times the amount of energy released. While Richter magnitude was historically the primary measure of earthquake magnitude, seismologists now use Moment Magnitude (Mw) as the preferred way to express the size of an earthquake. The Mw scale is related to the physical

characteristics of a fault, including the rigidity of the rock, the size of fault rupture, and the style of movement or displacement across the fault. Although the formulae of the scales are different, they both contain a similar continuum of magnitude values, except that Mw can reliably measure larger earthquakes and do so from greater distances.

Peak Ground Acceleration

A common measure of ground motion at any particular site during an earthquake is the peak ground acceleration (PGA). The PGA for a given component of motion is the largest value of horizontal acceleration obtained from a seismograph. PGA is expressed as the percentage of the acceleration due to gravity (g), which is approximately 9.8 meters per second squared. In terms of automobile acceleration, one "g" of acceleration is equivalent to the motion of a car traveling 328 feet from rest in 4.5 seconds. For comparison purposes, the maximum PGA value recorded during the Loma Prieta earthquake in the vicinity of the epicenter, near Santa Cruz, was 0.64 g. Unlike measures of magnitude, which provide a single measure of earthquake energy, PGA varies from place to place and is dependent on the distance from the epicenter and the character of the underlying geology (e.g., hard bedrock, soft sediments, or artificial fills).

Modified Mercalli Intensity Scale

The Modified Mercalli Intensity Scale assigns an intensity value based on the observed effects of ground shaking produced by an earthquake. Unlike measures of earthquake magnitude and PGA, the Modified Mercalli Intensity Scale is qualitative in nature in that it is based on actual observed effects rather than measured values. Similar to PGA, Modified Mercalli values for an earthquake at any one place can vary depending on the earthquake's magnitude, the distance from its epicenter, the focus of its energy, and the type of geologic material. The Modified Mercalli values for intensity range from I (earthquake not felt) to XII (damage nearly total), and intensities ranging from IV to X can cause moderate to significant structural damage. Because the Modified Mercalli scale is a measure of ground shaking effects, intensity values can be correlated to a range of average PGA values, as shown in **Table 4.7-1,** *Modified Mercalli Intensity Scale*.

Regional Seismicity

The WSGV Planning Area is located within Los Angeles County, an area known for seismic activity. The San Andreas Fault system is a zone of relative motion between the North American and Pacific tectonic plates. The tectonic-driven crustal deformation now taking place in Southern California is dominated by the intersection of the San Andreas and the Transverse Ranges fault systems. The manifestations of this intersection are varied, ranging from the considerable topographic relief along the south flank of the San Gabriel Mountains, or in transitory events, such as earthquakes. Although these fault systems are part of a long-term, ongoing tectonic process now more than five million years old, they are currently responding to strain related to motion of the Pacific and North American plates through horizontal slip (otherwise known as a strike-slip fault) along the San Andreas Fault system or by vertical slip (otherwise known as a thrust fault) on Transverse Ranges faults. Based on subsurface trenching and exploratory borings, surface observations, geomorphologic/topographic patterns, geophysical data, and other evidence, more than one dozen faults within the Plan Area have been classified as active faults. The probability that a large earthquake will occur sometime during the next 30 years along the nearby San Andreas Fault is currently estimated to be 40 percent or greater (Los Angeles County 2014).

TABLE 4.7-1
MODIFIED MERCALLI INTENSITY SCALE

Intensity Value	Intensity Description	Average Peak Ground Acceleration[a]
I	Not felt except by a very few people under especially favorable circumstances.	< 0.0017 g
II	Felt only by a few people at rest, especially on upper floors on buildings. Delicately suspended objects may swing.	0.0017 - 0.014 g
III	Felt noticeably indoors, especially on upper floors of buildings, but many people do not recognize it as an earthquake. Standing automobiles may rock slightly, vibration similar to a passing truck. Duration estimated.	0.0017 - 0.014 g
IV	During the day felt indoors by many, outdoors by few. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing automobiles rocked noticeably.	0.014 - 0.039 g
V (Light)	Felt by nearly everyone, many awakened. Some dishes and windows broken; a few instances of cracked plaster; unstable objects overturned. Disturbances of trees, poles may be noticed. Pendulum clocks may stop.	0.035 - 0.092 g
VI (Moderate)	Felt by all, many frightened and run outdoors. Some heavy furniture moved; fallen plaster or damaged chimneys. Damage slight.	0.092 - 0.18 g
VII (Strong)	Everybody runs outdoors. Damage negligible in buildings of good design and construction; slight to moderate in well-built ordinary structures; considerable in poorly built or badly designed structures; some chimneys broken. Noticed by people driving automobiles.	0.18 - 0.34 g
VIII (Very Strong)	Damage slight in specially designed structures; considerable in ordinary substantial buildings, with partial collapse; great in poorly built structures. Panel walls thrown out of frame structures. Fall of chimneys, factory stacks, columns, monuments, walls. Heavy furniture overturned. Sand and mud ejected in small amounts. Changes in well water. People driving automobiles disturbed.	0.34 - 0.65 g
IX (Violent)	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb; great in substantial buildings, with partial collapse. Buildings shifted off foundations. Ground cracked conspicuously. Underground pipes broken.	0.65 - 1.24 g
X (Very Violent)	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations; ground badly cracked. Rails bent. Landslides considerable from riverbanks and steep slopes. Shifted sand and mud. Water splashed (slopped) over banks.	> 1.24 g
XI (Very Violent)	Few, if any, masonry structures remain standing. Bridges destroyed. Broad fissures in ground. Underground pipelines completely out of service. Earth slumps and land slips in soft ground. Rails bent greatly.	> 1.24 g
XII (Very Violent)	Damage total. Practically all works of construction are damaged greatly or destroyed. Waves seen on ground surface. Lines of sight and level are distorted. Objects are thrown upward into the air.	> 1.24 g

SOURCES: CGS, 2003

NOTE:

a. Value is expressed as a fraction of the acceleration due to gravity (g). Gravity (g) is 9.8 meters per second squared. 1.0 g of acceleration is a rate of increase in speed equivalent to a car traveling 328 feet from rest in 4.5 seconds.

Local Seismicity

As shown in **Figure 4.7-1**, *Faults within the WSGV Planning Area,* prominent active faults within or near the WSGV Planning Area include the Raymond Fault, San Gabriel Fault and the Sierra Madre Fault. The Raymond Fault is a Prevailing reverse and reverse-oblique movement associated with 1998 5.0 Mw Pasadena Earthquake. As shown in Figure 4.7-1, the Raymond Fault traverses through the middle portion of the WSGV Planning Area and passes through the unincorporated WSGV community of East Pasadena – East San Gabriel.

The San Gabriel Fault is a complex range of movement sense/offset, consisting of a zone of north-dipping, en echelon fault segments (i.e., segments that are parallel or subparallel, closely-spaced, overlapping, or step-like that are oblique to the overall structural trend). As shown in Figure 4.7-1, the San Gabriel Fault is located north of the WSGV Planning Area and does not traverse any of the unincorporated WSGV communities.

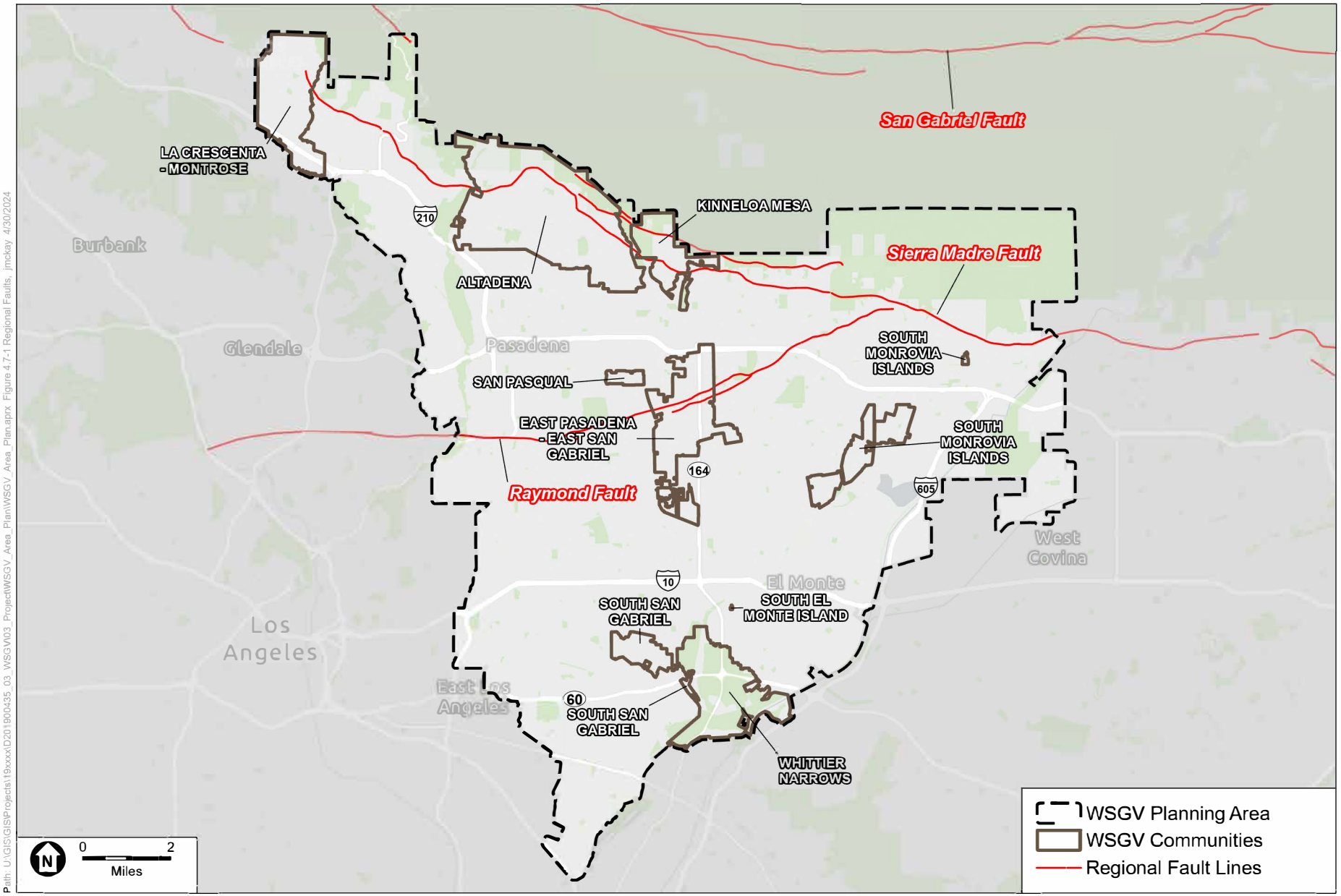
The Sierra Madre Fault is comprised of interconnected fault strands that occupy a zone as wide as one kilometer with prevailing reverse displacement. As shown in Figure 4.7-1, the Sierra Madre Fault traverses through the northern portion of the WSGV Planning Area and passes through the unincorporated WSGV communities of Kinneloa Mesa, Altadena, and La Crescenta – Montrose.

Alquist-Priolo Earthquake Fault Zones

The purpose of the Alquist-Priolo Earthquake Fault Zones Act is to prevent the construction of buildings used for human occupancy across the surface trace of active faults. The law requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones [EFZs]) around the surface traces of active faults and to issue appropriate maps. The zones vary in width and average about one-quarter mile wide. For the purposes of the Act, an active fault is one that has ruptured in the last 11,000 years. As shown in **Figure 4.7-2**, *Alquist-Priolo Fault Zones within the WSGV Planning Area,* there are designated Alquist-Priolo fault zones within the WSGV Planning Area, including within the unincorporated WSGV communities of East Pasadena – East San Gabriel, South Monrovia Islands, South San Gabriel, and Whittier Narrows.

Soils

Figure 4.7-3, *Soil Types within the WSGV Planning Area*, shows the major soil types present within the nine unincorporated WSGV communities, which includes Sobrante-Exchequer-Cieneba (collectively referred to as the Cieneba series); Urban land-Sorrento-Hanford (collectively referred to as the Hanford series); and Zamora-Urban land-Ramona (collectively referred to as the Romona series) soil types. The Cieneba series consists of very shallow and shallow, somewhat excessively drained soils that formed in material weathered from granitic rock. Cieneba soils are typically located within hillsides and mountains with slopes ranging from of 9 to 85 percent (USDA 2012). The Hanford series consists of very deep, well drained soils that formed in moderately coarse textured alluvium dominantly from granite. Hanford soils are on stream bottoms, floodplains and alluvial fans and have slopes of 0 to 15 percent (USDA 1999). The Ramona series are fine-loamy, mixed, thermic soils with colors of brown to reddish brown to yellowish red. Depending on the type of Ramona series, soils can vary from sandy loam to sandy clay loam (USDA 2003). These soil types present within the WSGV Planning Area have a low to moderate shrink-swell potential.



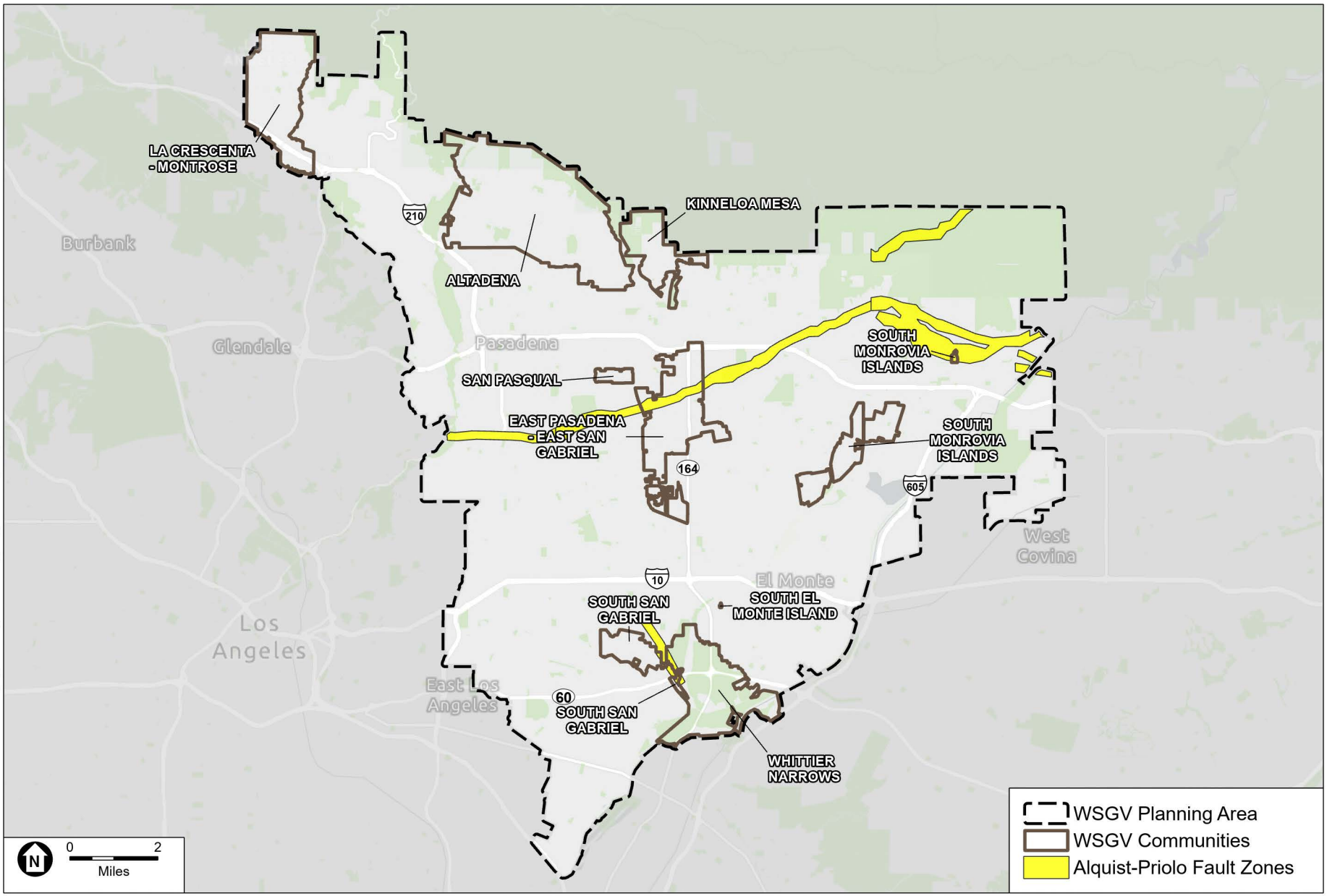
Path: U:\GIS\GIS\Projects\19xxxx\D2019000435_03_WSGV\03_Project\WSGV_Area_Plan\WSGV_Area_Plan.aprx Figure 4.7-1 Regional Faults, jmckay 4/30/2024

SOURCE: CGS, 2019; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.7-1
Faults within the WSGV Planning Area

ESA



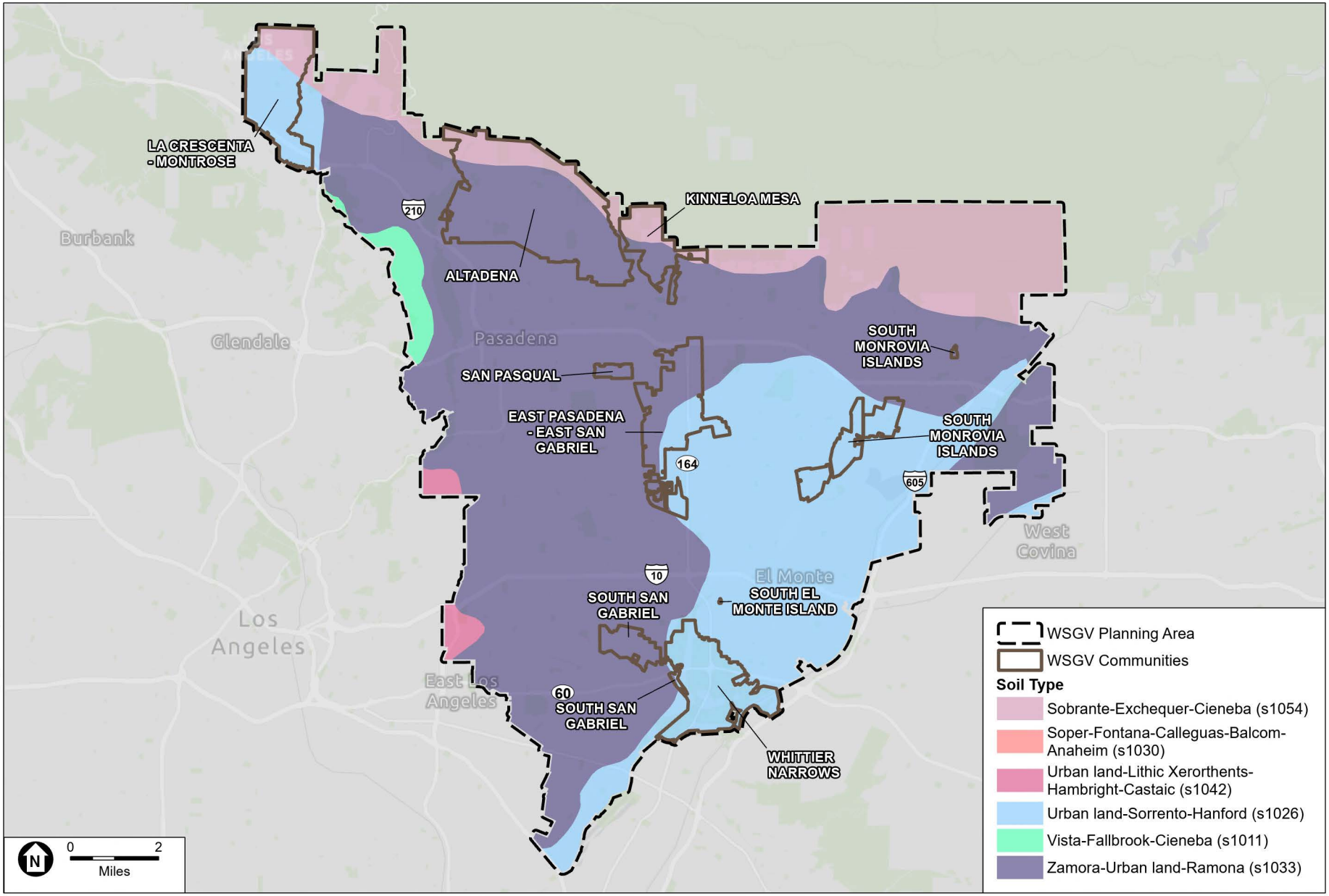
Path: U:\GIS\GIS\Projects\19xxxx\D2019000435_03_WSGV\03_Project\WSGV_Area_Plan\WSGV_Area_Plan.aprx Figure 4.7-2 Alquist-Priolo Fault Zones, jmckay 5/2/2024

SOURCE: CGS, 2017; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.7-2
Alquist-Priolo Fault Zones within the WSGV Planning Area

ESA



Path: U:\GIS\GIS\Projects\19xxxx\D2019000435_03_WSGV\03_Project\WSGV_Area_Plan\WSGV_Area_Plan.aprx Figure 4.7-3 Soils, jmckay 5/2/2024

SOURCE: NRCS, 2023; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.7-3
Soil Types within the WSGV Planning Area

ESA

Geologic Hazards

Landslides

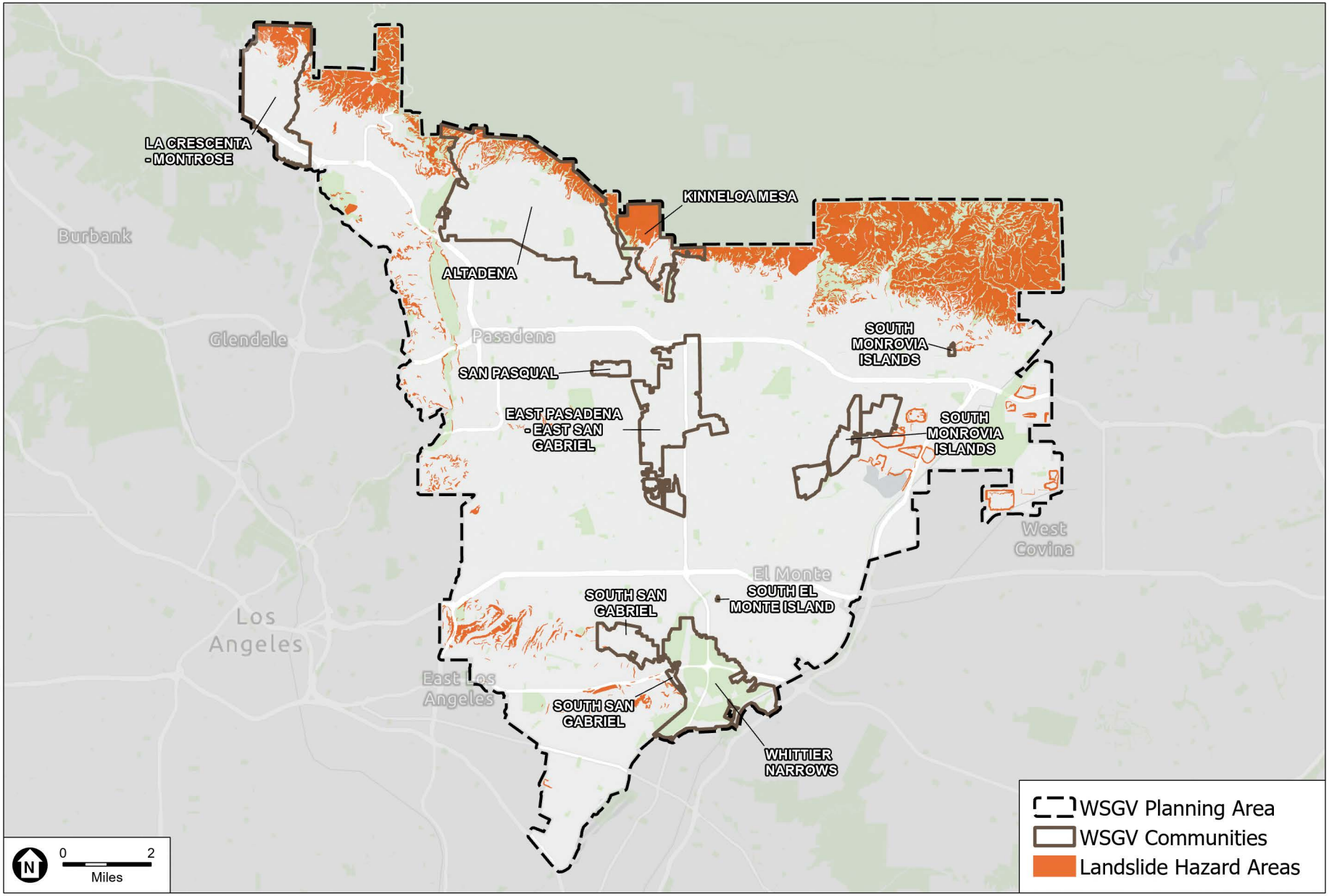
Slope failures, commonly referred to as landslides, include many phenomena that involve the downslope displacement and movement of material, either triggered by static (i.e., gravity) or dynamic (i.e., earthquake) forces. A slope failure is a mass of rock, soil, and/or debris displaced downslope by sliding, flowing, or falling. Exposed rock slopes undergo rockfalls, rockslides, or rock avalanches, while soil slopes experience shallow soil slides, rapid debris flows, and deep-seated rotational slides. Landslide-susceptible areas are characterized by steep slopes, typically 15 percent or greater, and downslope creep of surface materials. Landslides may occur on slopes less than 15 percent; however, the probability is greater on steeper slopes that exhibit old landslide features such as scarps, slanted vegetation, and transverse ridges. Debris flows consist of a loose mass of rocks and other granular material that, if saturated and present on a steep slope, can move downslope. The rate of rock and soil movement can vary from a slow creep over many years to a sudden mass movement. Landslides occur throughout the State, but the density of incidents increases in zones of active faulting.

Slope stability can depend on a number of complex variables. The geology, structure, and amount of groundwater in the slope affect slope failure potential, as do external processes (i.e., climate, topography, slope geometry, and human activity). The factors that contribute to landslides include those that decrease the resistance in the slope materials and those that increase the stresses on the slope. Slope failure under static forces occurs when those forces initiating failure overcome the forces resisting slope movement. For example, a soil slope may be considered stable until it becomes saturated with water (e.g., during heavy rains or due to a broken pipe or sewer line). Under saturated conditions, the water pressure in the individual pores within the soil increases, reducing the strength of the soil. Cutting into the slope and removing the lower portion, or slope toe, can reduce or eliminate the slope support, thereby increasing stress on the slope. Earthquake motions can also induce significant horizontal and vertical dynamic stresses in slopes that can trigger failure. Earthquake-induced landslides can occur in areas with steep slopes that are susceptible to strong ground motion during an earthquake.

Within in the WSGV Planning Area, landslide hazard zones have been identified within the San Gabriel foothill areas along south front of San Gabriel Mountains or hilly areas such as the San Rafael, Montebello, and Monterey Hills. The unincorporated WSGV communities that contain these landslide hazard areas include Altadena, Kinneloa Mesa, and La Crescenta-Montrose, as shown in **Figure 4.7-4,** *Landslide Areas within the WSGV Planning Area.* Slopes within these areas which are 25 percent or greater are also designated as HMAs in accordance with the County's HMAs Ordinance.

Erosion

Erosion is the weathering of soil and rock by processes such as mechanical or chemical weathering, mass wasting, and the action of waves, wind, and underground water. Excessive soil erosion can eventually lead to damage of building foundations and roadways. Areas that are susceptible to erosion are often those that become exposed during the construction phase of development when existing cover is removed or earthwork activities disturb below-grade earth materials. Typically, the soil erosion potential is reduced once disturbed areas are graded and covered with landscaping, structures, concrete, asphalt, or slope protection materials.



Path: U:\GIS\GIS\Projects\19xxxx\D20190435_03_WSGV\03_Project\WSGV_Area_Plan\WSGV_Area_Plan.aprx Figure 4.7-4 Landslide Areas, jmckay 5/2/2024

SOURCE: County of Los Angeles, 2022; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.7-4
Landslide Areas within the WSGV Planning Area

ESA

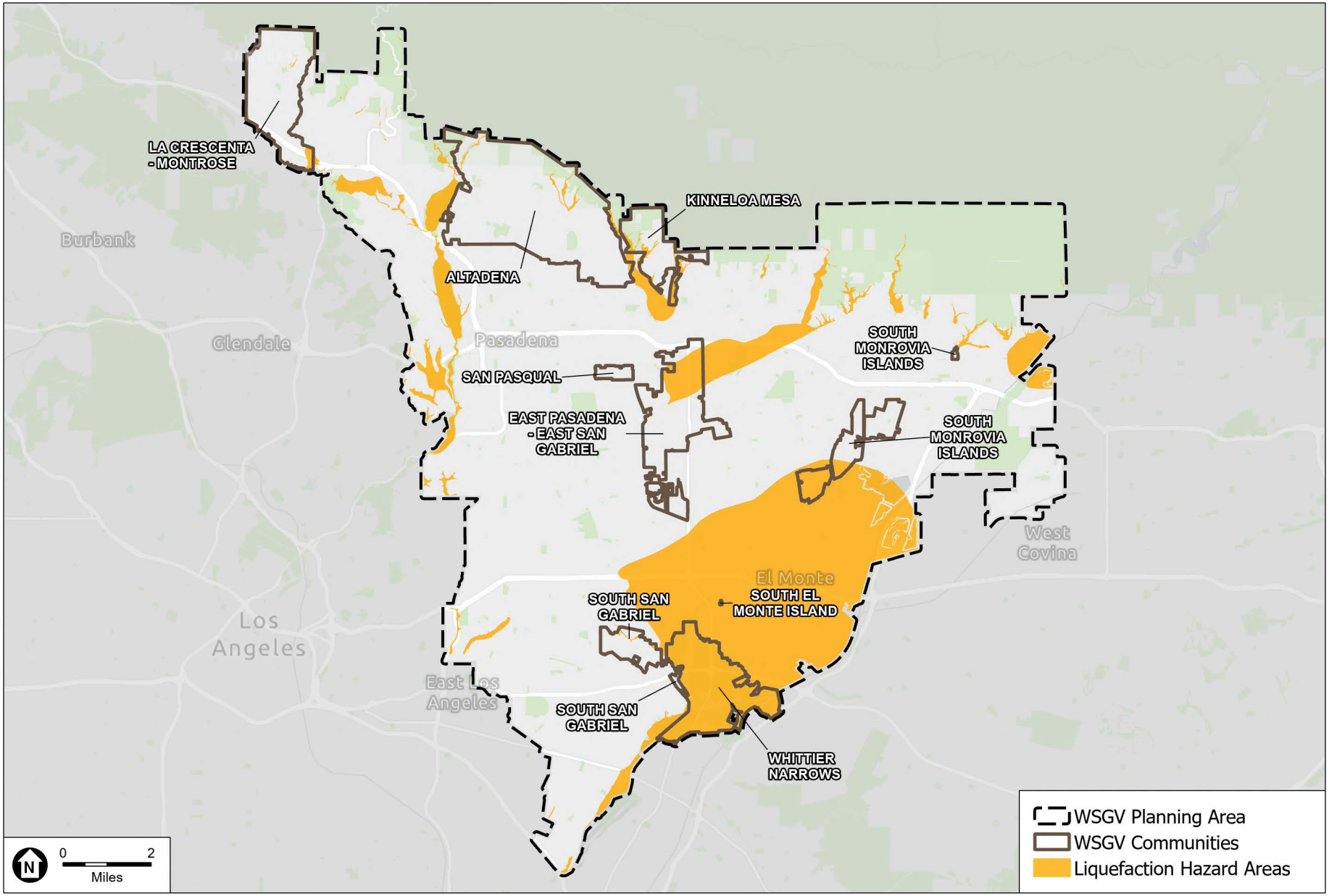
Settlement, Subsidence, and Collapsible Soils and Liquefaction

Settlement can occur from immediate settlement, consolidation, shrinkage of expansive soil, and liquefaction (discussed in greater detail below). Immediate settlement occurs when a load from a structure or placement of new fill material is applied, causing distortion in the underlying materials. This settlement occurs quickly and is typically complete after placement of the final load. Consolidation settlement occurs in saturated clay from the volume change caused by squeezing out water from the pore spaces. Consolidation occurs over a period of time and is followed by secondary compression, which is a continued change in void ratio under the continued application of the load. Soils tend to settle at different rates and by varying amounts depending on the load weight or changes in soil properties over a given area, which is referred to as differential settlement.

Subsidence is a general term for downward vertical movement of the Earth's surface, which can be caused by both natural processes and human activities. Subsidence in an area can be exacerbated by dewatering—a common construction technique used to lower the water table when excavations are planned to be deeper than the existing water table. Dewatering involves the removal or draining of groundwater via various pumping methods. If excessive dewatering occurs as a result of individual future projects, it could exacerbate land subsidence in the region.

Liquefaction is a phenomenon in which unconsolidated, water-saturated sediments become unstable because of strong seismic shaking. During an earthquake, these sediments can behave like a liquid, potentially causing severe damage to overlying structures. The occurrence of this phenomenon is dependent on many complex factors, including the intensity and duration of ground shaking, particle-size distribution, and density of the soil. In general, a relatively high potential for liquefaction exists in loose, sandy soils that are within 50 feet of the ground surface and are saturated (below the groundwater table). Liquefaction of soil materials may result in failure of infrastructure and buildings. Lateral spreading occurs on mildly sloping ground that can result in the movement of blocks of soil from side-to-side motion.

Figure 4.7-5, *Liquefaction Hazard Areas within the WSGV Planning Area,* shows the areas within the WSGV Planning Area that are identified as being susceptible to liquefaction hazards. The WSGV Planning Area contains various areas that are susceptible to seismically induced liquefaction hazards, including the unincorporated communities of South El Monte Island and Whittier Narrows as well as portions of Altadena, La Crescenta – Montrose, Kinneloa Mesa, East Pasadena – East San Gabriel, and South Monrovia Islands.



Path: U:\GIS\GIS\Projects\19xxxx\D2019000435_03_WSGV\03_Project\WSGV_Area_Plan\WSGV_Area_Plan.aprx Figure 4.7-5 Liquefaction Hazard Areas, jmckay 5/2/2024

SOURCE: County of Los Angeles, 2022; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.7-5
Liquefaction Hazard Areas within the WSGV Planning Area

ESA

Regulatory Setting

Federal Laws, Regulations, and Policies

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 (Public Law 95-124) established the National Earthquake Hazards Reduction Program which is coordinated through the Federal Emergency Management Agency (FEMA), the USGS, the National Science Foundation, and the National Institute of Standards and Technology. The purpose of the Program is to establish measures for earthquake hazards reduction and promote the adoption of earthquake hazards reduction measures by federal, state, and local governments; national standards and model code organizations; architects and engineers; building owners; and others with a role in planning and constructing buildings, structures, and lifelines through (1) grants, contracts, cooperative agreements, and technical assistance; (2) development of standards, guidelines, and voluntary consensus codes for earthquake hazards reduction for buildings, structures, and lifelines; and (3) development and maintenance of a repository of information, including technical data, on seismic risk and hazards reduction. The Program is intended to improve the understanding of earthquakes and their effects on communities, buildings, structures, and lifelines through interdisciplinary research that involves engineering, natural sciences, and social, economic, and decisions sciences.

Disaster Mitigation Act (2000)

The federal Disaster Mitigation Act (DMA) (Public Law 106-390) provides the legal basis for FEMA mitigation planning requirements for state, local, and Tribal governments as a condition of mitigation grant assistance. DMA 2000 amended the Robert T. Stafford Disaster Relief and Emergency Assistance Act by repealing the previous mitigation planning provisions and replacing them with a new set of requirements that emphasize the need for state, local, and Indian Tribal entities to closely coordinate mitigation planning and implementation efforts. The requirement for a state mitigation plan is continued as a condition of disaster assistance, adding incentives for increased coordination and integration of mitigation activities at the state level through the establishment of requirements for two different levels of state plans. DMA 2000 also established a new requirement for local mitigation plans and authorized up to seven percent of Hazard Mitigation Grand Program funds available to a state for development of state, local, and Indian Tribal mitigation plans.

Clean Water Act Section 402

Section 402 of the Clean Water Act (33 U.S. Code Section 1251 et seq.) establishes a framework for regulating municipal and industrial stormwater discharges under the National Pollutant Discharge Elimination System (NPDES) program. The NPDES program controls water pollution by regulating point sources that discharge pollutants, including rock, sand, dirt, and agricultural, industrial, and municipal waste, into waters of the United States. USEPA has delegated to the State Water Resources Control Board the authority for the NPDES program in California, which is implemented by the State's nine Regional Water Quality Control Boards. Under the NPDES Phase II Rule, construction activity disturbing one or more acres must obtain coverage under the State's General Permit for Discharges of Storm Water Associated with Construction Activity (General Construction Permit). As described further in Section 4.10, *Hydrology and Water Quality*, the Construction General Permit requires that applicants develop and implement a stormwater pollution prevention plan (SWPPP), which specifies best management practices (BMP) that reduce pollution (including erosion of rock, sand, and dirt) in stormwater discharges to the

Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology standards and perform inspections and maintenance of all BMPs.

U.S. Geological Survey Landslide Hazard Program

The USGS Landslide Hazard Program provides information on landslide hazards including information on current landslides, landslide reporting, real time monitoring of landslide areas, mapping of landslides through the National Landslide Hazards Map, local landslide information, landslide education, and research.

State Laws, Regulations, and Policies

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting in structures for human occupancy. In accordance with this act, the state geologist established regulatory zones, called "earthquake fault zones," around the surface traces of active faults and has published maps showing these zones. Within these zones, buildings for human occupancy cannot be constructed across the surface trace of active faults and must be set back from the fault (generally 50 feet). Each earthquake fault zone extends approximately 200 to 500 feet on either side of the mapped fault trace because many active faults are complex and consist of more than one branch that may experience ground surface rupture. Cities and counties must regulate certain development projects within these zones.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act was passed in 1990 following the Loma Prieta earthquake to reduce threats to public health and safety and to minimize property damage caused by earthquakes. This act requires the State Geologist to delineate various seismic hazard zones, and cities, counties, and other local permitting agencies to regulate certain development projects within these zones. For projects that would locate structures for human occupancy within designated Zones of Required Investigation, the Seismic Hazards Mapping Act requires project applicants to perform a site-specific geotechnical investigation to identify the potential site-specific seismic hazards and corrective measures, as appropriate, prior to receiving building permits. The *CGS Guidelines for Evaluating and Mitigating Seismic Hazards* (Special Publication 117A) provides guidance for evaluating and mitigating seismic hazards (CGS, 2008b).

California Multi-Hazard Mitigation Plan

The State of California Multi-Hazard Mitigation Plan, also known as the State Hazard Mitigation Plan (SHMP), was approved by FEMA in 2013 and most recently updated in 2018. The SHMP outlines present and planned activities to address natural hazards. The adoption of the SHMP qualifies the State of California for federal funds in the event of a disaster. The state is required under DMA2K, described above, to review and update its SHMP and resubmit for FEMA approval at least once every five (5) years to ensure the continued eligibility for federal funding. The SHMP provides goals and strategies which address minimization of risks associated with natural hazards and response to disaster situations. The SHMP notes that the primary sources of losses in the State of California are fire and flooding.

California Building Code

The California Building Code (CBC), which is codified in Title 24 of the California Code of Regulations, Part 2, was promulgated to safeguard the public health, safety, and general welfare by establishing

minimum standards related to structural strength, means of egress to facilities (entering and exiting), and general stability of buildings. The purpose of the CBC is to regulate and control the design, construction, quality of materials, use/occupancy, location, and maintenance of all buildings and structures within its jurisdiction. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under State law, all building standards must be centralized in Title 24 or they are not enforceable. The provisions of the CBC apply to the construction, alteration, movement, replacement, location, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout California.

The 2022 edition of the CBC is based on the 2021 International Building Code (IBC) published by the International Code Council. The code is updated triennially, and the 2022 edition of the CBC was published by the California Building Standards Commission on July 1, 2022, and became effective January 1, 2023. Every three years, the State adopts new codes (known collectively as the California Building Standards Code) to establish uniform standards for the construction and maintenance of buildings, electrical systems, plumbing systems, mechanical systems, and fire and life safety systems. Sections 17922, 17958, and 18941.5 of the California Health and Safety Code require that the latest edition of the California Building Standards Code apply to local construction 180 days after publication.

All proposed structures are required to be designed and constructed in accordance with the 2022 edition of the CBC, as amended by the County, and with other applicable laws and regulations. Specific relevant CBC requirements, in addition to designing and constructing buildings to code, include but are not limited to, the following:

- CBC Section 1803 (Detailed Geotechnical Investigations): CBC Section 1803 requires the preparation of a detailed geotechnical investigation, prepared to the American Standards for Testing and Materials (ASTM) standards by a State licensed Geotechnical Engineer and using ASTM procedures, prior to design and construction. As required therein, the detailed geotechnical investigation must: (1) address fault rupture, seismic ground shaking, liquefaction, lateral spreading, settlement, subsidence, slope stability, and expansive and collapsible soils; and (2) include a literature review, subsurface testing (e.g., borings), laboratory testing of collected soils, analysis, and geotechnical engineering recommendations for project foundations, footings, and other construction and design elements. Compliance with the geotechnical engineering recommendations in a detailed geotechnical investigation would ensure that the site-specific geotechnical and soils hazards at a project site are taken into account during design and construction and properly mitigated.
- CBC Section 1805.1.3 (Groundwater Control): Where dewatering is required, CBC Section 1805.1.3 requires that the design of the system to lower the groundwater table shall be based on accepted principles of engineering that consider issues that include, but are not necessarily limited to, permeability of the soil, rate at which water enters the drainage system, rated capacity of pumps, head against which pumps are to operate, and the rated capacity of the disposal area for the system. Consideration of these issues would ensure that any dewatering systems are properly sized and designed to accommodate the dewatering required.
- CBC Section 1304 (Excavation, Grading and Fill): CBC Section 1304 identifies specific slope limitations, compaction requirements, placement of fill requirements, and other grading requirements for excavation, grading and fill. These requirements have been formulated to ensure the safe and proper support of new buildings/structures.
- CBC Section J104.3 (Grading Permit Requirements – Geotechnical/Soils Report): Per CBC Section J104.3, a geotechnical report prepared by a registered design professional shall be required for a

grading permit. The report shall contain at least: (1) the nature and distribution of existing soils; (2) conclusions and recommendations for grading procedures; (3) soil design criteria for any structures or embankments required to accomplish the proposed grading; and (4) where necessary, slope stability studies, and recommendations and conclusions regarding site geology. Compliance with these requirements would ensure that grading occurs in a safe manner and would provide for the safe and proper support of new buildings/structures.

- CBC Section J104.5 (Grading Permit Requirements – Liquefaction Study): For sites with mapped maximum considered earthquake spectral response accelerations at short periods greater than 0.5g, a study of the liquefaction potential of the site shall be provided and the recommendations incorporated into the grading plan. Compliance with this requirement would ensure that any grading and other earthwork takes into account the potential for liquefaction at the site and, along with the design of foundations, footings, and other design elements, would mitigate potential liquefaction hazard.

National Pollutant Discharge Elimination System Permit Program

As indicated above, in California, the NPDES stormwater permitting program is administered by the SWRCB through its nine RWQCBs. In the WSGV Planning Area, the NPDES stormwater permitting program is implemented and enforced by the LARWQCB (Region 4). The following NPDES permits address stormwater and dewatering, which are issues associated with erosion and the loss of topsoil.

Construction General Permit

The SWRCB adopted the original Construction General Permit for Stormwater Discharges from Construction Activities on September 2, 2009 (Order No. 2009-0009-DWQ, General NPDES Permit No. CAS000002) and recently adopted the updated Construction General Permit on September 8, 2022 (Order No. 2022-0057-DWQ). The Construction General Permit regulates construction activity, including clearing, grading, and excavation of areas one acre or more in size, and prohibits the discharge of materials other than stormwater, authorized non-stormwater discharges, and all discharges that contain a hazardous substance, unless a separate NPDES permit has been issued for those discharges.

For all construction activities disturbing one acre of land or more, California mandates the development and implementation of Stormwater Pollution Prevention Plans (SWPPP). The SWPPP documents the selection and implementation of best management practices (BMPs) to prevent discharges of water pollutants to surface or groundwater. The SWPPP also charges owners with stormwater quality management responsibilities. The developer or contractor for a construction site subject to the Construction General Permit must prepare and implement a SWPPP that meets the requirements of the Construction General Permit. The purpose of a SWPPP is to identify potential sources and types of pollutants associated with construction activity and list BMPs that would prohibit pollutants from being discharged from the construction site into the public stormwater system. BMPs typically address stabilization of construction areas, minimization of erosion during construction, sediment control, control of pollutants from construction materials, and post-construction stormwater management (e.g., the minimization of impervious surfaces or treatment of stormwater runoff). Routine inspection of all BMPs is required under the provisions of the Construction General Permit. In addition, the SWPPP is required to contain a visual monitoring program, a chemical monitoring program for non-visible pollutants, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

A site-specific SWPPP could include, but is not limited to the following BMPs:

- Erosion Control BMPs –protect the soil surface and prevent soil particles from detaching. Selection of the appropriate erosion control BMPs would be based on minimizing areas of disturbance, stabilizing disturbed areas, and protecting slopes/channels. Such BMPs may include, but would not be limited to, use of geotextiles and mats, earth dikes, drainage swales, and slope drains.
- Sediment Control BMPs –treatment controls that trap soil particles that have been detached by water or wind. Selection of the appropriate sediment control BMPs would be based on keeping sediments on-site and controlling the site boundaries. These BMPs may include, but would not be limited, to use of silt fences, sediment traps, and sandbag barriers, street sweeping and vacuuming, and storm drain inlet protection.
- Wind Erosion Control BMPs –applying water to prevent or minimize dust nuisance.
- Tracking Control BMPs –preventing or reducing the tracking of sediment off-site by vehicles leaving the construction area. These BMPs include street sweeping and vacuuming. Project sites are required to maintain a stabilized construction entrance to prevent off-site tracking of sediment and debris.
- Non-Stormwater Management BMPs – also referred to as "good housekeeping practices," keeping a clean, orderly construction site.
- Waste Management and Materials Pollution Control BMPs –implementing procedural and structural BMPs for handling, storing, and disposing of wastes generated by a construction project to prevent the release of waste materials into stormwater runoff or discharges through the proper management of construction waste.

To obtain coverage under the Construction General Permit, a developer is required to file a Notice of Intent (NOI) with the appropriate RWQCB and provide proof of the NOI prior to applying for a grading or building permit from the local jurisdiction and must prepare a State SWPPP that incorporates the minimum BMPs required under the permit as well as appropriate project specific BMPs. The SWPPP must be completed and certified by the developer, and BMPs must be implemented prior to the commencement of construction and may require modification during the course of construction as conditions warrant. When project construction is complete, the developer is required to file a Notice of Termination with the RWQCB certifying that all the conditions of the Construction General permit, including conditions necessary for termination, have been met.

Construction: NPDES Permit for Discharges of Groundwater from Construction and Project Dewatering

Dewatering operations are practices that discharge non-stormwater, such as ground water, that must be removed from a work location to proceed with construction into the drainage system. Discharges from dewatering operations can contain high levels of fine sediments, which if not properly treated, could lead to exceedance of the NPDES requirements. A NPDES Permit for dewatering discharges was adopted by the LARWQCB on September 13, 2018 (Order No. R4-2018-0125, General NPDES Permit No. CAG994004). Similar to the Construction General Permit, to be authorized to discharge under this Permit, the developer must submit a NOI to discharge groundwater generated from dewatering operations during construction in accordance with the requirements of this Permit. In accordance with the NOI, among other requirements and actions, the discharger must demonstrate that the discharges will not cause or contribute to a violation of any applicable water quality objective/criteria for the receiving waters. The discharger must obtain and analyze (using appropriate methods) a representative sample of the

groundwater to be treated and discharged under the Permit. The analytical method used shall be capable of achieving a detection limit at or below the minimum level. The discharger must also provide a feasibility study on conservation, reuse, and/or alternative disposal methods of the wastewater and provide a flow diagram of the influent to the discharge point.

Regional Laws, Regulations, and Policies

Los Angeles County General Plan

The County's General Plan includes goals and policies to ensure future development is designed and constructed in accordance with the applicable building codes and engineering requirements that address geologic hazards, as discussed below.

Safety Element

The Safety Element of the County General Plan provides goals and policies with the purpose of reducing the potential risk of death, injuries, property damage, economic loss, and social dislocation resulting from natural and human-made hazards. The following goals and policies from the Safety Element of the General Plan are relevant to geology and soils:

Goal S 1: An effective regulatory system that prevents or minimizes personal injury, loss of life and property damage due to seismic and geotechnical hazards.

Policy S 1.1: Discourage development in Seismic Hazard and Alquist-Priolo Earthquake Fault Zones.

Policy S 1.2: Prohibit construction of structures for human occupancy adjacent to active faults unless a comprehensive fault study that addresses seismic hazard risks and proposes appropriate actions to minimize the risk is approved.

Policy S 1.3: Require developments to mitigate geotechnical hazards, such as soil instability and landslides, in Hillside Management Areas through siting and development standards.

Policy S 1.4: Support the retrofitting of unreinforced masonry structures and soft-story buildings to help reduce the risk of structural and human loss due to seismic hazards.

Conservation and Natural Resources Element

The Conservation and Natural Resources Element of the County General Plan guides the long-term conservation of natural resources and preservation of available open space areas. The following goals and policies from the Safety Element of the General Plan are relevant to geology and soils:

Goal C/NR 13: Protected visual and scenic resources.

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.

County of Los Angeles Municipal Separate Storm Sewer System Permit

The WSGV Planning Area is subject to the waste discharge requirements of the NPDES Permit No. CAS004004 and the County of Los Angeles Municipal Separate Storm Sewer System (MS4) Permit (Order No. R4-2021-0105), which was effective September 11, 2021. The Los Angeles County Flood Control District, Los Angeles County, and 84 incorporated cities in Los Angeles County (except Long Beach) are permittees under the MS4 Permit. The permit contains requirements that are necessary to improve efforts to reduce the discharge of pollutants in stormwater runoff to the maximum extent practicable and achieve water quality standards. This permit requires that runoff is addressed during the major phases of urban development (planning, construction, and operation) in order to reduce the discharge of pollutants from stormwater to the maximum extent practicable, effectively prohibit non-stormwater discharges and protect receiving waters. The MS4 Permit also includes construction requirements for implementation of minimum construction site BMPs for erosion, sediment, non-stormwater management and waste management on construction sites.

Los Angeles County Code

Hillside Management Areas Ordinance

Chapter 22.104, *Hillside Management Areas,* of the County's Code establishes the regulations and requirements of the designated HMAs, which are defined as areas with a natural slope of 25 percent or greater. In accordance with the HMA Ordinance, a conditional use permit (CUP) is required for any development located wholly or partially within an HMA. The CUP application shall include an assessment of the slope by a by a licensed civil engineer, licensed land surveyor, or a registered geologist.

4.7.2 Environmental Impacts

Methodology

As described in Chapter 3, *Project Description*, of this Draft PEIR, the WSGVAP is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the WSGVAP would encourage development in a manner consistent with the Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the WSGV Planning Area. Rather, it assesses the impacts associated with the proposed modifications to existing land uses and zoning and the associated overall effects of buildout of the WSGVAP through 2045. Analysis at a parcel or site-specific level was not conducted, because the specific location, timing, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, where detailed analysis would be speculative and, therefore, beyond the scope of this Draft PEIR.

As detailed in Chapter 3, *Project Description*, and in this section, the WSGVAP proposes land use and zoning modifications to increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways as well as in select areas near commercial corridors and transit with low existing residential density. In addition, the WSGVAP proposes to decrease densities in hazard areas, wildland-urban interface (WUI) areas, and areas within or adjacent to natural resource areas. Table 3-1, *Land Use and Zoning Change Summary for Proposed Growth and Preservation,* in Chapter 3, *Project Description,* summarizes the WSGVAP proposed land use and zoning modifications on a community-basis. The unincorporated WSGV communities that include the proposed land use and zoning

modifications include Altadena, East Pasadena – East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, and South San Gabriel.

Evaluation of impacts related to geology and soils is based on geologic and seismic information for the WSGV Planning Area, which was derived from geologic, soils, and seismic information prepared by the USGS, CGS, and the County, all of which reflect the most up-to-date understanding of the regional geology and seismicity. 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 WSGVAP measures and actions would comply with relevant federal, state, and local laws, ordinances, and regulations.

Significance Thresholds

Consistent with the California Environmental Quality Act (CEQA) Guidelines Appendix G Environmental Checklist and County practice, the Project would have a significant impact to geology and soils if it would:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:

   i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;

   ii. Strong seismic ground shaking;

   iii. Seismic-related ground failure, including liquefaction;

   iv. Landslides.

b) Result in substantial soil erosion or the loss of topsoil;

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater; or

f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104).

Proposed Project Characteristics and Relevant WSGVAP Goals and Policies

The WSGVAP is intended to the guide long-term growth of the WSGV Planning Area, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. Since the WSGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time.

WSGVAP Goals and Policies

The following WSGVAP goals and policies are relevant to geology and soils:

Conservation and Open Space Element

Goal COS-3: Developed spaces that are enhanced for biodiversity, climate resiliency, and the protection of all beings.

Policy COS-3.6: Preserve vegetated hillsides for erosion control. Implement conservation practices to maintain vegetated hillsides, mitigating erosion and reducing the risk of land/mudslides, particularly following wildfires, thereby enhancing climate change resilience.

Land Use Element

Goal LU-2: Sustainable and resilient growth patterns effectively consider local hazards and safeguards the well being of all community members.

Policy LU-2.1: Direct growth away from hazard areas. Direct future growth and development away from designated environmental hazard areas, including Fire Hazard Severity Zones, high-flood-risk areas, areas prone to landslides, and polluting uses.

Policy LU-2.3: Limit expansion of the wildland/urban interface. Direct future growth and development away from wildland/urban interface areas along the San Gabriel Mountains and foothills to minimize exposure to future hazards and habitat impacts.

Goal LU-5: A resilient and sustainable community that balances development with the conservation of natural resources.

Policy LU-5.10: Implement green infrastructure for water management. Encourage the implementation of sustainable strategies to increase the use of permeable pavements, rain gardens, bioswales with locally native plants, green roofs, and other strategies, aimed at enhancing stormwater absorption, slowing runoff, and improving water quality.

Goal LU-10: Resilient and sustainable communities that are adapted to climate change and provide equitable access to essential resources.

Policy LU-10.3: Mitigate flood hazards. Mitigate future increases in flood hazards and minimize flood risk in the foothills of the San Gabriel Mountains, along the San Gabriel River, and in the valley areas through the development of multi-benefit open spaces for public use, flood attenuation, water infiltration, water quality improvements, and habitat conservation.

Impact Analysis

Impact 4.7-1: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; or (iv) landslides?

i) Less-Than-Significant Impact. As discussed above and shown in Figure 4.7-1, the Raymond and Sierra Madre Faults traverse the WSGV Planning Area while the SSan Gabriel Fault is located to the north of the Plan Area. As shown in Figure 4.7-2, there are designated Alquist-Priolo earthquake fault zones within the WSGV Planning Area, including within the unincorporated WSGV communities of East Pasadena – East San Gabriel, South Monrovia Islands, South San Gabriel, and Whittier Narrows. There are no other known faults within the WSGV Planning Area that have the potential to result in surface fault rupture.

Existing land uses within the Alquist-Priolo earthquake fault zones are developed with urban uses, including low- and medium-density residential, commercial, industrial, and open space uses. While implementation of the WSGVAP would change some of the land use designations and zoning in the Alquist-Priolo earthquake fault zones, the uses would still be urban in nature and therefore, the Project would have the potential to expose people, structures, and infrastructure within these zones to the effects of surface fault rupture in the event of a large earthquake.

However, in accordance with the Alquist-Priolo Act, future projects developed under the WSGVAP proposed within an identified Alquist-Priolo earthquake fault zones would be required to conduct site-specific geological investigations to demonstrate that development would not be threatened by surface displacement from future faulting prior to issuance of building permits and/or approval of the project. For proposed structures intended for human occupancy within the Alquist-Priolo earthquake fault zones, in addition to the site-specific geological investigations, all structures must also be located at least 50 feet from the trace of an active fault, unless proven otherwise by the geotechnical investigation and report that the development site is not underlain by active branches of the active fault. Compliance with the requirements of the Alquist-Priolo Act, including appropriate siting, and implementation of industry design and construction standards, would ensure that the risks of fault rupture would be minimized for future development under the WSGAVP within the Alquist-Priolo earthquake fault zones.

In addition, compliance with the engineering design and construction requirements and standards established in the CBC, and the County's Code, including the County's Building Code, would reduce the risk of potential structural damage and exposure of people to risk of injury or death from structural failure. In accordance with the CBC, and County's Code, foundations and other structural support features would be designed to resist or absorb damaging forces from strong ground shaking and surface fault rupture.

Moreover, as part of subsequent planning and environmental review, future projects developed under the WSGVAP would be subject to the County building plan check review process on a project-by-project basis, which would ensure that the development would comply with the CBC and County building code requirements as well as the Alquist-Priolo Earthquake Fault Zoning Act. Furthermore, Policy S 1.2 of the County's General Plan Safety Element prohibits the construction of structures for human occupancy

adjacent to active faults until a comprehensive fault study that addresses the potential for fault rupture has been completed. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back a minimum of 50 feet from the fault. As such, compliance with the CBC and the County's Code, including the County's Building Code, impacts associated with surface fault rupture within the WSGV Planning Area, including the Alquist-Priolo Earthquake Fault Zones, are less than significant.

ii) Less-Than-Significant Impact. Earthquakes in and near the WSGV Planning Area have the potential to cause ground shaking of significant magnitude. Adoption and implementation of the WSGVAP would allow for greater densities and development intensities within the WSGV Planning Area, which could expose people and property to strong seismic ground shaking. However, as discussed in greater detail under Impact 4.7-1(i) above, all future projects developed under the WSGVAP would be required to be designed and constructed in compliance with the requirements and standards of the CBC and the County's Building Code to resist the effects of accelerated ground motions due to an earthquake event. Compliance with the engineering design and construction requirements and standards of the CBC and the County's Building Code would reduce the risks of structural failure due to strong ground shaking.

Furthermore, as part of subsequent planning and environmental review, future projects developed under the WSGVAP would be subject to the County building plan check review process on a project-by-project basis, which would ensure that the development would comply with the CBC and County building code requirements prior to issuance of a building permit, which would further minimize the risk of structural failure due to strong ground shaking. Therefore, impacts related to strong seismic ground shaking are less than significant.

iii) Less-Than-Significant Impact. Secondary effects of earthquake shaking may include landslides, slope instability, liquefaction, subsidence, and lateral spreading. Seismic-induced landslides and slope instability are discussed below under Impact 4.7-1(iv). As discussed above and shown in Figure 4.7-4**,** there are various areas within the WSGV Planning Area, including the entirety of the unincorporated WSGV communities of South El Monte Island and Whittier Narrows as well as portions of Altadena, La Crescenta – Montrose, Kinneloa Mesa, East Pasadena – East San Gabriel, and South Monrovia Islands. As such, future projects developed under the WSGVAP could potentially be exposed to the effects of liquefaction, subsidence, and lateral spreading from local and regional earthquakes.

As discussed above in Impacts 4.7-1(i) and 4.7-1(ii) above, compliance with the CBC and the County's Building Code as well as with the goals and policies of the County's General Plan, which aim to protect residents, employees, structures, and infrastructure within the County from the effects of surface fault rupture and strong seismic ground shaking, would also protect against the secondary effects of earthquake shaking. All future projects developed under the WSGVAP would be required to be designed, engineered, and constructed in accordance with the requirements and standards of the CBC and the County's Building Code, which require that foundations and other structural support features be designed to resist or absorb damaging forces from strong ground shaking, liquefaction, and subsidence.

Moreover, in accordance with the CBC and the County's Building Code, all future projects developed under the WSGVAP proposed within an identified liquefaction area, a site-specific geotechnical investigation and report that includes design and engineering requirements to reduce the risks of

liquefaction would be required. The geotechnical investigation and report would be required to be submitted as part of the environmental and building permit process for future development projects. Thus, compliance with the CBC and he County's Building Code, and implementation of site-specific recommendations identified during review, as necessary, would ensure impacts related to seismic-related ground failure, including liquefaction, are less than significant.

iv) Less-Than-Significant Impact. Landslides can be caused by seismic shaking or by changes in the loading of the landslide (e.g., removal of soil at the toe of a landslide-prone location or the addition of water at the top of a landslide-prone location). As discussed above and shown in Figure 4.7-4, there are numerous areas within the WSGV Planning Area identified as having the potential for landslides, especially along the northern boundary of the Plan Area that is adjacent to the San Gabriel Mountains and foothills. The unincorporated WSGV communities which had identified landslide potential include Kinneloa Mesa, Altadena, and La Crescenta – Montrose. While a land use strategy of the WSGVAP is to decrease densities in hazard areas, WUI areas, and areas within or adjacent to natural resource areas, there is still the potential, although low, for future development under the WSGVAP to be located near these designated landslide areas, which could potentially expose people and structures within these areas to the effects of landslides and/or slope instability in the event of a large earthquake.

Compliance with the engineering design and construction requirements and standards of the CBC and the County's Building Code would reduce the risk of potential structural damage and exposure of people to risk of injury or death from landslides and slope instability. The potential impacts from landslides on future projects developed under the WSGVAP would be addressed through site-specific geotechnical studies prepared in accordance with the CBC and County's Building Code requirements and with implementation of standard industry practices, as needed, which would specifically address landslide hazards. The project-specific geotechnical design criteria and proper soil engineering procedures would be incorporated into individual project design plans to address problematic soils and ensure that structures are able to withstand potential damage due to landslides. Therefore, compliance with the CBC and the County's Building Code and implementation of site-specific recommendations identified prior to permit approval would ensure impacts related to seismically-induced landslides and slope instability are less than significant.

Impact 4.7-2: Would the Project result in substantial soil erosion or the loss of topsoil?

Less-Than-Significant Impact. Development anticipated as a result of implementation of the WSGVAP would likely include earthwork activities, such as grading, excavation, stockpiling, and paving, which could expose soils to the effects of erosion or loss of topsoil. Once disturbed, either through removal of vegetation, asphalt, or an entire structure, stockpiled soils can be exposed to the effects of wind and water if not managed properly.

As discussed in detail in Section 4.10, *Hydrology and Water Quality*, construction activities that disturb one or more acre of land surface are subject to the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ) adopted by the SWRCB. Compliance with the permit requires each qualifying development project to file a Notice of Intent with the SWRCB. Permit compliance includes implementation of a storm water pollution prevention plan (SWPPP) through the local jurisdiction. A SWPPP must also describe the site, facility,

erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of construction sediment and erosion BMPs, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after a storm is also required to identify stormwater discharge from construction activity and to identify and implement erosion controls, where necessary. The BMPs implemented by a site-specific SWPPP include erosion prevention measures that have proven effective in limiting soil erosion and loss of topsoil. Generally, once construction is complete and exposed areas are revegetated or covered by buildings, asphalt, or concrete, the erosion hazard is substantially eliminated or reduced.

Future projects that would disturb less than one acre would be subject to the requirements of the County's MS4 Permit. The MS4 Permit also includes construction requirements for implementation of minimum construction site BMPs for erosion, sediment, non-stormwater management and waste management on construction sites. Therefore, compliance with the Construction General Permit and MS4 Permit requirements would ensure impacts related to erosion and topsoil during construction of future projects developed under the WSGVAP are less than significant.

Impact 4.7-3: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less-Than-Significant Impact. As discussed previously and shown in Figure 4.7-4, there are numerous areas within the WSGV Planning Area identified as having the potential for landslides, especially along the northern boundary of the Plan Area that is adjacent to the San Gabriel Mountains and foothills. The unincorporated WSGV communities which had identified landslide potential include Kinneloa Mesa, Altadena, and La Crescenta – Montrose. While a land use strategy of the WSGVAP is to decrease densities in hazard areas, WUI areas, and areas within or adjacent to natural resource areas, there is still the potential, although low, for future development under the WSGVAP to be located near these designated landslide areas, which could potentially expose people and structures to effects of unstable soils.

Future projects developed under the WSGVAP could be located on geologic units or soils that are unstable, or that could become unstable, and result in geologic hazards if not addressed appropriately. Areas with underlying materials that include undocumented fills, soft compressible deposits, or loose debris could be inadequate to support development, especially multi-story buildings. Soils that exhibit expansive properties when exposed to varying moisture content over time could result in damage to foundations, walls, or other improvements. Future structures developed under the WSGVAP could be damaged as a result of settlement or differential settlement where structures are underlain by materials of varying engineering characteristics. In addition, construction of new structures in the vicinity of relatively steep slopes could provide additional loading causing landslides or slope failure from unstable soils or geologic units. Slope failure can occur naturally through rainfall or seismic activity, or through earthwork and grading related activities.

The potential hazards of unstable soil or geologic units would be addressed largely through the integration of geotechnical information in the subsequent planning and design process for future projects developed under the WSGVAP to determine the local soil suitability for specific projects in accordance with standard industry practices and State-provided requirements, such as CBC requirements that are used to

minimize the risk associated with these hazards. Geotechnical investigations would be required for compliance with the CBC to thoroughly evaluate site-specific geotechnical characteristics of subsurface soils and bedrock to assess potential hazards and recommend site preparation and design measures to address any hazards which may be present. These measures are enforced through compliance with the CBC to address hazards relating to unstable soils and slope failure. In addition, the County's Building Code also include local design, engineering, and construction requirements specific to unstable geologic units and soils as well as for properties with slopes of 25 percent or greater as established in the HMAs Ordinance. Compliance with these standards and requirements would reduce risks of landslides, lateral spreading, subsidence, liquefaction, or collapse associated with unstable geologic units or soils. As such, impacts are considered less than significant.

Impact 4.7-4: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less-Than-Significant Impact. Expansive soils can damage structures and buried utilities and can also increase required maintenance. Expansion and contraction of expansive soils in response to changes in moisture content can cause differential and cyclical movements that can result in damage and/or distress to structures and equipment. There would be no construction-related impacts relative to expansive soils; impacts would only occur under post-construction and operational conditions, as discussed below.

As discussed above, soil types present within the WSGV Planning Area are comprised of fine sandy loam and silt loam soils, which have a low to moderate shrink-swell potential. All future projects developed under the WSGVAP would be required to be designed, engineered, and constructed in accordance with the requirements and standards of the CBC and the County's Building Code, which requires that foundations and other structural support features be designed to resist or absorb damaging forces from expansive soils. The potential hazards of expansive soils would be addressed largely through the integration of geotechnical information in the subsequent planning and design process for individual projects to determine the local soil suitability for specific projects in accordance with standard industry practices and state and local requirements, such as CBC and County Building Code requirements that regulate the analysis of expansive soils within the unincorporated areas of the County. Geotechnical investigations would be required to thoroughly evaluate site-specific geotechnical characteristics of subsurface soils to assess potential hazards and recommend site preparation and design measures to address any hazards which may be present. For these reasons, the impact related to hazards associated with expansive soils are considered less than significant.

Impact 4.7-5: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Less-Than-Significant Impact. As discussed in Section 4.10, *Hydrology and Water Quality,* the WSGV Planning Area is served by the Los Angeles County Sanitation Districts. The WSGV Planning Area is a developed urban environment that includes an existing sewer system. Therefore, the potential for the use of on-site septic tank or alternative waste water disposal system is considered to be very low.

However, if a future project developed under the WSGVAP were to use an on-site septic tank or alternative waste water disposal system, future projects would be required to comply with all applicable

State and County permitting requirements. The County requires a testing and permitting process, including project review, to be completed prior to installation of septic tanks or alternative waste water disposal systems. In addition, any new future development that proposed the use of a septic tank or alternative wastewater disposal system would be regulated by the Los Angeles County Department of Public Health and the Land Use Program of the Environmental Health Division. In addition, installation of a replacement of an onsite wastewater treatment system requires a permit obtained by the home or business property owners from the SWRCB. The permit includes a review of the project and must be completed prior to the construction of any septic tank or alternative waste water disposal system, and each system would be constructed within the parameters of the SWRCB's Water Quality Control Policy for Siting, Design, Operation, and Maintenance of Onsite Wastewater Treatment Systems. All system design approvals may also be required to be submitted to the County Building and Safety Department prior to obtaining building permits for proposed projects.

Future projects developed under the WSGVAP would be subject to subsequent planning and environmental review in accordance with County permitting requirements, which would determine whether use of an on-site septic tank or alternative waste water disposal system would be appropriate on a site-specific basis. Therefore, while the potential for the use of an alternative waste water disposal system is considered very low with implementation of the WSGVAP, regulatory and permitting compliance would ensure impacts are less than significant.

Impact 4.7-6: Would the conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104)?

Less-Than-Significant Impact. The County's HMA Ordinance protects and preserves natural features in hillside areas where natural slopes are 25 percent or greater. As described in above, there are HMAs that contain slopes in excess of 25 percent within the northern portions of the unincorporated WSGV communities of Altadena, La Crescenta-Montrose, and Kinneloa Mesa. The topography within the remaining six unincorporated WSGV communities is relatively flat to gently sloping with no steep slopes.

A land use strategy of the WSGVAP is to decrease densities in hazard areas, WUI areas, and areas within or adjacent to natural resource areas, including the HMAs within the WSGV Planning Area. Any future projects developed under the WSGVAP within HMAs would be subject to the County's HMA Ordinance and Hillside Design Guidelines, which implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design. Furthermore, future projects developed under the WSGVAP would also be required to demonstrate consistency with the Area Plan's goals and policies related to HMAs and steep slopes to minimize effects. Therefore, the WSGVAP would not conflict with the County's HMA Ordinance. Impacts are considered less than significant.

Cumulative Impacts

The area for potential cumulative geology and soils impacts includes the WSGV Planning Area and immediately adjacent areas because the direct geology and soil impacts are site-specific and people and structures within the WSGV Planning Area could be exposed to hazards from unstable structures immediately adjacent to the Plan Area.

Impact 4.7-7: Would the Project, when combined with other past, present, or reasonably foreseeable projects, directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; or (iv) landslides?

Less-Than-Significant Cumulative Impact. Potential cumulative impacts on geology and soils would result from projects that combine to create geologic hazards. The majority of impacts from geologic hazards, such as surface fault rupture, seismically induced ground shaking, liquefaction, lateral spreading, landslides, subsidence, and expansive soils, are site-specific and are therefore generally mitigated on a project-by-project basis and do not combine with other projects resulting in a cumulative impact. Future subsequent projects in unincorporated County areas would be required to adhere to required building engineering design, as dictated by the County's HMA Ordinance, as applicable. All future projects in and adjacent to the WSGV Planning Area would be required comply with the most recent version of the CBC to ensure the safety of building occupants and avoid a cumulative geologic hazard. Additionally, projects would incorporate individual mitigation or geotechnical requirements for site-specific geologic hazards present on each individual cumulative project site, as needed,. Therefore, a cumulative impact related to site-specific geologic hazards would not occur and the Project's incremental contribution to impacts associated with geologic hazards would not be cumulatively considerable. Cumulative impacts are considered less than significant.

Impact 4.7-8: Would the Project, when combined with other past, present, or reasonably foreseeable projects, result in substantial soil erosion or the loss of topsoil?

Less-Than-Significant Cumulative Impact. In the absence of proper erosion control features during construction, erosion related impacts associated with other closely related past, present, and reasonably foreseeable probable future projects could potentially combine to create cumulative significant impacts. Soil erosion can lead to downstream water quality impacts, which if combined could be cumulatively considerable.

However, for cumulative projects disturbing more than one acre of ground surface, the Construction General Permit requires the preparation and implementation of a SWPPP that would include erosion control and sediment control BMPs, such as sandbags, straw wattles, and covering of soil stockpiles, which would ensure that soil erosion and loss of topsoil on the construction site would be minimized. Cumulative project sites that disturb less than one acre of ground surface would be required to implement, at a minimum, the BMPs identified in the Los Angeles County MS4 Permit, which includes erosion control and sediment control strategies for small construction sites. Therefore, the Project's incremental contribution to impacts related to soil erosion and loss of topsoil would not be cumulatively considerable. Cumulative impacts are considered less than significant.

Impact 4.7-9: Would the Project, when combined with other past, present, or reasonably foreseeable projects, result in unstable soils or on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less-Than-Significant Cumulative Impact. As discussed under Threshold 4.7-7 above, potential cumulative impacts on geology and soils would result from projects that combine to create geologic

hazards. The majority of impacts from geologic hazards, including unstable soils, are site-specific and are therefore generally mitigated on a project-by-project basis and do not combine with other projects resulting in a cumulative impact. Therefore, the Project's incremental contribution to impacts related to unstable soils would not be cumulatively considerable. Cumulative impacts are considered less than significant.

Impact 4.7-10: Would the Project, when combined with other past, present, or reasonably foreseeable projects, result in expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less-Than-Significant Cumulative Impact. As discussed under Threshold 4.7-7 above, potential cumulative impacts on geology and soils would result from projects that combine to create geologic hazards. The majority of impacts from geologic hazards, including unstable soils, are site-specific and are therefore generally mitigated on a project-by-project basis and do not combine with other projects resulting in a cumulative impact. Therefore, the Project's incremental contribution to impacts related to expansive soils would not be cumulatively considerable. Cumulative impacts are considered less than significant.

Impact 4.7-11: Would the Project, when combined with other past, present, or reasonably foreseeable projects, have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Less-Than-Significant Cumulative Impact. The communities of the WSGV Planning Area, and surrounding urban communities, are served by public sanitary sewer systems. Similar to the Project, other closely related past, present, and reasonably foreseeable probable future projects include connections to the sanitary sewer system and would not use onsite or alternative wastewater treatment systems. If a future project were to include use of alternative wastewater treatment system, those projects would be subject to the same State and County permitting requirements, which would ensure impacts are less than significant. As a result, there is no significant cumulative impact related to septic and alternative sanitary sewer or wastewater systems and thus, the Project would not contribute to cumulative impact associated with wastewater systems. Cumulative impacts are considered less than significant.

Impact 4.7-12: Would the Project, when combined with other past, present, or reasonably foreseeable projects conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104)?

Less-Than-Significant Cumulative Impact. The cumulative development of the Project when combined with other past, present, and foreseeably future projects could be located within HMA-designated areas. As such, development may result in degradation of the aesthetic qualities and public benefit of hillsides. However, as required for all developments within HMAs, unless exempted under the HMA Ordinance provisions, conformance with the County's HMA Ordinance and the General Plan goals and policies would ensure compliance with Hillside Design Guidelines. These guidelines include specific and measurable design techniques that can be applied to residential, commercial, industrial, and other types of projects to ensure natural features in hillside areas are preserved. Since the Project and cumulative development be required to comply with these requirements, no significant cumulative effect would occur. Cumulative impacts are considered less than significant.

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 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 West San Gabriel Valley Area Plan (WSGVAP or Project). This section describes the existing greenhouse gas (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. Technical information prepared to support the analysis within this section is included in **Appendix D**, *Air Quality, Greenhouse Gas Emissions, and Energy Modeling Data,* of this Draft PEIR.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (refer to **Appendix A,** *Notice of Preparation & Comments Received)*. These comments identified various substantive issues and questions relating to GHGs. The comments from South Coast Air Quality Management District (SCAQMD) identified various substantive issues and questions related to air quality. The comments suggested that the Draft PEIR include the following:

- The Draft PEIR uses the SCAQMD's California Environmental Quality Act (CEQA) Air Quality Handbook, and website as guidance when preparing the GHG analyses and to use California Emissions Estimator Model (CalEEMod) software.
- Requested that all appendices and technical documents related to air quality, health risk, and greenhouse gas analyses and electronic versions of emission calculation spreadsheets, GHG modeling input and output files be provided to SCAQMD staff.
- If the Project requires a permit from the SCAQMD, they request to be identified as a Responsible Agency for the PEIR.

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

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 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 associated with adoption and implementation of the future projects developed under the WSGVAP consists of the West San Gabriel Valley Planning Area (WSGV Planning Area or Plan Area). The WSGV Planning Area encompasses 23.2 square miles within the southeast portion of Los Angeles County and includes the following nine unincorporated WSGV communities: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island.

Existing Environmental Conditions

Regional Context

Gases that trap heat in the atmosphere are called GHGs. The State of California defines GHGs as CO_2, HFCs, CH_4, NF_3, N_2O, PFCs, and 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) (IPCC 1995). The IPCC updated the GWP values based on the science in its Fourth Assessment Report (AR4) (IPCC 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 Draft PEIR reflects the GWP values from IPCC AR4. Compounds that are regulated as GHGs are discussed below (IPCC 2007).

Carbon Dioxide (CO_2): 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).

Methane (CH_4): 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).

Nitrous Oxide (N_2O): 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).

Hydrofluorocarbons (HFCs): 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).

Perfluorocarbons (PFCs): 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).

Nitrogen Trifluoride (NF_3): 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).

Sulfur Hexafluoride (SF_6): 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).

Global GHG emissions due to human activities have grown since pre-industrial times. As reported by the United States Environmental Protection Agency (USEPA), global carbon emissions from fossil fuels have significantly increased since 1900. Since 1970, CO_2 emissions have increased by about 90 percent, with emissions from fossil fuel combustion and industrial processes contributing about 78 percent of the total greenhouse gas emissions increase from 1970 to 2011 (USEPA 2024). The Global Carbon Budget 2022 report, published in November 2022, states atmospheric CO_2 concentrations in 2022 were found to be more than 50 percent above the concentration at the start of the Industrial Revolution, and the present concentration is the highest during at least the last 800,000 years (P. Friedlingstein et al. 2020). Global increases in CO_2 concentrations are due primarily to fossil fuel use, with land use change providing another significant but smaller contribution. Regarding emissions of non-CO_2 GHGs, these have also increased significantly since 1990 (USEPA 2024). In particular, studies have concluded that it is very likely that the observed increase in methane concentration is predominantly due to agriculture and fossil fuel use (USEPA 2023b).

Existing Statewide Greenhouse Gas Emissions

CARB compiles GHG inventories for California. Based on the year 2021 GHG inventory data (the latest year for which data are available), California emitted 381.3 million metric tons of CO_2e ($MMTCO_2e$), which includes emissions resulting from imported electrical power (CARB 2024e). Between 1990 and 2023, the population of California grew by approximately 32 percent (from 29.8 to 38.9 million residents) (USCB 1995; CDF 2024). In addition, the California economy, measured as gross State product, grew from approximately $733 billion in 1990 to $3.6 trillion in 2022, representing an increase of approximately five times the 1990 gross state product (CDF 2023). 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 standards [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 4.8-1, *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 2021 (i.e., the most recent year in which data are available from CARB). As shown in Table 4.8-1, the transportation sector is the largest contributor to Statewide GHG emissions at approximately 38 percent in 2021.

TABLE 4.8-1
STATE OF CALIFORNIA GREENHOUSE GAS EMISSIONS

Category	Total 1990 Emissions using IPCC SAR ($MMTCO_2e$)	Percent of Total 1990 Emissions	Total 2021 Emissions using IPCC AR4 ($MMTCO_2e$)	Percent of Total 2021 Emissions
Transportation	150.7	35%	145.6	38%
Electric Power	110.6	26%	62.4	16%
Commercial	14.4	3%	13.3	4%
Residential	29.7	7%	25.5	7%
Industrial	103.0	24%	73.9	19%
Recycling and Waste[a]	—	—	8.4	2%
High GWP/Non-Specified[b]	1.3	<1%	21.3	6%
Agriculture/Forestry	23.6	6%	30.9	8%
Forestry Sinks	-6.7	—	—[c]	—
Net Total (IPCC SAR)	**426.6**	**100%**	**—**	**—**
Net Total (IPCC AR4)[d]	**431**	**100%**	**381.3**	**100%**

SOURCE: CARB 2024.

NOTES: IPCC = Intergovernmental Panel on Climate Change; SAR = Second Assessment Report; AR4 = Fourth Assessment Report; $MMTCO_2e$ = million metric tons of carbon dioxide equivalent; GWP = global warming potential

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 2021).
d. CARB revised the state's 1990 level GHG emissions using GWPs from the IPCC AR4.

Urban Heat Island

According to 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 2024). 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 2024). Assembly Bill (AB) 296 (Chapter 667, Statutes of 2012) required that the California Environmental Protection Agency (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 2024).

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 WSGV Planning Area are located have an approximate UHII range of 12,838 to 33,059 degree-hours per 182 days or 70 to 181 degree-hours per day (Celsius scale) (CalEPA 2024). The Southern California region ranges from 5 to 54,000 degree hours per 182 days or 0.03 to 297 degree-hours per day (Celsius scale). The UHII range is equivalent to an average temperature difference between rural and urban areas of approximately 5.3 to 13.6 degrees F for the unincorporated WSGV communities compared to 0.002 to 22.3 degrees F for Southern California.[1] 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 America (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 AR5, 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). In addition, a report from the National Academy of Sciences concluded that 97 to 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 CalEPA, 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). The California Energy Commissions (CEC) has a geospatial data tool (Cal-Adapt) that provides a view of how the state could be impacted by climate change. Below is a summary of some of the potential climate change effects and relevant Cal-Adapt data, reported by an array of studies that could be experienced in California as a result of global warming and climate change.

[1] 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 70 degree-hours per day, then the approximate average temperature difference between rural and urban in that area is 5.3 degrees F (i.e., 70 / 24 * 1.8 = 5.25).

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 resulting from climate change are accompanied by drier conditions, the potential for large wildfires could increase within the Los Angeles region, which, in turn, would further worsen air quality. However, if higher temperatures resulting from climate change are accompanied by wetter, rather than drier conditions, the rains would tend to temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thus ameliorating some of the pollution associated with wildfires, although it would not eliminate all effects of increased temperatures. 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). 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 2024). 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) (Cal-Adapt 2024).

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 (CEC and CNRA 2018a). Uncertainty remains with respect to the overall impact of global climate change on future water supplies in California. Studies have found that, "Considerable uncertainty about precise impacts of climate change on California hydrology and water resources will remain until we have more precise and consistent information about how precipitation patterns, timing, and intensity will change (PISDES 2003)." For example, some studies identify little change in total annual precipitation in projections for California while others show significantly more precipitation (PISDES 2003). 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 (CEC and CNRA 2018b). The loss of snowpack would reduce the amount of water available.

The California Natural Resources Agency (CNRA) and 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 (CEC and CNRA 2018n). 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" (CEC and CNRA 2018b). 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 (CEC and CNRA 2018b).

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 2024). 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).

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 (CEC and CNRA 2018b). 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 (CEC and CNRA 2018b).

Agriculture

California has a $59 billion agricultural industry that produces over a third of the country's vegetables and nearly three-quarters of the country's fruits and nuts (CDFA 2024). 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 (CCCC 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 2023).

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 2024). Increased wildfire activity leads to more GHG emissions from sources that would otherwise be carbon sinks. Between 2000 and 2019, statewide 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 $MMTCO_2e$ (CARB 2020b). Furthermore, CARB estimates that statewide 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. Average temperatures have increased by about 1.8°F in California over the past century (CNRA 2018b). Increases in minimum and maximum temperatures were 2.2°F and 1.3°F, respectively (CNRA 2018b). 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 2018b). 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 approved the 2045 CAP, which prepared an updated baseline inventory for the unincorporated areas in Los Angeles County for 2015,[2] utilizing the inventory found in the *OurCounty* Sustainability Plan but using the CARB Emissions Factors (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 (LACDRP 2023). As shown in **Table 4.8-2**, *2015 and 2018 Unincorporated Los Angeles County Greenhouse Gas Emissions Inventory,* the 2045 CAP estimates the unincorporated areas of the County's baseline GHG emissions in the year 2018 to be approximately 5.2 $MMTCO_2e$. Of

[2] 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 2045 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 EMFAC 2021 model, which outpace the increase in total VMT as modeled with the SCAG's 2016 Regional Travel Demand Model. OurCounty was modeled using EMFAC2017 emission factors.

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).

TABLE 4.8-2
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**

SOURCE: LACDRP 2023.

NOTES: AFOLU = agriculture, forestry, and other land use, IPPU = industrial processes and product use; $MTCO_2e$ = metric tons of carbon dioxide equivalent

Existing WSGV Planning Area Greenhouse Gas Emissions

The WSGV Planning Area is 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 GHGs associated with vehicle trips, landscaping equipment, on-site combustion of natural gas for heating and cooking, building and lighting electricity demand, water demand and wastewater treatment, and solid waste decomposition. The WSGVAP is a long-range policy document, and, since precise descriptions and locations of site-specific future projects developed under the WSGVAP are not known at this time, predictions of GHG emissions from future development building energy demand-related GHG emissions is not possible within this Draft PEIR.

However, for the WSGVAP No Project scenario, emissions for mobile sources for the year 2045 were calculated as they contribute the most to GHG emissions and are based on vehicle miles traveled (VMT) (provided by Fehr and Peers; refer to **Appendix I,** *WSGVAP Vehicle Miles Traveled Memorandum*) and on-road mobile source emission factors from the CARB on-road vehicle emissions factors (EMFAC2021) model. **Table 4.8-3**, *Estimated West San Gabriel Valley Planning Area No Project Scenario Regional Operational Mobile Emissions*, presents the regional No Project scenario mobile emissions.

TABLE 4.8-3
ESTIMATED WEST SAN GABRIEL VALLEY AREA PLAN
NO PROJECT SCENARIO REGIONAL OPERATIONAL MOBILE EMISSIONS (2045)[1,2]

Mobile Emissions	$MTCO_2e$
No Project (2045)	61,017,474

SOURCE: ESA, 2024
NOTES:
MTCO2e = metric tons of CO2e
1. Detailed calculations are provided in Appendix D of this Draft PEIR.
2. Totals may not add up due to rounding of decimals.

Regulatory Setting

Federal Laws, Regulations, and Policies

United States Environmental Protection Agency

The USEPA 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 reductions. The USEPA 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.

Federal Clean Air Act

In *Massachusetts v. Environmental Protection Agency* (2007) 549 U.S. 497, the U.S. Supreme Court held that USEPA has statutory authority under Section 202 of the federal Clean Air Act to regulate GHGs. The court did not hold that USEPA 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 USEPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the Clean Air Act. USEPA adopted a Final Endangerment Finding for the six defined GHGs (carbon dioxide [CO_2], methane [CH_4], nitrous oxide [N_2O], hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF_6]) on December 7, 2009. The Endangerment Finding is required before USEPA can regulate GHG emissions under Clean Air Act Section 202(a)(1) consistently with the U.S. Supreme Court decision.

USEPA also adopted a Cause or Contribute Finding in which the USEPA 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. Additionally, 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 program covers approximately 85 percent of the nation's GHG emissions and applies to approximately 10,000 facilities.

Executive Order 13432

In response to the *Massachusetts v. Environmental Protection Agency* ruling, the President signed Executive Order 13432 on May 14, 2007, directing the USEPA, along with the Departments of Transportation, Energy, and Agriculture, to initiate a regulatory process that responds to the Supreme Court’s decision. Executive Order 13432 was codified into law by the 2009 Omnibus Appropriations Law signed on February 17, 2009. The order sets goals in the areas of energy efficiency, acquisition, renewable energy, toxics reductions, recycling, sustainable buildings, electronics stewardship, fleets, and water conservation.

Corporate Average Fuel Economy Standards

Executive Order 13432 directed the USEPA, along with the Departments of Transportation (USDOT), Energy, and Agriculture, to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. The National Highway Traffic Safety Administration (NHTSA) subsequently issued multiple final rules regulating fuel efficiency for, and GHG emissions from, cars and light-duty trucks for model year 2011 and later for model years 2012–2016 and 2017–2021, known as the Corporate Average Fuel Economy (CAFE) Standards. In April 2020, the USDOT and the USEPA issued the final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which amends existing CAFE standards and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establishes new standards covering model years 2021 through 2026 (USEPA 2020). These standards set a combined fleet wide average of 33.2 to 37.1 for the model years affected (USEPA 2020).

In February 2022, the USEPA issued the Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards (USEPA 2021). This final rule revises current GHG standards beginning for vehicles in model year 2023 and through model year 2026 and establishes the most stringent GHG standards ever set for the light-duty vehicle sector that are expected to result in average fuel economy label values of 40 miles per gallon (mpg), while the standards they replace (the SAFE rule standards) would achieve only 32 mpg in model year 2026 vehicles (USEPA 2021).

On July 28, 2023, the NHTSA proposed new CAFE standards for passenger cars and light trucks for model years 2027 through 2032, and new fuel efficiency standards for heavy-duty pickup trucks and vans for model years 2030 through 2035. The proposed rule would require an industry fleet-wide average of approximately 58 mpg for passenger cars and light trucks in model year 2032, by increasing fuel economy by two percent year over year for passenger cars and four percent year over year for light trucks (NHTSA 2023). For heavy-duty pickup trucks and vans, the proposed rule would increase fuel efficiency by 10 percent year over year (NHTSA 2023).

Heavy-Duty Engines and Vehicle Fuel Efficiency Standards

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011 the USEPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018 (NHTSA 2011). The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the USEPA, this regulatory program would reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines. Building on the first phase of standards, 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 (USEPA and NHTSA 2016). The Phase 2 standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons (USEPA and NHTSA 2016).

On April 12, 2023, the NHTSA proposed Phase 3 of the GHG Emissions Standards for heavy-duty vehicles beginning in model year 2027 which would set new, more stringent standards for model years 2028 through 2032 (USEPA 2023a). The Phase 3 greenhouse gas standards would apply to heavy-duty vocational vehicles (such as delivery trucks, refuse haulers, public utility trucks, transit, shuttle, school buses, etc.) and tractors (such as day cabs and sleeper cabs on tractor-trailer trucks). Specifically, the Phase 3 rule proposes stronger CO_2 standards for model year 2027 heavy -duty vehicles that go beyond

the current Phase 2 standards and is proposing an additional set of CO_2 standards that would begin to apply in model year 2028, with progressively lower standards each model year through 2032 (USEPA 2023a).

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.[3]

United Nations Framework Convention on Climate Change

The federal government is extensively engaged in international climate change activities in areas such as science, mitigation, and environmental monitoring. The USEPA 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 IPCC. 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.[4]

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 to 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

[3] 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.

[4] 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.

reduction by 2050 (UNFCCC 2018). 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 2021a).

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 2021b).

During the Leaders' Summit on Climate in April 2021, President Biden rejoined 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 to 52 percent reduction in GHG emissions from 2005 levels by 2030 (White House Briefing Room 2021c). 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 in 2021, 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 2021d).

During the 28th Conference of Parties (COP28), held in Dubai in 2023, it was shown that progress under the Paris Agreement was too slow across all areas of climate action – from reducing greenhouse gas emissions, to strengthening resilience to a changing climate, to getting the financial and technological support to vulnerable nations – countries responded with a decision on how to accelerate action across all areas by 2030 (UNCCC 2024). Thus, world leaders committed, for the first time, to transition away from the fossil

fuels that jeopardize our planet and our people, agreeing to triple renewable energy globally by 2030, and more (White House Briefing Room 2023).

State Laws, Regulations, and Policies

California Greenhouse Gas Reduction Targets

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 (Office of the Governor 2007). It established a goal to reduce the carbon intensity of transportation fuels sold in California by at least 10 percent by 2020 (Office of the Governor 2007). 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 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 2022 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 2023). This report card documents State operations GHG emissions of 1.157 $MMTCO_2e$ that occurred in 2021(CalEPA 2023). 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 2015):

- 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, nitrogen trifluoride (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. California met the 2020 GHG reduction emissions goal in 2016 (CARB 2020a).

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.

Senate Bill 1383

SB 1383 (Chapter 395, Statutes of 2016) creates goals for short-lived climate pollutant (SLCP) reductions in various industry sectors. The SLCPs included under this bill – including methane, fluorinated gases, and black carbon – are GHGs that are much more potent than carbon dioxide and can have detrimental effects on human health and climate change. SB 1383 requires the CARB to adopt a strategy to reduce methane by 40 percent, hydrofluorocarbon gases by 40 percent, and anthropogenic black carbon by 50 percent below 2013 levels by 2030. The methane emission reduction goals include a 75 percent reduction in the level of statewide disposal of organic waste from 2014 levels by 2025. In 2017, CARB adopted a SLCP Reduction Strategy to implement SB 1383.

Assembly Bill 1279

The Legislature enacted AB 1279, The California Climate Crisis Act, on September 16, 2022 (CLI 2022). AB 1279 establishes the policy of the State to achieve net zero GHG emissions, carbon neutrality[5], as soon as possible, but no later than 2045 and to achieve and maintain net negative GHG emissions thereafter. Additionally, AB 1279 ensures that by 2045 Statewide anthropogenic greenhouse gas

[5] *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 carbon dioxide 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. These terms mean the same thing and are used interchangeably.

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 *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan's) goals.

2022 Scoping Plan for Achieving Carbon Neutrality

The 2022 Scoping Plan, adopted by CARB in December 2022, expands on prior scoping plans (CARB 2022a). The 2022 Scoping Plan is the most comprehensive and far-reaching Scoping Plan developed to date. 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, while also assessing the progress California is making toward the 40 percent below 1990 levels by 2030, and achieving carbon neutrality by 2045 or earlier (CARB 2022a). The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. 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. A summary of the GHG emissions reductions and targets set forth under the 2022 Scoping Plan is provided in **Table 4.8-4**, *Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan*.

TABLE 4.8-4
ESTIMATED STATEWIDE GREENHOUSE GAS EMISSIONS REDUCTIONS IN THE 2022 SCOPING PLAN

Emissions Scenario	GHG Emissions ($MMTCO_2e$)
2019	
2019 State GHG Emissions	404
2030	
2030 BAU Forecast	312
2030 GHG Emissions without Carbon Removal and Capture	233
2030 GHG Emissions with Carbon Removal and Capture	226
2030 Emissions Target Set by AB 32 (i.e., 1990 level by 2030)	260
Reduction below Business-As-Usual necessary to achieve 1990 levels by 2030	52 (16.7%)[a]
2045	
2045 BAU Forecast	266
2045 GHG Emissions without Carbon Removal and Capture	72
2045 GHG Emissions with Carbon Removal and Capture	(3)

SOURCE: CARB, 2022a
NOTES: $MMTCO_2e$ = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.
a. 312 – 260 = 52 /312 = 16.7%

The 2022 Scoping Plan identifies the need to accelerate AB32's 2030 target, from 40 percent to 48 percent below 1990 levels. Cap-and-Trade regulation continues to play a large factor in the reduction of

near-term emissions for meeting the 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet these GHG reduction goals and achieve carbon neutrality no later than 2045. The 2022 Scoping Plan approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology. The Scoping Plan Scenario is summarized in Table 2-1 starting on page 72 of the Scoping Plan (CARB 2022a). It includes references to relevant statutes and Executive Orders, although it is not comprehensive of all existing new authorities for directing or supporting the actions described. Table 2-1 identifies actions related to a variety of sectors such as: smart growth and reductions in Vehicle Miles Traveled (VMT); light-duty vehicles (LDV) and zero-emission vehicles (ZEV); truck ZEVs; reduce fossil energy, emissions, and GHGs for aviation ocean-going vessels, port operations, freight and passenger rail, oil and gas extraction; and petroleum refining; improvements in electricity generation; electrical appliances in new and existing residential and commercial buildings; electrification and emission reductions across industries such as the for food products, construction equipment, chemicals and allied products, pulp and paper, stone/clay/glass/cement, other industrial manufacturing, and agriculture; retiring of combined heat and power facilities; low carbon fuels for transportation, business, and industry; improvements in non-combustion methane emissions, and introduction of low GWP refrigerants.

Achieving the targets described in the 2022 Scoping Plan will require continued commitment to and successful implementation of existing policies and programs, and identification of new policy tools and technical solutions to go further, faster. California's Legislature and state agencies will continue to collaborate to achieve the state's climate, clean air, equity, and broader economic and environmental protection goals. It will be necessary to maintain and strengthen this collaborative effort, and to draw upon the assistance of the federal government, regional and local governments, tribes, communities, academic institutions, and the private sector to achieve the state's near-term and longer-term emission reduction goals and a more equitable future for all Californians. The Scoping Plan acknowledges that the path forward is not dependent on one agency, one state, or even one country. However, the State can lead by engaging Californians and demonstrating how actions at the state, regional, and local levels of governments, as well as action at community and individual levels, can contribute to addressing the challenge.

Appendix D, Local Actions, of the 2022 Scoping Plan includes "recommendations intended to build momentum for local government actions that align with the State's climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and approval of new land use development projects, including through environmental review under the California Environmental Quality Act (CEQA)." Appendix D is intended to provide clarification on challenges local jurisdictions face when implementing GHG reduction strategies or approving much-needed housing projects (CARB 2022a).

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan is critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan discusses the role of local governments in meeting the State's GHG reductions goals. Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building

code requirements and play a critical role in facilitating the rollout of ZEV infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority.

Climate Legislation and Executive Orders Enacted Since the Prior 2017 Scoping Plan

There have been numerous climate legislation bills and Executive Orders enacted since the 2017 Scoping Plan. Among these are Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets. **Table 4.8-5**, *Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan*, provides a summary of major climate legislation and executive orders issued since the adoption of the 2017 Scoping Plan.

TABLE 4.8-5
MAJOR CLIMATE LEGISLATION AND EXECUTIVE ORDERS ENACTED SINCE THE PRIOR 2017 SCOPING PLAN

Bill/Executive Order	Summary
Assembly Bill 1279 (AB 1279) (Muratsuchi, Chapter 337, Statutes of 2022) *The California Climate Crisis Act*	AB 1279 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage (CCUS) technologies. This bill is reflected directly in 2022 Scoping Plan.
Senate Bill 905 (SB 905) (Caballero, Chapter 359, Statutes of 2022) *Carbon Capture, Removal, Utilization, and Storage Program*	SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate CCUS and carbon dioxide removal (CDR) projects and technology. The bill requires CARB, on or before January 1, 2025, to adopt regulations creating a unified state permitting application for approval of CCUS and CDR projects. The bill also requires the Secretary of the Natural Resources Agency to publish a framework for governing agreements for two or more tracts of land overlying the same geologic storage reservoir for the purposes of a carbon sequestration project. The 2022 Scoping Plan modeling reflects both CCUS and CDR contributions to achieve carbon neutrality.
Senate Bill 846 (SB 846) (Dodd, Chapter 239, Statutes of 2022) *Diablo Canyon Powerplant: Extension of Operations*	SB 846 extends the Diablo Canyon Power Plant's sunset date by up to five additional years for each of its two units and seeks to make the nuclear power plant eligible for federal loans. The bill requires that the California Public Utilities Commission (CPUC) not include and disallow a load-serving entity from including in their adopted resource plan, the energy, capacity, or any attribute from the Diablo Canyon power plant. The 2022 Scoping Plan explains the emissions impact of this legislation.
Senate Bill (SB 1020) (Laird, Chapter 361, Statutes of 2022) *Clean Energy, Jobs, and Affordability Act of 2022*	SB 1020 adds interim renewable energy and zero carbon energy retail sales of electricity targets to California end-use customers set at 90 percent in 2035 and 95 percent in 2040. It accelerates the timeline required to have 100 percent renewable energy and zero carbon energy procured to serve state agencies from the original target year of 2045 to 2035. This bill requires each state agency to individually achieve the 100 percent goal by 2035 with specified requirements. This bill requires the CPUC, CEC, and CARB, on or before December 1, 2023, and annually thereafter, to issue a joint reliability progress report that reviews system and local reliability. The bill also modifies the requirement for CARB to hold a portion of its Scoping Plan workshops in regions of the state with the most significant exposure to air pollutants by further specifying that this includes communities with minority populations or low-income communities in areas designated as being in extreme federal non-attainment. The 2022 Scoping Plan describes the implications of this legislation on emissions.

Bill/Executive Order	Summary
Senate Bill 1137 (SB 1137) (Gonzales, Chapter 365, Statutes of 2022) *Oil & Gas Operations: Location Restrictions: Notice of Intention: Health protection zone: Sensitive receptors*	SB 1137 prohibits the development of new oil and gas wells or infrastructure in health protection zones, as defined, except for purposes of public health and safety or other limited exceptions. The bill requires operators of existing oil and gas wells or infrastructure within health protection zones to undertake specified monitoring, public notice, and nuisance requirements. The bill requires CARB to consult and concur with the California Geologic Energy Management Division (CalGEM) on leak detection and repair plans for these facilities, adopt regulations as necessary to implement emission detection system standards, and collaborate with CalGEM on public access to emissions detection data.
Senate Bill 1075 (SB 1075) (Skinner, Chapter 363, Statutes of 2022) *Hydrogen: Green Hydrogen: Emissions of Greenhouse Gases*	SB 1075 requires CARB, by June 1, 2024, to prepare an evaluation that includes: policy recommendations regarding the use of hydrogen, and specifically the use of green hydrogen, in California; a description of strategies supporting hydrogen infrastructure, including identifying policies that promote the reduction of GHGs and short-lived climate pollutants; a description of other forms of hydrogen to achieve emission reductions; an analysis of curtailed electricity; an estimate of GHG and emission reductions that could be achieved through deployment of green hydrogen through a variety of scenarios; an analysis of the potential for opportunities to integrate hydrogen production and applications with drinking water supply treatment needs; policy recommendations for regulatory and permitting processes associated with transmitting and distributing hydrogen from production sites to end uses; an analysis of the life-cycle GHG emissions from various forms of hydrogen production; and an analysis of air pollution and other environmental impacts from hydrogen distribution and end uses. This bill would inform the production of hydrogen at the scale called for in the 2022 Scoping Plan.
Assembly Bill 1757 (AB 1757) (Garcia, Chapter 341, Statutes of 2022) *California Global Warming Solutions Act of 2006: Climate Goal: Natural and Working Lands*	AB 1757 requires the CNRA, in collaboration with CARB, other state agencies, and an expert advisory committee, to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions, that reduce GHG emissions in 2030, 2038, and 2045 by January 1, 2024. These targets must support state goals to achieve carbon neutrality and foster climate adaptation and resilience. This bill also requires CARB to develop standard methods for state agencies to consistently track GHG emissions and reductions, carbon sequestration, and additional benefits from natural and working lands over time. These methods will account for GHG emissions reductions of CO_2, methane, and nitrous oxide related to natural and working lands and the potential impacts of climate change on the ability to reduce GHG emissions and sequester carbon from natural and working lands, where feasible. This 2022 Scoping Plan describes the next steps and implications of this legislation for the natural and working lands sector.
Senate Bill 1206 (SB 1206) (Skinner, Chapter 884, Statutes of 2022) *Hydrofluorocarbon gases: sale or distribution*	SB 1206 mandates a stepped sales prohibition on newly produced high- global warming potential (GWP) hydrofluorocarbons (HFCs) to transition California's economy toward recycled and reclaimed HFCs for servicing existing HFC-based equipment. Additionally, SB 1206 also requires CARB to develop regulations to increase the adoption of very low-, i.e., GWP < 10, and no-GWP technologies in sectors that currently rely on higher-GWP HFCs.
Senate Bill 27 (SB 27) (Skinner, Chapter 237, Statutes of 2021) *Carbon Sequestration: State Goals: Natural and Working Lands: Registry of Projects*	SB 27 requires CNRA, in coordination with other state agencies, to establish the Natural and Working Lands Climate Smart Strategy by July 1, 2023. This bill also requires CARB to establish specified CO_2 removal targets for 2030 and beyond as part of its Scoping Plan. Under SB 27, CNRA is to establish and maintain a registry to identify projects in the state that drive climate action on natural and working lands and are seeking funding. CNRA also must track carbon removal and GHG emission reduction benefits derived from projects funded through the registry. This bill is reflected directly in 2022 Scoping Plan as CO_2 removal targets for 2030 and 2045 in support of carbon neutrality.

Bill/Executive Order	Summary
Senate Bill 596 (SB 596) (Becker, Chapter 246, Statutes of 2021) *Greenhouse Gases: Cement Sector: Net-Zero Emissions Strategy*	SB 596 requires CARB, by July 1, 2023, to develop a comprehensive strategy for the state's cement sector to achieve net-zero emissions of GHGs associated with cement used within the state as soon as possible, but no later than December 31, 2045. The bill establishes an interim target of 40 percent below the 2019 average GHG intensity of cement by December 31, 2035. Under SB 596, CARB must: Define a metric for GHG intensity and establish a baseline from which to measure GHG intensity reductions. • Evaluate the feasibility of the 2035 interim target (40 percent reduction in GHG intensity) by July 1, 2028. • Coordinate and consult with other state agencies. • Prioritize actions that leverage state and federal incentives. • Evaluate measures to support market demand and financial incentives to encourage the production and use of cement with low GHG intensity. The 2022 Scoping Plan modeling is designed to achieve these outcomes.
Executive Order N-82-20	Governor Newsom signed Executive Order N-82-20 in October 2020 to combat the climate and biodiversity crises by setting a statewide goal to conserve at least 30 percent of California's land and coastal waters by 2030. The Executive Order also instructed the CNRA, in consultation with other state agencies, to develop a Natural and Working Lands Climate Smart Strategy that serves as a framework to advance the state's carbon neutrality goal and build climate resilience. In addition to setting a statewide conservation goal, the Executive Order directed CARB to update the target for natural and working lands in support of carbon neutrality as part of this Scoping Plan, and to take into consideration the NWL Climate Smart Strategy. CO_2 Executive Order N-82-20 also calls on the CNRA, in consultation with other state agencies, to establish the California Biodiversity Collaborative (Collaborative). The Collaborative shall be made up of governmental partners, California Native American tribes, experts, business and community leaders, and other stakeholders from across the state. State agencies will consult the Collaborative on efforts to: • Establish a baseline assessment of California's biodiversity that builds upon existing data and can be updated over time. • Analyze and project the impact of climate change and other stressors in California's biodiversity. • Inventory current biodiversity efforts across all sectors and highlight opportunities for additional action to preserve and enhance biodiversity. CNRA also is tasked with advancing efforts to conserve biodiversity through various actions, such as streamlining the state's process to approve and facilitate projects related to environmental restoration and land management. The California Department of Food and Agriculture (CDFA) is directed to advance efforts to conserve biodiversity through measures such as reinvigorating populations of pollinator insects, which restore biodiversity and improve agricultural production. The Natural and Working Lands Climate Smart Strategy informs 2022 Scoping Plan.
Executive Order N-79-20	Governor Newsom signed Executive Order N-79-20 in September 2020 to establish targets for the transportation sector to support the state in its goal to achieve carbon neutrality by 2045. The targets established in this Executive Order are: • 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. • 100 percent of medium- and heavy-duty vehicles will be zero-emission by 2045 for all operations where feasible, and by 2035 for drayage trucks. • 100 percent of off-road vehicles and equipment will be zero-emission by 2035 where feasible.

Bill/Executive Order	Summary
	The Executive Order also tasked CARB to develop and propose regulations that require increasing volumes of zero- electric passenger vehicles, medium- and heavy-duty vehicles, drayage trucks, and off-road vehicles toward their corresponding targets of 100 percent zero-emission by 2035 or 2045, as listed above. The 2022 Scoping Plan modeling reflects achieving these targets.
Executive Order N-19-19	Governor Newsom signed Executive Order N-19-19 in September 2019 to direct state government to redouble its efforts to reduce GHG emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy. This Executive Order instructs the Department of Finance to create a Climate Investment Framework that: • Includes a proactive strategy for the state's pension funds that reflects the increased risks to the economy and physical environment due to climate change. • Provides a timeline and criteria to shift investments to companies and industry sectors with greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change. • Aligns with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System, and the University of California Retirement Program. Executive Order N-19-19 directs the State Transportation Agency to leverage more than $5 billion in annual state transportation spending to help reverse the trend of increased fuel consumption and reduce GHG emissions associated with the transportation sector. It also calls on the Department of General Services to leverage its management and ownership of the state's 19 million square feet in managed buildings, 51,000 vehicles, and other physical assets and goods to minimize state government's carbon footprint. Finally, it tasks CARB with accelerating progress toward California's goal of five million zero emission vehicle (ZEV) sales by 2030 by: • Developing new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars. • Proposing new strategies to increase demand in the primary and secondary markets for ZEVs. • Considering strengthening existing regulations or adopting new ones to achieve the necessary GHG reductions from within the transportation sector. The 2022 Scoping Plan modeling reflects efforts to accelerate ZEV deployment.
Senate Bill 576 (SB 576) (Umberg, Chapter 374, Statutes of 2019) *Coastal Resources: Climate Ready Program and Coastal Climate Change Adaptation, Infrastructure and Readiness Program*	Sea level rise, combined with storm-driven waves, poses a direct risk to the state's coastal resources, including public and private real property and infrastructure. Rising marine waters threaten sensitive coastal areas, habitats, the survival of threatened and endangered species, beaches, other recreation areas, and urban waterfronts. SB 576 mandates that the Ocean Protection Council develop and implement a coastal climate adaptation, infrastructure, and readiness program to improve the climate change resiliency of California's coastal communities, infrastructure, and habitat. This bill also instructs the State Coastal Conservancy to administer the Climate Ready Program, which addresses the impacts and potential impacts of climate change on resources within the conservancy's jurisdiction.
Assembly Bill 65 (AB 65) (Petrie- Norris, Chapter 347, Statutes of 2019) *Coastal Protection: Climate Adaption: Project Prioritization: Natural Infrastructure: Local General Plans*	This bill requires the State Coastal Conservancy, when it allocates any funding appropriated pursuant to the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, to prioritize projects that use natural infrastructure in coastal communities to help adapt to climate change. The bill requires the conservancy to provide information to the Office of Planning and Research on any projects funded pursuant to the above provision to be considered for inclusion into the clearinghouse for climate adaption information. The bill authorizes the conservancy to provide technical assistance to coastal communities to better assist them with their projects that use natural infrastructure.

Bill/Executive Order	Summary
Executive Order B-55-18	Governor Brown signed Executive Order B-55-18 in September 2018 to establish a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and to achieve and maintain net negative emissions thereafter. Policies and programs undertaken to achieve this goal shall: • Seek to improve air quality and support the health and economic resiliency of urban and rural communities, particularly low-income and disadvantaged communities. • Be implemented in a manner that supports climate adaptation and biodiversity, including protection of the state's water supply, water quality, and native plants and animals. This Executive Order also calls for CARB to: • Develop a framework for implementation and accounting that tracks progress toward this goal. • Ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The 2022 Scoping Plan is designed to achieve carbon neutrality no later than 2045 and the modeling includes technology and fuel transitions to achieve that outcome.
Senate Bill 100 (SB 100) (De León, Chapter 312, Statutes of 2018) *California Renewables Portfolio Standard Program: emissions of greenhouse gases*	Under SB 100, the CPUC, CEC, and CARB shall use programs under existing laws to achieve 100 percent clean electricity. The statute requires these agencies to issue a joint policy report on SB 100 every four years. The first of these reports was issued in 2021. The 2022 Scoping Plan reflects the SB 100 Core Scenario resource mix with a few minor updates.
Assembly Bill 2127 (AB 2127) (Ting, Chapter 365, Statutes of 2018) *Electric Vehicle Charging Infrastructure: Assessment*	This bill requires the CEC, working with CARB and the CPUC, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of GHGs to 40 percent below 1990 levels by 2030. The bill requires the CEC to regularly seek data and input from stakeholders relating to electric vehicle charging infrastructure. This bill supports the deployment of ZEVs as modeled in 2022 Scoping Plan.
Senate Bill 30 (SB 30) (Lara, Chapter 614, Statutes of 2018) *Insurance: Climate Change*	This bill requires the Insurance Commissioner to convene a working group to identify, assess, and recommend risk transfer market mechanisms that, among other things, promote investment in natural infrastructure to reduce the risks of climate change related to catastrophic events, create incentives for investment in natural infrastructure to reduce risks to communities, and provide mitigation incentives for private investment in natural lands to lessen exposure and reduce climate risks to public safety, property, utilities, and infrastructure. The bill requires the policies recommended to address specified questions.

Cap and Trade

The Cap-and-Trade Program is a key strategy CARB employs to help California meet its GHG reduction targets. Pursuant to its authority under HSC Division 25.5, CARB designed and adopted a 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 the State's emission-reduction mandates (17 CCR Section 95800 to 96023). Under the Cap-and-Trade Program, an overall limit is established for GHG emissions from capped sectors (e.g., electricity generation, petroleum refining, cement production, and large industrial facilities that emit more than 25,000 metric tons CO_2e per year), caps decline over time, and facilities subject to the cap can trade permits to emit GHGs. The statewide cap for GHG emissions from the capped sectors commenced in 2013 and declines over time, achieving GHG emission reductions throughout the Program's duration (17 CCR Section 95800 to

96023). On July 17, 2017, the California legislature passed AB 398, extending the Cap-and-Trade program through 2030. 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 a Statewide basis.

California Environmental Quality Act Guidelines

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.

On December 28, 2018, OPR adopted amendments to the CEQA Guidelines to clarify several points such as cumulative nature of GHG emissions, modeling methodology, and significance evaluation. 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" (Bryant 2009).

California Air Resources Board

CARB, a part of CalEPA, 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 state ambient air quality standards, 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. CARB also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (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 CAA. CARB also has primary responsibility for adopting regulations to meet the State's goal of reducing GHG emissions to 1990 levels by 2020.

Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

In 2004, CARB adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants (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 generally does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given location with certain exemptions for equipment in which idling is a necessary function such as concrete trucks. While this measure primarily targets diesel particulate matter emissions, it has co-benefits of minimizing GHG emissions from unnecessary truck idling.

Low Carbon Fuel Standard

In 2007, Executive Order S-01-07 mandated the following: establish a Statewide goal to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020; and adopt a LCFS for transportation fuels in California. CARB identified the LCFS as one of the nine discrete early actions in the Climate Change Scoping Plan. In 2009, the LCFS regulations were approved by CARB and established a reduction in the carbon intensity of transportation fuels by 10 percent by 2020 beginning in 2011. In 2015, CARB approved the re-adoption of the LCFS, which became effective beginning January 2016, to address procedural deficiencies in the way the original regulation was adopted.

In-Use Off-Road Diesel-Fueled Fleets Regulation

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. 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.

CARB approved amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation in November of 2022 (CARB 2022b). The amendment will require fleets to phase-out use of the oldest and highest polluting off-road diesel vehicles, prohibit the addition of high-emitting vehicles to a fleet, and require the use of R99 or R100 renewable diesel in off-road diesel vehicles. The amendments phase-in starting in 2024 through the end of 2046 and include changes to enhance enforceability and encourage the adoption of zero-emission technologies. These amendments aim to further reduce emissions from the off-road sector.

Truck and Bus Regulation

In 2008, CARB approved the Truck and Bus regulation to reduce particulate matter and nitrogen oxide emissions from existing diesel vehicles operating in California (13 CCR, Section 2025, subsection (h)). CARB has also 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. 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 co-benefits of minimizing GHG emissions due to improved engine efficiencies.

Advanced Clean Car Program

In 2012, CARB adopted the Advanced Clean Cars (ACC) emissions-control program, which is closely associated with the emissions standards for passenger vehicles and light-duty trucks (CARB 2024a). 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, ZEVs must be 22 percent of large volume manufacturers overall production (CARB 2023a). 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.

Governor Gavin Newsom signed an executive order (Executive Order No. N-79-20) on September 23, 2020, which would phase out sales of new gas-powered passenger cars by 2035 in California with an additional 10-year transition period for heavy vehicles. The State would not restrict used car sales, nor forbid residents from owning gas-powered vehicles. In accordance with the Executive Order, CARB is developing a 2020 Mobile Source Strategy, a comprehensive analysis that presents scenarios for possible strategies to reduce the carbon, toxic and unhealthy pollution from cars, trucks, equipment, and ships. The strategies will provide important information for numerous regulations and incentive programs going forward by conveying what is necessary to address the aggressive emission reduction requirements.

The primary mechanism for achieving the ZEV target for passenger cars and light trucks is CARB's Advanced Clean Cars II (ACC II) Program (CARB 2024b). The ACC II regulations will rapidly scale down light-duty passenger car, pickup truck and SUV emissions starting with the 2026 model year through 2035. The ACC II regulation amends the Zero-emission Vehicle Regulation to require an increasing number of zero-emission vehicles, and relies on currently available advanced vehicle technologies, including battery-electric, hydrogen fuel cell electric and plug-in hybrid electric-vehicles, to meet air quality and climate change emissions standards which supports Governor Newsom's 2020 Executive Order N-79-20 that requires all new passenger vehicles sold in California to be zero emissions by 2035. Additionally, the ACC II regulation amends the Low-emission Vehicle Regulations to include increasingly stringent standards for gasoline cars and heavier passenger trucks to continue to reduce smog-forming emissions.

Advanced Clean Trucks Program

The Advanced Clean Trucks 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 SIP, Sustainable Freight Action Plan, SB 350, and AB 32" (CARB 2024c). 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.

Land Use and Transportation Planning

In 2008, SB 375 (Chapter 728, Statutes of 2008) established mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. 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. 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 WSGV Planning Area 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 2018, 2024d).

Energy Sector

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (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 CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although 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 standards are updated every three years. The current California Building Energy Efficiency Standards (Title 24 standards) are the 2022 Title 24 standards, which became effective January 1, 2023. The 2022 Title 24 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 standards (CEC 2022).

The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, with the most current version being the 2022 version which became effective January 1, 2023. The purpose of the CALGreen Building 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 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" (CBSC 2010). The CALGreen Building 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 Building Code establishes mandatory measures for new residential and non-residential buildings. The 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. The 2022 CALGreen Code: revises standards for electric vehicle charging for new construction, primarily multi-family dwellings and hotels/motels, including increased requirements for electric vehicle (EV) parking spaces and electric vehicle supply equipment (EVSE) Level 2 chargers, establishes heat pumps as a baseline technology, strengthens ventilation standards, establishes electric-ready requirements for new homes, and sets minimum solar photovoltaic and battery energy storage capacity for high-rise multifamily and commercial buildings, including office buildings, grocery stores, and schools, and more (CBSC 2022).

The CEC first developed the Appliance Energy Efficiency Standards (20 CCR 1601–1608) in 1977. The standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficiency appliances 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, Executive Order S-14-08 expanded the State's RPS goal to 33 percent renewable power by 2020. In 2009, Executive Order 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 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 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.

California Air Pollution Control Officers Association

The California Air Pollution Control Officers Association (CAPCOA) published the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021 GHG Handbook) in December of 2021 (CAPCOA 2021). CAPCOA prepared this 2021 GHG Handbook to provide a common platform of information and tools for evaluating GHG reduction measures, climate vulnerabilities and promoting equity to support sustainable, resilient, and equitable land use planning and project design. The 2021 GHG Handbook was prepared in collaboration with academia, agencies, community organizations and leaders, local governments, nongovernmental organizations, and technical experts. The quantification methods, tools, and recommendations provided in this 2021 GHG Handbook were developed based on the latest science and literature available at the time of publication and have been incorporated into the latest version of CalEEMod.

Regional Laws, Regulations, and Policies

Southern California Association of Governments

On April 4, 2024, the SCAG's Regional Council formally adopted Connect SoCal 2024 (SCAG 2024a), which is an update to the previous Connect SoCal 2020 (SCAG 2020). Using growth forecasts and economic trends, both the Connect SoCal 2020 and Connect SoCal 2024 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. Connect SoCal 2024 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 2024a). Compliance with and implementation of Connect SoCal 2024 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 VMT.

Connect SoCal 2024 states that the SCAG region was home to approximately 19 million people in 2019 and included approximately 6.2 million homes and approximately 9 million jobs (SCAG 2024a). By 2050, the integrated growth forecast projects that these figures will increase by 2 million people, with approximately 1.6 million more homes and 1.3 million more jobs (SCAG 2024a). Connect SoCal 2024 will add 181,200 new miles of transit service, 4,000 new miles of bike lanes and 869 new miles to the Regional Express Lane Network (SCAG 2024a). Priority Development Areas (PDAs), which are defined in Connect SoCal 2024 as areas where people have access to multiple modes of transportation or where trip origins and destinations are closer together allowing for shorter trips, will accommodate approximately 66 percent of new households and 54 percent of new jobs between 2019 and 2050 (SCAG 2024a). PDAs include Neighborhood Mobility Areas (NMAs), Transit Priority Areas (TPAs), and Livable Corridors, and Spheres of Influence (SOIs) (unincorporated areas only).

NMAs include intersection density, low-speed streets, land use diversity, and accessibility to amenities within one-mile using street network distances to improve, restore and enhance safe and convenient connections to schools, hospitals, shopping, services, places of worship, parks, greenways, and other destinations. TPA's are areas within one half mile of existing or planned major transit stops. Livable Corridors are areas where local jurisdictions can plan and zone for increased density at nodes along key corridors and redevelop single-story underperforming retail with well-designed, higher-density housing and employment centers. SOIs are existing or planned service areas within the planning boundary outside of an agency's legal boundary in unincorporated areas to promote the efficient, effective, and equitable delivery of local and regional services for existing and future residents and to encourage a collaborative process between agencies.

Connect SoCal 2024's overall land use pattern reinforces the trend of focusing new housing and employment in the region's PDAs. PDAs are a development pattern that demonstrates how the region can sustainably accommodate needed housing by supporting transportation and land use strategies that achieve California's GHG emission reduction goals. Connect SoCal 2024 strives to increase housing production, improve equity and resilience, preserve natural lands, improve public health, increase transportation safety, support the goods movement industries, and use resources more efficiently.

Connect SoCal 2024 provides specific strategies for implementation. These strategies include implementing the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit); encouraging residential development in areas surrounding existing and planned transit/rail stations; promoting growth in PDAs with a focus on future housing and population growth in areas with existing and planned urban infrastructure including transit and active transportation to reduce single occupancy vehicles; encouraging housing in areas with access to community infrastructure and that are close to transit and walkable; and promoting 15-minute communities (areas where residents can access there day-today needs within a 15-minute walk, bike ride or roll from their home (SCAG 2024a).

In addition, Connect SoCal 2024 includes strategies to promote active transportation, support local planning and projects that serve short trips, promote transportation investments, investments in active transportation, prioritize climate mitigation, adaption, resilience and economic benefits of natural and working lands, and prioritize the most vulnerable populations and communities subject to climate hazards, promote sustainable water use planning, practices and storage, promote sustainable development, and reduce air pollutants and GHG emissions to improve air quality. CARB has accepted SCAG's GHG emissions quantification determinations as presented in Connect SoCal 2024 for future GHG emission reduction targets (SCAG 2024a).

Connect SoCal 2024's GHG emissions reduction target is more dependent on policies and programs than on capital projects, but it is projected to meet the 2035 target of 19 percent below 2005 levels (SCAG 2024a). SCAG achieved the 8 percent GHG emissions reduction from 2005 levels by 2020; however, the decreased travel during the COVID-19 shutdown most likely helped achievement of the 2020 target (SCAG 2024a).

South Coast Air Quality Management District

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 WSGV Planning Area 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 combat climate change. For instance, SCAQMD has 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.

A GHG Significance Threshold Working Group was formed by the SCAQMD to evaluate potential GHG significance thresholds (SCAQMD 2021). 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.

Los Angeles County General Plan 2035

Adopted on October 6, 2015, the County's General Plan outlines goals and policies that would reduce GHG emissions and address the impacts of climate change. Goals and policies applicable to the WSGV Planning Area are as follows (LACDRP 2022a):

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 (LACDRP 2022a). Measures in these areas applicable to the WSGV Planning Area 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.

Los Angeles County 2045 Climate Action Plan

The County's Board of Supervisors approved the Los Angeles County 2045 Climate Action Plan (2045 CAP) on April 16, 2024 (LA County 2024). The 2045 Climate Action Plan (2045 CAP) sets GHG emissions reduction targets for 2030 (40 percent below 2015 levels), 2035 (50 percent below 2015 levels), and 2045 (83 percent below 2015 levels) consistent with state goals and sets a long-term aspirational goal for carbon neutrality by 2045 (LACDRP 2023). 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 (LACDRP 2023). Under these categories, there are 10 strategies and 25 measures that, when combined, achieve all three of the GHG emissions reduction targets for 2030, 2035, and 2045. These strategies and measures are estimated to reduce annual GHG emissions by more than 1.5 million $MTCO_2e$ in 2030, more than 2 million $MTCO_2e$, and nearly 3 million $MTCO_2e$ in 2045 (LACDRP 2023).

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 (County of Los Angeles 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.

Los Angeles County 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.

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.

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 supersedes 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).

4.8.2 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 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 WSGVAP is conducted as described below.

Greenhouse Gas Emissions

The WSGVAP is a long-range policy document and does not include quantification of any specific projects that may be developed under the WSGVAP. 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 Draft PEIR, estimated GHG emissions from the operation of future projects developed under the WSGVAP 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.[6]

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 WSGVAP is a long-range policy document and precise descriptions and locations of site-specific projects proposed under the WSGVAP are not known at this time. Therefore, quantification of GHG emissions from any specific projects that may be facilitated by the WSGVAP is not possible within this Draft PEIR.

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 projects developed under the WSGVAP would engage in similar activities (working, recreating, and driving) that generate GHG emissions without adoption of the WSGVAP. 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 projects developed under the WSGVAP 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 projects developed under the WSGVAP 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.

[6] Embodied energy includes energy required for water pumping and treatment for end-uses.

The WSGVAP is a long-range policy 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 projects developed under the WSGVAP 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 projects developed under the WSGVAP 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 WSGVAP is a long-range policy 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 WSGVAP 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 WSGVAP conflicts with applicable GHG reduction strategies and local actions approved or adopted by CARB, SCAG, and the County. The 2022 Scoping Plan, SCAG's Connect SoCal 2024, and County General Plan policies and goals all apply to the WSGVAP and all are intended to reduce GHG emissions to meet the Statewide targets. Thus, the significance of future projects developed under the WSGVAP GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the WSGVAP 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 Connect SoCal 2024, 2045 CAP, 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 CAPCOA, so long as any threshold chosen is supported by substantial evidence (CEQA Guidelines Section15064.7[c]). The CNRA 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 WSGVAP is a long-range policy 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 projects developed under the WSGVAP. This assessment quantifies GHG emissions from such new development under buildout conditions of the proposed WSGVAP. 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 WSGVAP 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 strategies, measures, and actions, which include the emissions reduction measures included within CARB's Climate Change Scoping Plan; SCAG's Connect SoCal 2024; and the County's 2045 CAP. Compliance with these plans' strategies, measures, and actions will avoid or substantially lessen GHG emissions.

Proposed Project Characteristics and Relevant WSGVAP Goals and Policies

The WSGVAP is intended to the guide long-term growth of the WSGV Planning Area, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. Since the WSGVAP is planning for future growth within the WSGV Planning Area, no actual development is being proposed at this time.

Adoption of the WSGVAP would increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways through infill development and redevelopment as well as within select existing low-density residential areas near commercial corridors and transit. In addition, the WSGVAP would also reduce land use intensities in areas with hazards or within or adjacent

to natural resources and in WUI areas, which would help to reduce development in areas adjacent to natural resources and/or open space.

WSGVAP Goals and Policies

The following WSGVAP goals and policies are related to GHG emissions:

Land Use Element

Goal LU-1: Growth facilitates sustainable development patterns and is targeted to areas with existing and future transit access, proximity to commercial services and employment centers, and is aligned with supportive infrastructure and access to public facilities.

> **Policy LU-1.1: Foster sustainable growth patterns.** Concentrate growth within one mile from major transit stops, one-half mile from high-quality transit corridors, and one-quarter mile from commercial corridors and commercial areas where there is access to existing or proposed transit and everyday services within walking and biking distance.
>
> **Policy LU-1.2: Increase land use diversity.** Enable a diverse land use pattern to meet the needs of residents and employees, including increased proximity between housing and commercial uses, job centers, parks and open spaces, and community services and amenities to support the well-being of the community.
>
> **Policy LU-1.3: Foster walkable communities.** Bring everyday needs and amenities such as public transit, parks, schools, and commercial services within walking distance of residential neighborhoods.
>
> **Policy LU-1.4: Prioritize investments in growth areas and disadvantaged communities.** Prioritize capital improvements and public facilities in targeted growth areas and disadvantaged communities to enhance and support equity and quality of life in the built environment.
>
> **Policy LU-1.5: Ensure compatible land uses.** Ensure compatible land uses between Cities and unincorporated communities in the Planning Area.

Goal LU-3: A community with attainably priced and diverse housing options, and vibrant mixed-use environments that combine residential, commercial, and community-oriented spaces to enhance livability.

> **Policy LU-3.1: Promote diverse housing options.** Promote development of duplex, fourplex, accessory dwelling units, and cottage court housing in low-density housing areas.
>
> **Policy LU-3.2: Allow compatible uses in residential neighborhoods.** Allow compatible uses on or near the edges of residential neighborhoods that bring amenities closer to homes, such as child and adult daycare centers, educational facilities, cultural facilities, and corner markets.
>
> **Policy LU-3.3: Preserve and expand commercial space.** Provide sufficient commercially designated land equitably throughout the WSGV to serve local needs and reduce travel by car to access daily services and goods. Prioritize communities that have been historically redlined.
>
> **Policy LU-3.4: Activate commercial corridors.** Strengthen commercial corridors by facilitating building design and street improvements which make for safe, comfortable and enjoyable walking and biking experiences.

Policy LU-3.7: Encourage mixed-use development. Incentivize ground-floor commercial uses and pedestrian-oriented amenities in mixed-use development, to facilitate proximity between residences, businesses, employers, and amenities.

Goal LU-4: Industrials uses that are environmentally responsible and beneficial to the local economy.

Policy LU-4.1: Ensure protection of industrial-adjacent land uses. Ensure that industrial developments incorporate adequate landscape and noise buffers to minimize negative impacts on surrounding neighborhoods, addressing on-site lighting, noise, odors, vibration, toxic materials, truck access, and other elements that may affect adjoining uses.

Policy LU-4.3: Promote sustainable and clean industrial uses. Advance sustainable and clean industrial practices by incentivizing and prioritizing industries committed to environmental stewardship and clean technologies.

Goal LU-5: A resilient and sustainable community that balances development with the conservation of natural resources.

Policy LU-5.10: Implement green infrastructure for water management. Encourage the implementation of sustainable strategies to increase the use of permeable pavements, rain gardens, bioswales with locally native plants, green roofs, and other strategies, aimed at enhancing stormwater absorption, slowing runoff, and improving water quality.

Goal LU-6: A diverse mix of commercial activities bolsters local businesses, generates employment opportunities, fosters walkable communities, and contributes to the economic vitality.

Policy LU-6.1: Encourage commercial land use diversity. Encourage a greater mix of locally serving uses, such as retail, small businesses, eateries, small-scale institutional, office, and other compatible uses in commercial centers to limit vacancies and increase access to the community's everyday needs.

Policy LU-6.2: Facilitate accessory commercial units (ACUs). Support the development of ACUs overlay zone in which commercial uses such as bodegas and other small businesses can operate by right in otherwise exclusively residential neighborhoods.

Policy LU-6.3: Support adaptive commercial reuse and rehabilitation. Support the adaptive reuse and rehabilitation of aging commercial centers and structures and vacant or underutilized structures, especially those in **high resource areas (HRAs)**.

Policy LU-6.4: Incentivize diverse and innovative industries. Incentivize innovation through the development of land uses that promote technology, sustainability, and bioscience employment hubs.

Goal LU-7: An active transportation environment that enhances mobility and reduces reliance on personal vehicles.

Policy LU-7.1: Enhance mobility in growth areas. Align investments in mobility with designated growth areas, prioritizing disadvantaged communities, to improve access to pedestrian pathways, public transit, and bicycle routes.

Policy LU-7.2: Support pedestrian passageways through cul-de-sacs. Support opportunities to provide pedestrian and bicycle passageways with wayfinding signage from neighborhood cul-de-sacs to arterials to provide residents greater access to services and amenities within walking distance.

Policy LU-7.3: Create streets that foster healthy lifestyles. Transform selected streets adjacent to or near residential neighborhoods into "healthy streets" that integrate pedestrian-focused design, green spaces, and community amenities.

Policy LU-7.4: Repurpose underutilized surface parking. Encourage developments with underutilized surface parking to repurpose spaces for community gathering and temporary community events.

Policy LU-7.5: Consolidate and centralize parking lots. Support community-wide parking reform through strategies that consolidate 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.

Goal LU-8: A cohesive built environment that nurtures community well-being, inclusivity, and a shared sense of belonging among all residents.

Policy LU-8.2: Foster gathering spaces. Support the development of "community hubs" and multipurpose gathering spaces within walking distance of residential areas, incorporating features that support diverse uses and accessibility for all age groups.

Goal LU-10: Resilient and sustainable communities that are adapted to climate change and provide equitable access to essential resources.

Policy LU-10.1: Promote heat-resilient urban design. Promote the integration of heat resilience measures in new developments projects, through requirements for cool roofs and pavements, increased pervious surfaces, shading, optimized building orientation, and the incorporation of landscaping features designed to mitigate heat.

Policy LU-10.4: Provide support for climate-vulnerable workers. Support public facilities and parks to operate as spaces of refuge from high heat, offering hydration, sanitation, shade, and cooling among other health-supportive features.

Mobility Element

Goal M-2: Provide improved access to regional and local transit service for all residents and people working in WSGV area.

Policy M-2.1: Enhance local transit services. Enhance local transit services by coordinating across multiple systems to comprehensively address transit service gaps, reduce automobile dependence, and improve local circulation by connecting residential areas, shopping streets, community facilities, open spaces, and other community destinations.

Policy M-2.2: Enhance regional transit service through partnerships. Coordinate with LA Metro and other transit agencies to advocate and provide for reliable, safe, and high-quality service that connect unincorporated communities in the West San Gabriel Valley to the rest of the region. Encourage convenient and safe transit, pedestrian, and bicycle linkages to/from transit service and mobility hubs to facilitate first last-mile connectivity.

- Work with transit agencies and neighboring jurisdictions to improve the efficiency of the public transportation system through bus-only lanes, signal prioritization, and useful transfer windows to the larger regional transportation network.
- Work with LA Metro to develop Frist/Last Mile plans at two Metro A Line stations in the WSGV area - Sierra Madre Villa Station and Monrovia Station, as well as four bus stop FLM areas within WSGV communities identified in the 2023 Active Transportation Strategic Plan.

These FLM areas include Altadena Drive/Lake Avenue and Woodbury Road/Lincoln Avenue in Altadena, as well as Rosemead Boulevard/Huntington Drive and Rosemead Boulevard/Colorado Boulevard in East Pasadena-East San Gabriel.

Policy M-2.3: Support bus stop improvements. Partner with regional and local transit operators to support bus stops with attractive amenities, unique community branding, sustainable elements, and public art to serve as gateways to the community and promote cohesive community corridors.

Policy M-2.4: Promote accessible transit vehicles. Support use of transit vehicles with enhanced accessibility to accommodate a wide range of mobility-aide devices and childcare instruments like car-seats and strollers.

Policy M-2.5: Community transit promotion. Partner with community members and stakeholders to assess, promote, and market transit options available in local communities.

Goal M-3: A safe, convenient, and comfortable active transportation network that fosters pedestrian and bicycle travel as healthy and sustainable modes.

Policy M-3.1: Evaluate enhance bike network gaps. Support people on bikes by evaluating bike network gaps along jurisdictional boundaries and implementing infrastructure to close those gaps.

Policy M-3.2: Prioritize safe and connected pedestrian networks. Provide safe and connected pedestrian networks that are mindful of users, roadways, surrounding land uses, environmental conditions, and community characteristics.

Policy M-3.3: Promote neighborhood greenways. Support the planning and construction of greenways that prioritize pedestrians and cyclist safety to encourage foot traffic, reduce parking demand, and support local businesses.

Policy M-3.5: Expand tree canopy cover. Promote the planting of locally native trees in the public right-of-way, including street trees and park trees, to provide shaded pathways, neighborhood cooling, and other benefits.

Goal M-4: Promote other transportation demand management (TDM) strategies.

Policy M-4.1: Support TDM strategies for schools. Support and collaborate with schools, parents, and students to develop, implement, and frequently reevaluate innovative TDM strategies and programs, such as safe-routes-to-schools, that encourage active and transit modes of travel to reduce traffic congestion.

Policy M-4.2: Local TDM strategies. Coordinate with residents, employees, local businesses, transit agencies, and community-based organizations to manage congestion by developing, promoting, and marketing TDM strategies for commuting that meet the needs of WSGV residents and employees.

Public Services and Facilities Element

Goal PSF-4: Public facilities and services are cost-effective, sustainable, and resilient.

Policy PSF-4.2: Incorporate green stormwater infrastructure. Integrate green infrastructure into parks and open space designs for effective stormwater management, such as rain gardens, bioswales, permeable pavements, and other groundwater retention features.

Impact Analysis

Impact 4.8-1: Would future development facilitated by adoption of the WSGVAP 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 WSGVAP is a long-range policy 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 projects developed under the WSGVAP.

Construction

Construction of future projects developed under the WSGVAP 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 WSGVAP 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 to support this Draft PEIR.

Each future project developed under the WSGVAP would be required to comply with applicable USEPA/CalEPA, CARB, SCAQMD, and Los Angeles County 2045 CAP emissions standards, rules, regulations, and measures and implementing actions. In addition, future projects proposed under the WSVAP would be subject to subsequent planning and environmental review in accordance with County permitting requirements and CEQA. Subsequent CEQA analysis would determine significance based on the individual project specifics and would incorporate project-specific mitigation, as necessary.

Furthermore, future development facilitated by adoption of the WSGVAP 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 CAFE standards, and CARB Advanced Clean Car and Advanced Clean Trucks regulations, all of which support the goals of the 2022 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 associated with projects developed under the WSGVAP. Therefore, impacts are considered less than significant for construction.

Operation

Operation of future development facilitated by adoption of the WSGVAP would generate emissions of GHG emissions from vehicle trips traveling within the region, 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 WSGVAP would be required to comply with applicable USEPA/CalEPA, 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 WSGVAP 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 (2045) scenario and the WSGVAP Future Development (2045) scenario were estimated and are presented in **Table 4.8-6**, *Unmitigated WSGVAP Annual Mobile Source Greenhouse Gas Emissions*.

TABLE 4.8-6
UNMITIGATED WSGVAP ANNUAL MOBILE SOURCE GREENHOUSE GAS EMISSIONS

Emissions Sources	CO_2e (Metric Tons per Year)[a,b c]
WSGVAP Future Development (2045)	61,074,291
WSGVAP No Project (2045)	61,017,474
Net Change	**56,817**

SOURCE: ESA 2024

NOTES:

a. Totals may not add up exactly due to rounding in the modeling calculations. Detailed emissions calculations are provided in Appendix D.
b. CO2e 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.

As shown in Table 4.8-6, the net change in operational mobile source GHG emissions from the WSGVAP Future Development (2045) scenario would be greater compared to the No Project (2045) scenario conditions primarily due to the focus of the WSGVAP to increase employment opportunities close to future and existing housing. However, while the operational mobile GHG emissions would increase under the WSGVAP, the Area Plan's land use and growth strategy and transportation policies would help in reducing vehicle trips withing the WSGV Planning Area. The WSGVAP proposes land use and zoning modifications that would focus growth primarily around commercial corridors, high-quality transit corridors, and major roadways in proximity to existing and future transit stops and services. In addition, the increased growth along these areas would further help to decrease vehicle trips as residents would be able to walk or use alternative transportation to access nearby residential-serving uses and amenities.

In addition, implementation of the WSGVAP transportation policies would further help to reduce VMT by increasing alternative transportation services and walkability within the WSGV Planning Area and by incorporating TDM strategies. As such, due to the WSGVAP's land use and transportation strategies related to reducing vehicle trips for residents and employees, while overall VMT and subsequent mobile GHG emissions would increase under the WSGVAP due to total growth in the area, the total VMT per service population would be lower under the WSGVAP as compared to the No Project scenario. Future

development facilitated by adoption of the WSGVAP would be based on market demand and would be constructed over the buildout horizon of 2045, where growth is anticipated to be gradual over the 20-year planning period.

The WSGVAP policies, listed above, would reduce potential GHG emissions from future new development and would be consistent with GHG-reduction 2045 CAP strategies, as discussed further in Impact 4.8-2 below. In addition, future projects developed under the WSGVAP would be subject to subsequent planning and environmental review in accordance with County permitting requirements and CEQA. Subsequent CEQA analysis would determine significance based on the individual project specifics and would incorporate project-specific mitigation, as necessary. Therefore, impacts of the WSGVAP are considered less than significant for operation.

Impact 4.8-2: Would future development facilitated by adoption of the WSGVAP 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 WSGVAP would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

2022 Scoping Plan for Achieving Carbon Neutrality

CARB's *2022 Scoping Plan for Achieving Carbon Neutrality* was approved in December 2022 and expands on prior scoping plans and recent legislation, 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 sooner (CARB 2022a). To achieve carbon neutrality by 2045, the 2022 Scoping Plan contains GHG emissions reductions, technology, and clean energy mandated by statutes; reduction of short-lived climate pollutants; and mechanical CO_2 capture and sequestration actions.

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. Furthermore, future development facilitated by adoption of the WSGVAP 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 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 4.8-7, *Project Compliance with Applicable 2022 Scoping Plan Actions and Strategies*, contain a list of GHG-reducing strategies as they relate to the Project. The analysis describes the consistency of the Project with these strategies that support the State's strategies in the Climate Change Scoping Plan to reduce GHG emissions. The Climate Change Scoping Plan 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. As shown below, the Project will incorporate characteristics to reduce energy, conserve water, reduce waste generation, and reduce vehicle travel consistent with Statewide strategies and regulations. As a result, the Project would not conflict with applicable Climate Change Scoping Plan strategies and regulations to reduce GHG emissions.

TABLE 4.8-7
PROJECT COMPLIANCE WITH APPLICABLE 2022 SCOPING PLAN ACTIONS AND STRATEGIES

Actions and Strategies	Compliance/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.	**Would Not Conflict.** Vehicles must transition to zero emission technology to decarbonize the transportation sector. EO N-79-20 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 internal combustion emission (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.

Actions and Strategies	Compliance/Consistency Analysis
• 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.	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 WSGVAP 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 WSGVAP would not conflict with implementation of this strategy. 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 WSGVAP would benefit from the above regulations and programs, and mobile source emissions would be reduced with implementation. Thus, adoption and implementation of the WSGVAP 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.
  ○ Initiate a public process focused on options to increase the stringency and scope of the LCFS:
  ○ Evaluate and propose accelerated carbon intensity targets pre-2030 for LCFS.
  ○ Evaluate and propose further declines in LCFS post-2030 carbon intensity targets to align with this 2022 Scoping Plan.
  ○ Consider integrating opt-in sectors into the program.
  ○ 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.
	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 WSGVAP 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 WSGVAP would be reduced with implementation of the wider use of zero-carbon fuels consistent with reduction of GHG emissions under AB 1279. Thus, adoption and implementation of the WSGVAP would not conflict with actions in the transportation fuels sector.

Actions and Strategies	Compliance/Consistency Analysis
Vehicle 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. • 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.	**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 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 Connect SoCal 2024. The WSGVAP would not conflict with Connect SoCal 2024 goals 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 WSGVAP would implement land use and transportation strategies related to reducing vehicle trips for residents and employees of the County. Furthermore, the location, design, and land use from future growth anticipated by the WSGVAP 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 WSGVAP, including Metro and Pasadena Transit. Refer to Section 4.17, *Transportation*, of this Draft PEIR, for a summary of transit service in the WSGVAP. The WSGVAP focuses on promoting sustainable growth in harmony with the existing natural and built environments while also improving connectivity amongst a variety of land uses to support the diverse needs and interests of community members in the WSGV Planning Area. New land use designations and zoning would include increasing densities along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit. These changes aim to create more defined community centers with neighborhood-serving small business commercial uses integrated with mixed-used development along existing commercial corridors, where residents would be able to easily access commercial, retail, and community-serving uses, such as plazas and urban open spaces. In addition to these areas of focused growth, land use strategies would also focus on improving and maintaining existing infrastructure, creating multi-purpose community-serving spaces and other amenities in communities, promoting urban greening, attracting, and supporting local businesses, and preserving sensitive natural resources and large open spaces. The WSGVAP also focuses on increasing employment opportunities close to future and existing housing. The purpose of these land use changes would be to preserve existing low-density residential neighborhoods, create walkable connected communities with defined community centers/corridors 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 WSGV Planning Area communities. The WSGVAP also supports and encourages infill development that complements existing neighborhoods. As discussed above, implementation of the WSGVAP transportation policies would further help to reduce VMT by increasing alternative transportation services and walkability within the WSGV Planning Area and by incorporating TDM strategies. As such, due to the WSGVAP's land use and transportation strategies related to reducing vehicle trips for residents and employees, while overall VMT would increase under the WSGVAP due to total growth in the area, the total VMT per service population would be lower under the WSGVAP as compared to the No Project scenario. Therefore, adoption and implementation of the WSGVAP would not conflict with the VMT reduction standards of Connect SoCal 2024 and the WSGVAP would not conflict with applicable Connect SoCal 2024 actions and strategies to reduce GHG emissions.

Actions and Strategies	Compliance/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 funding 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.	**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 WSGVAP would support SB 100's goals since future development facilitated by adoption of the WSGVAP 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 60 percent by 2030. As SCE would provide electricity service to the WSGV Planning Area, by 2030, future development facilitated by adoption of the WSGVAP would use electricity consistent with the requirements of SB 100. In 2020, SCE provided 43 percent from renewable sources, exceeding the required target 33 percent by 2020 established under previous legislation. The WSGVAP would comply with this action/strategy as the County is located within the SCE service area and future development facilitated by adoption of the WSGVAP would be required to comply with CALGreen and Title 24 energy efficiency standards. As such, the WSGVAP 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 WSGVAP 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 WSGVAP would further support this action and strategy by incorporating energy efficiency measures as outlined in the WSGVAP policies. As such, adoption and implementation of the WSGVAP would not conflict with SB 350.

Actions and Strategies	Compliance/Consistency Analysis
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, 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.	**Would Not Conflict.** 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 of electrification and decarbonization at industrial facilities. While these actions and strategies apply to state and local agencies, each future project developed under the WSGVAP would be required to comply with applicable USEPA, 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, adoption and implementation of the WSGVAP would not conflict with actions in the sustainable manufacturing and buildings industry sector.

Actions and Strategies	Compliance/Consistency Analysis
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. • 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.	**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 WSGVAP would be required to comply with applicable USEPA/CalEPA, 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, adoption and implementation of the WSGVAP would not conflict with actions in the sustainable manufacturing and buildings industry sector.

Actions and Strategies	Compliance/Consistency Analysis
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. • 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.	**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 WSGVAP is a land use development planning project that would not conflict with measures to increase carbon dioxide removal and capture.

Actions and Strategies	Compliance/Consistency Analysis
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.	**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 WSGVAP is a land use development planning project. As discussed in Section 4.2, *Agriculture and Forestry Resources*, the unincorporated areas of the County has a small amount of designated farmland and conversion of a significant amount of farmland is not anticipated as a result of the WSGVAP due to policies proposed as part of the WSGVAP intended to protect productive farmland. As such, adoption and implementation of the WSGVAP would not conflict with SLCP dairy and livestock methane sector actions in the 2022 Scoping Plan.
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.	**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. As discussed in Section 4.19, *Utilities and Service Systems*, the WSGVAP would not require the construction of new or expanded landfills. Future development under the WSGVAP would also comply with the Los Angeles County Mandatory Organic Waste Disposal Reduction Ordinance, as applicable. As such, adoption and implementation of the WSGVAP would not conflict with SLCP landfill methane sector actions in the 2022 Scoping Plan.

Actions and Strategies	Compliance/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.	**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, adoption and implementation of the WSGVAP 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.	**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 WSGVAP 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 WSGVAP 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 Short-Lived Climate Pollutants reduction strategy, with respect to adopted limits on the use of regulated compounds for refrigeration uses. Therefore, adoption and implementation of the WSGVAP would not conflict with this strategy.

Actions and Strategies	Compliance/Consistency Analysis
• 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 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 (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.	**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 WSGVAP 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 WSGVAP would implement land use and transportation strategies related to reducing vehicle trips for residents and employees of the County. Furthermore, the location, design, and land use from future growth anticipated by the WSGVAP 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.	**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, this strategy is not directly related to future development facilitated by adoption of the WSGVAP. However, the WSGVAP would not interfere, impede, or conflict with NWL strategies for all NWL actions under the 2022 Scoping Plan.

Actions and Strategies	Compliance/Consistency Analysis
• 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 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.	**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, this strategy is not directly related to future development facilitated by adoption of the WSGVAP. However, the WSGVAP does include goals and policies to protect natural resources, including ecological areas and undeveloped hillsides. Thus, the WSGVAP would not interfere, impede, or conflict with strategies on any NWL where forests, shrublands, and chaparral occur under the 2022 Scoping Plan.

Actions and Strategies	Compliance/Consistency Analysis
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 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.	**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, this strategy is not directly related to future development facilitated by adoption of the WSGVAP. However, the WSGVAP does include goals and policies to protect natural resources, including ecological areas and undeveloped hillsides. Thus, the WSGVAP 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.	**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, this strategy is not directly related to future development facilitated by adoption of the WSGVAP. However, the WSGVAP does include goals and policies to protect agricultural lands and to limit their conversion to residential or other development. Thus, the WSGVAP would not interfere, impede, or conflict with strategies on any NWL where croplands occur under the 2022 Scoping Plan.

Actions and Strategies	Compliance/Consistency Analysis
• 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.	
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 philanthropic funding to support wetlands restoration projects. • Work across state agencies to reduce regulatory and permitting barriers around wetland restoration projects, where appropriate.	**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 surrounding areas and improving the water quality and yield for the state. While these actions and strategies apply to state and local agencies, this strategy is not directly related to future development facilitated by adoption of the WSGVAP. However, the WSGVAP 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.	**Consistent.** 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. The WSGVAP includes goals and policies to increase climate smart strategies by expanding the urban forests, landscaping, green spaces, and parks. Thus, future development facilitated by adoption of the WSGVAP would help increase the urban forest and help sequester carbon.
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.	**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. Since these actions and strategies apply to state and local agencies, this strategy is not directly related to future development facilitated by adoption of the WSGVAP. However, the WSGVAP would not interfere, impede, or conflict with strategies on any NWL where vegetated lands occur under the 2022 Scoping Plan.

SOURCE: ESA 2024

Connect SoCal 2024

The purpose of Connect SoCal 2024 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 Connect SoCal 2024, certified on April 4, 2024, "requires MPOs to include a SCS element as part

of their RTP updates, with the purpose of identifying policies and strategies to reduce per capita automobile and light-duty truck GHG emissions" (SCAG 2024b). Connect SoCal 2024 seeks future growth in PDAs to help the region reach mobility and environmental goals. Development in PDAs would provide people with access to multiple modes of transportation or where trip origins and destinations are closer together allowing for shorter trips (SCAG 2024b). Connect SoCal 2024 also seeks to protect Green Region Resource Areas (GRRAs), resource areas and farmland, which can reduce risks from climate change and promote future resilience (SCAG 2024b). Furthermore, Connect SoCal 2024 includes transportation improvements to be integrated and coordinated with land use patterns that support reduced congestion, reduced VMT, and increased transit, walking, and biking options. Connect SoCal 2024 shows that SCAG would meet the GHG emissions reduction target of 19 percent below 2005 levels by 2035.

In order to assess the WSGVAP's potential to conflict with Connect SoCal 2024, this section analyzes the WSGVAP's consistency with the strategies and policies set forth in Connect SoCal 2024 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 Connect SoCal 2024, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. The WSGVAP would not conflict with the Connect SoCal 2024 goals as detailed in **Table 4.8-8**, *Consistency with Applicable Connect SoCal 2024 Strategies*.

TABLE 4.8-8
CONSISTENCY WITH APPLICABLE CONNECT SOCAL 2024 STRATEGIES

Strategies	Responsible Party(ies)	Compliance/Consistency Analysis
Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.	Local Jurisdictions, SCAG	**Would Not Conflict**. The WSGVAP would not conflict with this strategy and would include goals and policies that support TDM strategies, such as proposed WSGVAP policies in the Mobility Element (refer to Section 4.17, *Transportation*, of this Draft PEIR, for a list of the proposed policies). The WSGVAP focuses on promoting sustainable growth in harmony with the existing natural and built environments while also improving connectivity amongst a variety of land uses to support the diverse needs and interests of community members in the WSGV Planning Area. New land use designations and zoning would include increasing densities along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit which would increase mobility options and reduce travel distances. he purpose of these land use changes would be to preserve existing low-density residential neighborhoods, As such, elements of the WSGVAP integrate the regions development pattern and transportation network in a way that reduces VMT, which improves air quality and reduces GHG emissions.
Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.	Local Jurisdictions, SCAG	**Would Not Conflict.** The WSGVAP would not conflict with this strategy. The WSGVAP focuses on promoting sustainable growth in harmony with the existing natural and built environments while also improving connectivity amongst a variety of land uses to support the diverse needs and interests of community members in the WSGV Planning Area, some of which are high-need communities. Policies in the Land Use Element of the WSGVAP include supporting infill development and redevelopment of underutilized properties. New land use designations and zoning would include increasing densities along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit. The purpose of these land use changes would be to preserve existing low-density residential neighborhoods, create walkable connected communities with defined community centers/corridors with access to transit, local jobs and economic revitalization, community gathering spaces, and a distinct community identity, as well as to

Strategies	Responsible Party(ies)	Compliance/Consistency Analysis
		improve the quality-of-life for WSGV Planning Area communities. Several transit agencies provide local and regional transit service within the WSGVAP, including Metro and Pasadena Transit. Refer to Section 4.17, *Transportation*, of this Draft PEIR, for a summary of transit service in the WSGVAP.
Support planning for people of all ages, abilities, and backgrounds.	Local Jurisdictions, SCAG	**Would Not Conflict.** The WSGVAP would not conflict with this strategy. The WSGVAP focuses on promoting sustainable growth in harmony with the existing natural and built environments while also improving connectivity amongst a variety of land uses to support the diverse needs and interests of community members in the WSGV Planning Area. Policies in the Land Use Element of the WSGVAP include promoting diverse housing options, supporting infill development, supporting updating the housing stock, encouraging mixed-use development, facilitating equitable access to healthcare facilities, implementing green infrastructure for water management, promoting sustainable water conservation, establishing pedestrian passageways through cul-de-sacs, creating streets that foster healthy lifestyles, repurposing underutilized surface parking, enabling parking flexibility and enhancing parking lots, facilitating well-designed neighborhood transitions, activating public spaces, and promoting heat-resilient urban design. The purpose of these land use changes is to support planning for people of all ages, abilities, and backgrounds.
Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances.	Local Jurisdictions, SCAG	**Would Not Conflict.** The WSGVAP would not conflict with this strategy. The location, design, and land uses of future development facilitated by adoption of the WSGVAP 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 WSGVAP, including Metro and Pasadena Transit. Refer to Section 4.17, *Transportation*, of this Draft PEIR, for a summary of transit service in the WSGVAP. The policies recommended for the WSGVAP Mobility Element: prioritize traffic calming measures; to increase transit availability and efficiency while also focusing on improving first/last mile connectivity; to further develop the existing bicycle network within the WSGV Planning Area; create a safe and connected pedestrian network; and to promote alternative modes of transportation for commuters. The WSGVAP focuses on promoting sustainable growth in harmony with the existing natural and built environments while also improving connectivity amongst a variety of land uses to support the diverse needs and interests of community members in the WSGV Planning Area. New land use designations and zoning would include increasing densities along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit which would increase mobility options and reduce travel distances. These changes aim to create more defined community centers with neighborhood-serving small business commercial uses integrated with mixed-used development along existing commercial corridors, where residents would be able to easily access commercial, retail, and community-serving uses, such as plazas and urban open spaces. In addition to these areas of focused growth, land use strategies would also focus on improving and maintaining existing infrastructure, creating multi-purpose community-serving spaces and other amenities in communities, promoting urban greening, attracting, and supporting local businesses, and preserving sensitive natural resources and large open spaces. The WSGVAP also focuses on increasing employment opportunities close to future and existing housing. The purpose of these land use changes would be to preserve existing low-density residential neighborhoods, create walkable connected communities with defined community centers/corridors with access to transit, local jobs and economic revitalization, community gathering spaces, and

Strategies	Responsible Party(ies)	Compliance/Consistency Analysis
		a distinct community identity, as well as to improve the quality-of-life for WSGV Planning Area communities. Furthermore, as discussed above, implementation of the WSGVAP transportation policies would further help to reduce VMT by increasing alternative transportation services and walkability within the WSGV Planning Area and by incorporating TDM strategies. As such, due to the WSGVAP's land use and transportation strategies related to reducing vehicle trips for residents and employees, while overall VMT would increase under the WSGVAP due to total growth in the area, the total VMT per service population would be lower under the WSGVAP as compared to the No Project scenario.
Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households.	Local Jurisdictions, SCAG	**Would Not Conflict.** The WSGVAP would not conflict with this strategy. As discussed above, the location, design, and land uses of the growth anticipated by the WSGVAP would promote diverse housing options, support infill development, support updating the housing stock, and encourage mixed-use development which would produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households. Additionally, the WSGVAP Economic Development Element has a strategy to spur new affordable housing developments.
Develop communities that are resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions, such as climate change.	Local Jurisdictions, SCAG	**Would Not Conflict.** The WSGVAP would not conflict with this strategy and would support these actions through the implementation of WSGVAP strategies in the Conservation and Open Space Element, Water Resources Section, and Public Services and Facilities Element. The WSGVAP prioritizes regional and inter-agency watershed health management, designing infrastructure for watershed protection, integrating green stormwater infrastructure, sustainable waste management and construction in parks, and improving water efficiency in public facilities. These strategies develop resilient communities.
Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.	Local Jurisdictions, SCAG	**Would Not Conflict.** The WSGVAP would not conflict with this strategy. The operation of future development facilitated by adoption of the WSGVAP 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, as discussed above, elements of the WSGVAP integrate the regions development pattern and transportation network in a way that reduces VMT and enables more sustainable energy and water use, which improves air quality and reduces GHG emissions.
Conserve the region's resources.	Local Jurisdictions, SCAG	**Would Not Conflict.** The WSGVAP would not conflict with this strategy. The WSGVAP Conservation and Open Space Element contains strategies to conserve the region's resources. These strategies include strengthening ecosystem preservation for biodiversity, protecting habitat areas and wildlife linkages, educating the community in preserving biodiversity, restoring habitats, and combating climate change, fostering safe wildlife crossings, increasing native vegetation across urban areas, decreasing human-wildlife conflict in urban spaces, limiting light pollution and disturbance to wildlife species, initiating conservation and open space volunteer programs, identifying and preserving scenic resources, protecting scenic views and natural habitats, expanding and preserving scenic areas, ensuring unobstructed access to scenic vistas, prohibiting alteration of streams for stream crossings, restoring and protecting riparian habitats along local waterways, and restoring riparian resources. The operation of future development facilitated by adoption of the WSGVAP would be designed in a manner that is consistent with conserving the region's resources.

Strategies	Responsible Party(ies)	Compliance/Consistency Analysis
Improve access to jobs and educational resources.	Local Jurisdictions	**Would Not Conflict.** The WSGVAP would not conflict with this strategy. The WSGVAP Economic Development Element contains strategies that would improve access to jobs and educational resources. The WSGVAP Land Use Element contains policies to enable more land use diversity, mixed-use developments which include employment opportunities, Additionally, it has a policy that promotes the development of technology, sustainability, and bioscience employment hubs, Additionally, the WSGVAP includes strategies for developing training and career advancement opportunities, leveraging targeted industries for workforce development, and expanding access to education and economic resources and facilities.
Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.	Local Jurisdictions	**Would Not Conflict.** The WSGVAP would not conflict with this strategy. Although the WSGVAP does not have any specific strategies aimed at goods movement, the WSGVAP includes policies to promote sustainable and clean industrial uses as well as distributing locally-serving commercial centers more equitably throughout the WSGV to serve local needs. Thus, the WSGVAP would not conflict with the goods movements strategies in Connect SoCal 2024.

SOURCE: ESA 2024

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 WSGV 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 WSGVAP would become part of the General Plan.

As a component of the General Plan, the WSGVAP 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.

Therefore, adoption and implementation of WSGVAP would not conflict with the Los Angeles County General Plan.

OurCounty Sustainability Plan

The WSGVAP 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. Therefore, adoption and implementation of WSGVAP would not conflict with the OurCounty Sustainability Plan.

CALGreen Code and Los Angeles County Green Building Ordinance

The WSGVAP 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 WSGVAP 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. Therefore, adoption and implementation of WSGVAP would not conflict with the code requirements of the CALGreen Code and LA County's Green Building Ordinance.

2045 Climate Action Plan

The Los Angeles County Board of Supervisors approved the 2045 CAP on April 16, 2024. The 2045 CAP is LA County's path toward meeting the goals of AB 1279 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 2045 CAP is designed to be consistent with the reduction measures and recommendations contained in CARB's 2022 Scoping Plan. The Pavley Program, RPS, LCFS, 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 2022 Scoping Plan that are also included in the 2045 CAP emission forecasts or as 2045 CAP measures. Consistent with AB 1279, the 2045 CAP sets a GHG emissions target for 2030 equivalent to 40 percent below 2015 levels, for 2035 equivalent to 50 percent below 2015 levels, and for 2045 equivalent to 83 percent below 2015 levels and sets a long-term aspirational goal for carbon neutrality by 2045 (LACDRP 2023). The 2045 CAP builds upon the existing and ongoing efforts of the 2020 Community Climate Acton Plan and focuses on actions to reduce GHG emissions associated with community activities in unincorporated areas of the County.

The WSGVAP aligns with several measures, strategies, and actions of the 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, the WSGVAP aligns with several 2045 CAP strategies, measures, and actions 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 WSGVAP would align with several 2045 CAP strategies, measures, and actions as part of future development approvals and would not result in conflicts with the plan. Therefore, adoption and implementation of WSGVAP would not conflict with the 2045 CAP.

Based on the information above, future development facilitated by adoption of the WSGVAP would comply with approved plans, policies, and regulation for reducing GHG emissions Additionally, the WSGVAP would align with several strategies, measures, and actions of the 2045 CAP. Therefore, this impact is considered less than significant.

Cumulative Impacts

The geographic area for the analysis of potential cumulative GHG emissions impacts is considered Statewide. 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 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.

Impact 4.8-3: Would future development facilitated by adoption of the WSGVAP, 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 4.8-4: Would future development facilitated by adoption of the WSGVAP, 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 Cumulative Impact. As stated above, the WSGVAP is a long-range policy document, the approval of which would not directly result in the development of land uses and would not directly result in GHG emissions. However, future GHG emissions may result from future projects developed under the WSGVAP.

The State has mandated a GHG emissions target of reducing Statewide emissions to 40 percent below 1990 levels by 2030, and carbon neutrality no later than 2045 by ensuring that by 2045 statewide

anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels; and to maintain net negative GHG emissions thereafter even while statewide population and commerce are predicted to continue to expand. 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 WSGVAP, 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),[7] the County, as lead agency, has determined that the WSGVAP's contribution to cumulative GHG emissions and global climate change would be less than significant if the WSGVAP is consistent with the strategies, measures, and actions of applicable regulatory plans and policies to reduce GHG emissions: 2022 Scoping Plan, SCAG's Connect SoCal 2024, and the 2045 CAP. Given that the Project would not conflict with the strategies, measures, and actions of applicable GHG reduction plans, policies, and regulations, emissions associated with future development facilitated by adoption of the WSGVAP would be less than significant on a cumulative basis. Therefore, cumulative impacts are considered less than significant.

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

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[7] As indicated above, 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."

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4.9 Hazards and Hazardous Materials

This section addresses the potential impacts of the West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) related to hazards and hazardous materials, including handling, transporting, and disposal or accidental release of hazardous materials; emitting hazardous materials near sensitive land uses; location on a known hazardous materials site; resulting in a safety hazard or excessive noise within an airport land use plan; interference with an adopted emergency or evacuation response plan; and exposing people or structures to wildfire hazards. 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. Impacts related to fire hazards and emergency response are also addressed in Section 4.20, *Wildfire,* of this Draft PEIR.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (refer to **Appendix A**, *Notice of Preparation & Comments Received*). 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.

4.9.1 Environmental Setting

Terminology

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (e.g., household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products, etc.). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households. Accidental releases of hazardous materials have a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

The term “hazardous materials” as used in this section include all materials defined in the California Health and Safety Code (H&SC):

> *A material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. ‘Hazardous materials’ include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.*

The term includes chemicals regulated by the United States Department of Transportation (DOT), the United States Environmental Protection Agency (EPA), the California Department of Toxic Substances Control (DTSC), the California Governor’s Office of Emergency Services, and other agencies as hazardous materials, wastes, or substances. “Hazardous waste” is any hazardous material that has been discarded, except those materials specifically excluded by regulation. Hazardous materials that have been

intentionally disposed of or inadvertently released, fall within the definition of "discarded" materials and can result in the creation of hazardous waste. Hazardous wastes are broadly characterized by their ignitability, toxicity, corrosivity, reactivity, radioactivity, or bioactivity. Federal and state hazardous waste definitions are similar but contain enough distinctions that separate classifications are in place for federal Resource Conservation and Recovery Act (RCRA) hazardous wastes and state non-RCRA hazardous wastes. Hazardous wastes require special handling and disposal because of their potential to impact public health and the environment. Some materials are designated "acutely" or "extremely" hazardous under relevant statutes and regulations.

Historic and Current Land Uses

The "study area" for the analysis of impacts related to hazards and hazardous materials consists of the West San Gabriel Valley Planning Area (WSGV Planning Area or Plan Area), which encompasses 23.2 square miles within the southeast portion of Los Angeles County. The general historic pattern of development in the WSGV Planning Area primarily consisted of a transition from largely agricultural land use to residential development in the early twentieth century which rapidly accelerated with post-World War II suburbanization. The prominent land uses in the WSGV Planning Area include single-family and low-rise commercial developments. Other land uses include commercial, light industrial, mid to higher residential densities, conservation, and water uses.

Existing Environmental Conditions

California Government Code Section 65962.5 requires the California Environmental Protection Agency (Cal/EPA) to compile, maintain, and update specified lists of hazardous material release sites. CEQA Guidelines (California Public Resources Code Section 21092.6) require the Lead Agency to consult the lists compiled pursuant to Government Code Section 65962.5 to determine whether the project and any alternatives are identified on any of the following lists:

- EPA National Priorities List;
- EPA Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) and Archived Sites;
- EPA Resource Conservation and Recovery Act Information System (RCRAInfo);
- DTSC's Cortese List;
- DTSC's HazNet; and
- State Water Resources Control Board (SWRCB) Leaking Underground Storage Tank (Lust) Information System.

The required lists of hazardous material release sites are commonly referred to as the "Cortese List" after the legislator who authored the legislation. Since the statute was enacted more than 20 years ago, some of the provisions refer to agency activities that were conducted many years ago and are no longer being implemented and, in some cases, the information to be included in the Cortese List does not exist. Those requesting a copy of the Cortese Lists are now referred directly to the appropriate information resources contained on internet websites hosted by the boards or departments referenced in the statute, including DTSC's online EnviroStor database and the SWRCB's online GeoTracker database. These two databases include hazardous material release sites, along with other categories of sites or facilities specific to each

agency's jurisdiction. A search of the online databases, GeoTracker and EnviroStor, was conducted for the Project on April 11, 2024 and identified the following information relevant to the WSGV Planning Area.

EnviroStor Database Search Results

The EnviroStor database, maintained by the DTSC, identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes federal Superfund sites (National Priorities List); state response sites, voluntary cleanup sites; school investigation and cleanup sites; corrective action sites; and tiered California permit sites. It also includes sites that are being investigated for suspected but unconfirmed contamination. A search of this database identified the following eight facilities within the WSGV Planning Area, as summarized in **Table 4.9-1**, *EnviroStor Sites in the WSGV Planning Area*, below.

TABLE 4.9-1
ENVIROSTOR SITES IN THE WSGV PLANNING AREA

Community	Status	Type	Site Name	Site Address
La Crescenta – Montrose	Refer: 1248 Local Agency	Evaluation	One Stop Cleaners	3115 Foothill Blvd, La Crescenta, CA 91214
La Crescenta – Montrose	Active	Voluntary Cleanup	Sharon Substation	2927 Foothill Blvd, La Crescenta-Montrose, CA 91214
La Crescenta – Montrose	Refer: Other Agency	Tiered Permit	Automation Plating Corp., 927 Thompson	927 Thompson Avenue, Glendale, CA 92101
East Pasadena – East San Gabriel	Refer: Other Agency	Tiered Permit	Normandy Refinishers	355 S. Rosemead, Pasadena, CA 91107
Whittier Narrows	Inactive – Needs Evaluation	Military Evaluation	USAR OD Training AR WH NAR	Whittier, CA
Whittier Narrows	Inactive – Needs Evaluation	Military Evaluation	Nike Site 14 – LA Launcher Area	Whittier Narrows, CA
Whittier Narrows	Active	Federal Superfund	Whittier Narrows (San Gabriel Valley Superfund Site)	Between Highway 60 and the Montebello Forebay (near Whittier Narrows Dam) South El Monte, CA 91733
Whittier Narrows	Inactive – Needs Evaluation	Military Evaluation	Whittier Narrows FC BA	Los Angeles, CA

SOURCE: DTSC, 2024

GeoTracker Database Search Results

The GeoTracker database, maintained by the SWRCB, lists a range of types of hazardous materials sites that could affect groundwater quality, including LUST sites, cleanup program sites, land disposal sites, and military sites. A search of this database identified the following facilities within the WSGV Planning Area, as summarized in **Table 4.9-2**, *GeoTracker Sites in the WSGV Planning Area,* below. Eleven of the GeoTracker sites within the WSGV Planning Area are designated as open active investigation or remediation sites. The vast majority of these sites have released cases that have been closed by the lead regulatory agency. The closed status indicates the sites have been investigated and, in some cases, remediated to the satisfaction of the regulatory agency for continued commercial/industrial use, or in some cases, unrestricted land use.

TABLE 4.9-2
GEOTRACKER SITES IN THE WSGV PLANNING AREA

Community	Status	Site Name	Site Address
Altadena	Closed	Conscon Davidson Homes	3900 Lincoln Ave N, Altadena, CA 91001
Altadena	Closed	E & J Altadena Plaza	575 W Altadena Dr, Altadena, CA 91001
Altadena	Open – Site Assessment	3053 Lincoln Bldg. LLC	3053 Lincoln Ave, Altadena, CA 91001
Altadena	Closed	Szkiba Auto (Former)	3081 Lincoln Blvd N, Altadena, CA 91001
Altadena	Closed	LA CO Fire Station #12	2760 N Lincoln Ave, Altadena CA 91001
Altadena	Closed	AVS Properties LLC	2439 Lincoln Ave, Altadena, CA 91001
Altadena	Closed	Former Exxon/Mobil Station 13408	2172 Yucca Lane, Altadena, CA 91001
Altadena	Closed	Caltrans Maintenance Station	2122 Windsor Ave N, Altadena, CA 91001
Altadena	Closed	California Highway Patrol	2130 Windsor Ave, Altadena, CA 91001
Altadena	Closed	Transamerica Financial Service	620 Woodbury Rd W, Altadena, CA 91001
Altadena	Closed	Altadena Lincoln Crossing LLC	2200 North Lincoln Avenue, Altadena, CA 91001
Altadena	Closed	LA CO DPW Fleet Altadena Shop	252 W Mountain View St, Altadena, CA 91001
Altadena	Closed	California Target #116	2186 Fair Oaks Ave N, Altadena, CA 91001
Altadena	Closed	Exxon #7-3952	2171 Fair Oaks Ave S, Altadena, CA 91001
Altadena	Closed	Tosco/76 Station #2731	2188 Fair Oaks Ave N, Altadena, CA 91001
Altadena	Closed	Unocal #2731	2188 Fair Oaks Ave N, Altadena, CA 91001
Altadena	Closed	AC Tune Up	2645 Fair Oaks Avenue, Altadena, CA 91001
Altadena	Closed	Cal Pacific Salvage Inc.	796 Fontanet Way, Altadena, CA 91001
Altadena	Closed	Sayech Tire	2095 Lake Ave N, Altadena, CA 91001
Altadena	Closed	Ronnie's Auto Service	2012 Lake Ave N, Altadena, CA 91001
Altadena	Closed	R & V Mobil S/S	2000 Lake Ave N, Altadena, CA 91001
Altadena	Closed	Arco AM/PM	1880 Lake Ave N, Altadena, CA 91001
Altadena	Open – Inactive	Vics Cleaners	1856 Allen Avenue, Altadena, CA 91104
Altadena	Closed	Vics Unocal/Sage Automotive	1900 E New York Drive, Altadena, CA 91101
Altadena	Open-Inactive	Former Vic's Unocal (Priority C-2 Site)	1900 New York Drive, Altadena, CA 91001
Altadena	Closed	Unocal #6088	1320 Altadena Dr N, Pasadena, CA 91007
Altadena	Closed	Arco #875	1633 Altadena Drive, Pasadena, CA 91107
Altadena	Closed	Arco #0875	1633 Altadena Drive, Pasadena, CA 91107
La Crescenta - Montrose	Open – Inactive	Vons Stores	3233 Foothill Blvd, La Crescenta, CA 91214
La Crescenta - Montrose	Closed	Mobil #11-JPL	3200 Foothill Blvd, Glendale, CA 91214
La Crescenta - Montrose	Closed	Chevron #9-7560	3157 Foothill Blvd, La Crescenta, CA 91214
La Crescenta - Montrose	Closed	One Stop Cleaners	3115 Foothill Blvd, La Crescenta, CA 91214
La Crescenta - Montrose	Open - Inactive	One Stop Cleaners	3115 Foothill Blvd, La Crescenta, CA 91214
La Crescenta - Montrose	Closed	Crescenta Valley Tow	4456 Cloud Ave, La Crescenta, CA 91214
La Crescenta - Montrose	Closed	Wortmann Oil Co	3044 Foothill Blvd, La Crescenta, CA 91214

Community	Status	Site Name	Site Address
La Crescenta - Montrose	Closed	Fred and Rick's Auto Former	3001 Foothill Blvd, La Crescenta, CA 91001
La Crescenta - Montrose	Closed	Vacant Property	2851 Foothill Blvd, La Crescenta, CA 91214
La Crescenta - Montrose	Closed	Crescenta Valley Car Wash	2800 Foothill Blvd. W, La Canada, CA 91011
La Crescenta - Montrose	Closed	Bruce's Automotive	2801 Foothill Blvd, La Canada, CA 91011
La Crescenta - Montrose	Closed	LA County La Crescenta Library	2801 Foothill Blvd, La Crescenta, CA 91214
La Crescenta - Montrose	Open - Inactive	Drycleaners Plus	2770 Foothill Blvd, La Crescenta, CA 91214
La Crescenta - Montrose	Closed	Foothill Gas Mart	2660 Foothill Blvd W, La Crescenta, CA 91011
La Crescenta - Montrose	Open – Inactive	Crescent Jewelry	2629 Foothill Blvd, La Crescenta, CA 91214
La Crescenta - Montrose	Open – Inactive	Flood Maintenance Div. West	4628 Briggs St, La Crescenta, CA 91214
La Crescenta - Montrose	Closed	LA CO DPW Flood Pickens Yard	4628 N Briggs Ave, La Crescenta, CA 91342
La Crescenta - Montrose	Closed	LA County Sheriff La Crescenta	4554 Briggs Ave, La Crescenta, CA 91214
La Crescenta - Montrose	Closed	Serge's Automotive	2410 Foothill Blvd. W, La Crescenta, CA 91214
La Crescenta - Montrose	Closed	Pac Bell Facility (K1-113)	2320 Foothill Blvd, La Crescenta, CA 91214
La Crescenta - Montrose	Closed	M & L Automotive	2304 Foothill Blvd W, La Canada, CA 91011
La Crescenta - Montrose	Closed	Piazza, David and Stephanie Trs	2266 Foothill Bl, La Canada, CA 91011
Kinneloa Mesa	Closed	Grizzle & Baron Residential	2258 Villa Heights Rd, Pasadena, CA 91107
East Pasadena – East San Gabriel	Closed	Arco #5125	3706 Foothill Blvd E, Pasadena, CA 91107
East Pasadena – East San Gabriel	Closed	Chevron #9-3926	4000 Foothill Blvd, Arcadia, CA 91107
East Pasadena – East San Gabriel	Closed	Chevron #9-1857	3698 Colorado Blvd. E, Pasadena, CA 91107
East Pasadena – East San Gabriel	Closed	Unocal #5929	3880 Colorado Blvd E, Pasadena, CA 91107
East Pasadena – East San Gabriel	Closed	Goodwill Auto Repair	450 Rosemead Blvd S, Pasadena, CA 91107
East Pasadena – East San Gabriel	Open - Site Assessment	Esteem Cleaners	3703 Huntington Drive, Pasadena, CA 91107
East Pasadena – East San Gabriel	Closed	Arco #1363	7280 Rosemead Blvd N, San Gabriel, CA 91775
East Pasadena – East San Gabriel	Closed	Former Arco #1363	7280 Rosemead Blvd, San Gabriel, CA 91775
East Pasadena – East San Gabriel	Closed	San Gabriel Texaco	8204 Huntington Dr, San Gabriel, CA 91775
East Pasadena – East San Gabriel	Closed	San Gabriel Shell #121811	8204 Huntington Dr, San Gabriel, CA 91775

Community	Status	Site Name	Site Address
East Pasadena – East San Gabriel	Closed	LA CO FD Fire Station #005	7225 Rosemead Blvd N, San Gabriel, CA 91775
East Pasadena – East San Gabriel	Closed	Chevron #9-1747	6910 Rosemead Blvd N, San Gabriel, CA 91755
East Pasadena – East San Gabriel	Closed	Al Sal Soil Co #9 (Unocal #4917)	8970 Duarte Rd E, San Gabriel, CA 91775
East Pasadena – East San Gabriel	Closed	Arco #9666	6850 Rosemead Blvd N, San Gabriel, CA 91775
East Pasadena – East San Gabriel	Closed	Thrifty #285	6850 Rosemead Blvd N, San Gabriel, CA 91775
East Pasadena – East San Gabriel	Closed	Raja's Arco (former)	6303 Rosemead Blvd N, San Gabriel, CA 91775
East Pasadena – East San Gabriel	Closed	Raja's Arco	6303 Rosemead Blvd N, San Gabriel, CA 91775
East Pasadena – East San Gabriel	Closed	E.T.C. Carpet Mills	5012 Walnut Grove Ave N, San Gabriel, CA 91776
East Pasadena – East San Gabriel	Closed	Arco #9665/Former Thrift #284	1386 Las Tunas Rd E, San Gabriel, CA 91776
South San Gabriel	Closed	Mobil #18-ERR (Former)	1328 San Gabriel Blvd N, Rosemead, CA 91770
South San Gabriel	Closed	Petro Center	820 San Gabriel, Rosemead, CA 91770
South Monrovia Islands	Closed	Arcadia Fuel Inc.	4332 Live Oak Avenue, Arcadia, CA 91006
South Monrovia Islands	Closed	G & G Lorena Fuel	4332 Live Oak Ave E, Arcadia, CA 91006
South Monrovia Islands	Closed	Abor Walk-LA County Mayflower	4332 Live Oak Avenue, Arcadia, CA 91006
South Monrovia Islands	Closed	Former Santa Anita Village Mobile Home Park	4241 E. Live Oak Ave, Arcadia, CA 91006
South Monrovia Islands	Closed	Arco Gas	4126 Live Oak Ave E, Arcadia, CA 91006
South Monrovia Islands	Closed	Webb Leslie Dump	5136 Tyler Ave, Arcadia, CA 91006
Whittier Narrows	Open – Site Assessment	U.S. Army Corps of Engineers	645 Durfee Ave, South El Monte, CA 91733
Whittier Narrows	Closed	USACE-SPL District Baseyard	645 Durfee Ave, South El Monte, CA 91733
Whittier Narrows	Closed	Texaco Montebello Research Lab	329 N. Durfee Ave, South El monte, CA 91733
Whittier Narrows	Closed	Los Angeles Freightliner, Inc.	2429 Peck, Whittier CA 90601
Whittier Narrows	Open – Inactive	True Trace	2520 Pacific Park Dr, Whittier, CA 90601
Whittier Narrows	Closed	Eureka Properties	12266 Rooks Rd, Whittier, CA 90601

SOURCE: SWRCB, 2024

Potentially Hazardous Materials/Conditions

Hazardous Materials in Existing Structures

Asbestos-containing materials (ACMs) have historically been present in a wide variety of building materials. The use of ACMs as building materials was substantially curtailed by 1981 with the adoption of regulatory controls on their use beginning in the late 1970s. Given that there are buildings in the WSGV Planning Area that were constructed prior to 1981, ACMs may be present in buildings within the Plan Area.

Lead is a highly toxic metal that affects virtually every system of the body. Lead-based paint (LBP) is defined as any paint, varnish, stain, or other applied coating that has 1 mg/cm^2 (or 5,000 micrograms per gram (ug/g) or 0.5 percent by weight) or more of lead. If released into the environment, these materials could pose a significant hazard to construction workers or the public. Given the age of some buildings within the WSGV Planning Area, LBP may be present in some buildings.

Polychlorinated Biphenyls (PCBs) were once used as industrial chemicals whose high stability contributed to both their commercial usefulness and their long-term deleterious environmental and health effects. These substances have been listed as carcinogens by the USEPA. PCBs were banned from general commercial use in 1977. PCBs are regulated by the USEPA under the Toxic Substances Control Act (TSCA). The TSCA contains provisions controlling the continued use and disposal of existing PCB-containing equipment. Items which may potentially impact the Plan Area with PCBs include electrical capacitors and transformers, fluorescent light ballasts, hydraulic oils used in hydraulic lifts and elevators, vacuum pumps, gas turbines, and other petroleum products manufactured prior to the 1977 ban.

Hazardous Materials in Soil Vapor, Soil, and Groundwater

Perchloroethene (PCE; also referred to as tetrachloroethene) and several other volatile organic compounds (VOCs) may be present within the soil and groundwater throughout the WSGV Planning Area, that may result in soil vapor intrusion. DTSC and USEPA have vapor intrusion screening levels for commercial and residential land uses to ensure minimal impacts would occur to the public.

Radon is a colorless, odorless, naturally occurring, radioactive, inert, gaseous element formed by radioactive decay of radium (Ra) atoms. According to the California Geological Survey, the indoor radon potential for the WSGV Planning Area is considered to be low (CGS 2016).

Proximity to Schools

Schools are one of the land use designations that are normally sensitive to hazardous materials. The WSGV Planning Area primarily includes, but is not limited to, the following school districts: Duarte Unified School District, El Monte City School District, Garvey Elementary School District, Glendale Unified School District, Monrovia Unified School District, Montebello Unified School District, Pasadena Unified School District, San Gabriel Unified School District, San Marino Unified School District, and Valle Lindo Elementary School District (Greatschools 2024).

Airport Hazards

There are 15 airports within the boundaries of Los Angeles County Land Use Commission's (ALUC's) jurisdiction. 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. The San Gabriel

Valley Airport (also known as the El Monte Airport) is located within the WSGV Planning Area and is under the jurisdiction of the County's ALUCP. The Airport Influence Area of the El Monte Airport is contained within the City of El Monte (County of Los Angeles 2004).

Adopted Emergency Response Plans

The Los Angeles County Operational Area Emergency Operations Plan (OAEOP) provides guidance and procedure for the County to prepare for, respond to, and recover from the effects of large-scale emergencies. Due to the size of the County, the OAEOP has been subdivided into Disaster Management Areas, where the WSGV Planning Area is located within Disaster Management Areas C and D (OEM 2023).

The General Plan identifies Freeway Disaster Routes and Highway Disaster Routes within Figure 12.6 of the Safety Element. Designated disaster routes are located within the unincorporated WSGV communities of La Crescenta-Montrose, Altadena, East Pasadena-East San Gabriel, South Monrovia Islands, and Whittier Narrows (County of Los Angeles 2022).

Wildfire Hazard Areas Fire Hazard Severity Areas in Los Angeles County are designated by the California Department of Forestry and Fire Prevention (CALFIRE), and by the Los Angeles County Fire Department (LACoFD). Fire hazard severity zone levels range from Moderate to Very High. Portions of the unincorporated WSCV communities of Altadena, La Crescenta-Montrose, and Kinneloa Mesa contain Vey High Fire Hazard Severity Zones (VHFSZ) (CAL FIRE 2024).

Regulatory Setting

Federal Laws, Regulations, and Policies

Occupational Safety and Health Act of 1970

The Occupational Safety and Health Act of 1970, which is implemented by the federal Occupational Safety and Health Administration (OSHA), contains provisions with respect to hazardous materials handling. OSHA was created to assure safe and healthy working conditions by setting and enforcing standards and by providing training, outreach, education, and assistance. OSHA provides standards for general industry and construction industry on hazardous waste operations and emergency response. OSHA requirements, as set forth in 29 Code of Federal Regulations (CFR) Section 1910, et. seq., are designed to promote worker safety, worker training, and a worker's right–to-know. The United States Department of Labor has delegated the authority to administer OSHA regulations to the State of California. The California OSHA program (Cal/OSHA) (codified in CCR, Title 8, or 8 CCR generally and in the Labor Code secs. 6300–6719) is administered and enforced by the Division of Occupational Safety and Health (DOSH). Cal/OSHA is very similar to the OSHA program. Among other provisions, Cal/OSHA requires employers to implement a comprehensive, written Injury and Illness Prevention Program (IIPP) for potential workplace hazards, including those associated with hazardous materials.

Hazardous Materials Transportation Act of 1975

The Hazardous Materials Transportation Act (Title 49 U.S. Code [USC] Sections 5101–5127) is the principal federal law regulating the transportation of hazardous materials. Its purpose is to "protect against the risks to life, property, and the environment that are inherent in the transportation of hazardous material in intrastate, interstate, and foreign commerce" under the authority of the U.S. Secretary of

Transportation. Regulations implementing the Hazardous Materials Transportation Act of 1975 specify additional requirements and regulations with respect to the transport of hazardous materials.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) of 1976 (42 USC 2) was the first major federal act regulating the potential health and environmental problems associated with hazardous and nonhazardous solid waste. The RCRA and the implementation of regulations developed by the U.S. Environmental Protection Agency (EPA) provide the general framework for the national hazardous and nonhazardous waste management systems. This framework includes the determination of whether hazardous wastes are being generated, the techniques for tracking wastes to eventual disposal, and the design and permitting of hazardous waste management facilities. The RCRA amendments enacted in 1984 and 1986 began the process of eliminating land disposal as the principal hazardous waste disposal method. Hazardous waste regulations promulgated in 1991 address site selection, design, construction, operation, monitoring, corrective action, and closure of disposal facilities. Additional regulations addressing solid waste issues are contained in 40 CFR Part 258.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA; 1980; 42 USC Section 1906 et seq.), also known as the Superfund Act, outlines the potential liability related to the cleanup of hazardous substances; available defenses to such liability; appropriate inquiry into site status under Superfund, which is the federal government's program to clean up the nation's uncontrolled hazardous waste sites; statutory definitions of hazardous substances and petroleum products; and the petroleum product exclusion under CERCLA. CERCLA provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites, provides for liability of persons responsible for releases of hazardous waste at these sites, and establishes a trust fund to provide for cleanup when no responsible party can be identified. CERCLA also establishes the National Contingency Plan, which provides guidelines and procedures necessary to respond to releases and threatened releases of hazardous substances.

Emergency Planning and Community Right-to-Know Act

The Emergency Planning and Community Right-to-Know Act (EPCRA) of 1986 (42 USC 116, Sections 9601 et seq.), also known as the Superfund Amendment and Reauthorization Act (SARA) Title III, was created to help communities plan for emergencies involving hazardous substances. EPCRA requires hazardous chemical emergency planning by federal, state, and local governments; Native American tribes; and industry.[1] It also requires industry to report on the storage, use, and releases of hazardous chemicals to federal, state, and local governments.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 provides the EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. The

[1] As defined in 29 USC Section 203(h) "Industry" means a trade, business, industry, or other activity, or branch or group thereof, in which individuals are gainfully employed.

Toxic Substances Control Act addresses the production, importation, use, and disposal of specific chemicals, including PCBs, asbestos, radon, and lead-based paint.

Research and Special Programs Administration

The Research and Special Programs Administration (RSPA) regulations cover definition and classification of hazardous materials, communication of hazards to workers and the public, packaging and labeling requirements, operational rules for shippers, and training. They apply to interstate, intrastate, and foreign commerce by air, rail, ships, and motor vehicles, and also cover hazardous waste shipments. The RSPA's Federal Highway Administration (FHWA) is responsible for highway routing of hazardous materials and highway safety permits. The U.S. Coast Guard regulates bulk transport by vessel. The hazardous material regulations include emergency response provisions, including incident reporting requirements. Reports of major incidents go to the National Response Center, which in turn is linked with CHEMTREC, a service of the chemical manufacturing industry that provides details on most chemicals shipped in the United States.

Federal Emergency Management Act

The Federal Emergency Management Act (FEMA) was established in 1979 via executive order and is an independent agency of the federal government. In March 2003, FEMA became part of the U.S. Department of Homeland Security with the mission to lead the effort in preparing the nation for all hazards and effectively manage federal response and recovery efforts following any national incident.[2] FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

Disaster Mitigation Act of 2000

Disaster Mitigation Act (42 U.S.C. Section5121) provides the legal basis for FEMA mitigation planning requirements for state, local, and Indian Tribal governments as a condition of mitigation grant assistance. It amends the Robert T. Stafford Disaster Relief Act of 1988 (42 U.S.C. Section 5121–5207) by repealing the previous mitigation planning provisions and replacing them with a new set of requirements that emphasize the need and creates incentives for state, Tribal, and local agencies to closely coordinate mitigation planning and implementation efforts. This Act reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide and the streamlining of the administration of federal disaster relief and programs to promote mitigation activities. Some of the major provisions of this Act include:

- Funding pre-disaster mitigation activities;
- Developing experimental multi-hazard maps to better understand risk;
- Establishing state and local government infrastructure mitigation planning requirements;
- Defining how states can assume more responsibility in managing the Hazard Mitigation Grant Program (HMGP); and
- Adjusting ways in which management costs for projects are funded.

[2] Federal Emergency Management Act (FEMA), History of FEMA, https://www.fema.gov/about/history. Accessed July 12, 2022.

The mitigation planning provisions outlined in Section 322 of this Act establish performance-based standards for mitigation plans and require states to have a public assistance program (Advance Infrastructure Mitigation [AIM]) to develop county government plans. The consequence for counties that fail to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the damaged facility has been damaged on more than one occasion in the preceding 10-year period by the same type of event.

Other Hazardous Materials Regulations

In addition to the USDOT regulations for the safe transportation of hazardous materials, other applicable federal laws that also address hazardous materials. These include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Atomic Energy Act
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

State Laws, Regulations, and Policies

Hazardous Waste Control Act

The Hazardous Waste Control Act (HSC Section 25100 et seq.) created the state hazardous waste management program, which is similar to but more stringent than the federal RCRA program. The act is implemented by regulations in Title 26 of the CCR, which describes the following required aspects for the proper management of hazardous waste: identification and classification; generation and transportation; design and permitting of recycling, treatment, storage, and disposal facilities; treatment standards; operation of facilities and staff training; and closure of facilities and liability requirements. These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act and Title 26, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with the California Department of Toxic Substances Control (DTSC).

Hazardous Materials Release Response Plans and Inventory Law of 1985

The Hazardous Materials Release Response Plans and Inventory Law of 1985 (HSC Division 20 Chapter 6.95 [25500–25547.8]) governs hazardous materials handling, reporting requirements, and local agency surveillance programs.

California Vehicle Code

The California Vehicle Code (Title 13 of the CCR) establishes regulations for motor carrier transport of hazardous materials. For example, all motor carrier transporters of hazardous materials are required to have a Hazardous Materials Transportation license issued by the California Highway Patrol. In addition, placards identifying that hazardous materials are being transported must be displayed on the vehicle.

California Health and Safety Code

Section 25163

The transport of hazardous waste materials is further governed by HSC Section 25163 and Title 22, Chapter 13, of the CCR. Specifically, Section 25163 of the HSC requires transporters of hazardous waste to hold a valid registration issued by the DTSC in their possession while transporting hazardous waste. In addition, Title 22, Chapter 13, of the CCR outlines a number of requirements including, but not limited, to the following:

- Transporters shall not transport hazardous waste without first receiving an identification number and a registration certificate from DTSC.
- Registration as a hazardous waste transporter expires annually on the last day of the month in which the registration was issued.
- To be registered as a hazardous waste transporter, an application must be submitted.
- Hazardous waste shall not be accepted for transport without a Uniform Hazardous Waste Manifest that has been properly completed and signed by generator and transporter.
- Hazardous waste shall be delivered to authorized facilities only.

Section 25249.5

HSC Section 25249.5 et seq., Safe Drinking Water and Toxics Enforcement Act, identifies chemicals that cause cancer and reproductive toxicity, provides information for the public, and prevents discharge of the chemicals into sources of drinking water. Lists of the chemicals of concern are published and updated periodically. Businesses are required to notify Californians about the chemicals in products they purchase, in the workplace, or that are released to the environment. By being provided with this information, individuals are able to make informed decisions about protecting themselves from exposure to these chemicals.

Section 25500

HSC Section 25500 et seq. and the related regulations in 19 CCR Section 2620, et seq., require local governments to regulate local business storage of hazardous materials in excess of certain quantities. The law also requires that entities storing hazardous materials be prepared to respond to releases. Those using and storing hazardous materials are required to submit a Hazardous Materials Business Plan to their local Certified Unified Program Agency (CUPA). They must also report releases to their CUPA and the State Office of Emergency Services (OES).

Section 25531

HSC Section 25531 et seq. and the California Accidental Release Program outline the registration and handling of regulated substances. Regulated substances are any chemicals designated as an extremely hazardous substance by the EPA as part of its implementation of SARA Title III. HSC Section 25531 overlaps or duplicates some of the requirements of SARA and the Clean Air Act. Facilities handling or storing regulated substances at or above threshold reportable quantities must register with their local CUPA and prepare a risk management plan.

California Emergency Services Act

The California Emergency Services Act (Assembly Bill [AB] 38) gave the California Emergency Management Agency (CalEMA) responsibility for overseeing and coordinating emergency preparedness, response, recovery, and homeland security activities in the state. The governor's OES mission statement is to "Protect lives and property, build capabilities, and support our communities for a resilient California." OES goals include:

- **Goal 1:** Anticipate and enhance prevention and detection capabilities to protect our state from all hazards and threats.
- **Goal 2:** Strengthen California's ability to plan, prepare for, and provide resources to mitigate the impacts of disasters, emergencies, crimes, and terrorist events.
- **Goal 3:** Effectively respond to and recover from both human-caused and natural disasters.
- **Goal 4:** Enhance the administration and delivery of all state and federal funding and maintain fiscal and program integrity.
- **Goal 5:** Develop a united and innovative workforce that is trained, experienced, knowledgeable, and ready to adapt and respond.
- **Goal 6:** Strengthen capabilities in public safety communication services and technology enhancements.

2023 State Hazard Mitigation Plan

The 2023 State Hazard Mitigation Plan provides an overview of California's disaster history and landscape, outlines the efforts of the California Governor's Office of Emergency Services (Cal OES) Hazard Mitigation Section to reduce disaster losses, and describes the strategies used to administer an effective and comprehensive statewide hazard mitigation program. The plan was developed in conjunction with multi-disciplinary groups of federal, state, tribal nation, local, and non-governmental stakeholders, as well as with input from the public. The plan articulates a science-based risk reduction strategy to support decision-making across state and local government to equitably promote community resiliency (Cal OES, 2023).

Hazardous Materials Release Cleanup (AB 440 Chapter 588)

AB 440 Chapter 588, passed into law in 2013, authorizes a local agency to take clean-up action that the local agency determines is necessary and consistent with other state and federal laws to remedy or remove a release of hazardous substances within the boundaries of the local agency. AB 440 allows the local agency to designate another agency—in lieu of the department or the regional board—to review and approve a cleanup plan and to oversee the cleanup of hazardous material from a hazardous material release site under certain conditions. It also provides immunity to the local agency as long as the action is in accordance with a cleanup plan prepared by a qualified independent contractor; approved by the department, a regional board, or the designated agency; and the cleanup is undertaken and properly completed. Finally, AB 440 authorizes the local agency to recover cleanup costs from the responsible party.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) requires the administrative consolidation of six hazardous materials and waste programs

(Program Elements) under one agency, a CUPA. The Program Elements consolidated under the Unified Program are: Hazardous Waste Generator and On-Site Hazardous Waste Treatment Programs (i.e., Tiered Permitting); Aboveground Petroleum Storage Tank Spill Prevention Control and Countermeasure Plan; Hazardous Materials Release Response Plans and Inventory Program (i.e., Hazardous Materials Disclosure or "Community-Right-To-Know"); California Accidental Release Prevention Program (CalARP); underground storage tank (UST) Program; and Uniform Fire Code Plans and Inventory Requirements. The Unified Program is intended to provide relief to businesses complying with the overlapping and sometimes conflicting requirements of formerly independently managed programs. The Unified Program is implemented at the local government level by CUPAs. Most CUPAs have been established as a function of a local environmental health or fire department. Some CUPAs have contractual agreements with another local agency, a participating agency that implements one or more Program Elements in coordination with the CUPA. The Los Angeles County Fire Department (LACoFD) is the certified CUPA for the WSGV Planning Area as well as many cities throughout Los Angeles County.

California Accidental Release Prevention Program

The main objective of the California Accidental Release Prevention Program (CalARP; CCR Title 19, Division 2, Chapter 4.5) is to prevent accidental releases of those substances determined to potentially pose the greatest risk of immediate harm to the public and the environment, and to minimize the consequences if releases do occur. These substances are called regulated substances and include both flammable and toxic hazardous materials listed on the Federal Regulated Substances for Accidental Release Prevention and on the State of California Regulated Substances lists. Businesses that handle regulated substances in industrial processes above threshold quantity levels are subject to CalARP program requirements.

The CalARP program requires businesses to have planning activities that are intended to minimize the possibility of an accidental release by encouraging engineering and administrative controls. It is further intended to mitigate the consequences of an accidental release, by requiring owners or operators of facilities to develop and implement an accident prevention program.

California Building Code

The State of California provides a minimum standard for building design through the California Building Code (CBC; Part 2 of Title 24 of the CCR). It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to modification based on local conditions. Commercial and residential buildings are plan-checked by local city and county building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas. The CBC is updated on a 3-year cycle. The current CBC was published on July 1, 2022, with an effective date of January 1, 2023.

California Department of Forestry and Fire Protection

As part of its Fire and Resources Assessment Program, the California Department of Forestry and Fire Protection (CAL FIRE) has mapped areas of significant fire hazards throughout the state. These Fire Hazard Severity Zone (FHSZ) maps classify lands into fire hazard severity zones based on a hazard

scoring system that takes into account localized factors that influence fire likelihood and behavior, such as fuel loading, slope, fire weather, and other relevant considerations, including areas where winds have been identified as a major cause of wildfire spread.

FHSZ maps differentiate between areas where the State of California has primary fire protection responsibility, known as State Responsibility Areas (SRAs), and areas where local fire departments have responsibility, known as Local Responsibility Areas (LRAs). Most of the urbanized and incorporated areas of the state fall with an LRA, where fire protection is provided by city fire departments. Most of the rural and unincorporated areas in the state are within an SRA, with fire protection provided by CAL FIRE and/or local fire districts acting in cooperation with CAL FIRE. CAL FIRE is mandated to classify lands within SRAs into FHSZs. There are three levels of hazard in SRAs: Moderate, High, and Very High.

Title 14 of the CCR, Division 1.5, establishes regulations for CAL FIRE in SRAs where CAL FIRE is responsible for wildfire protection. These regulations constitute the basic wildland fire protection standards of the California Board of Forestry and Fire Protection. They have been prepared and adopted for the purpose of establishing minimum wildfire protection standards in conjunction with building, construction, and development in SRAs. Additionally, Title 14, Division 1.5, Chapter 7, Subchapter 2 sets forth the minimum standards for emergency access and egress (Article 2), signage (Article 3), water supply (Article 4), and fuel modification standards (Article 5) for lands within SRAs.

California Fire Code

The California Building Standards Code also contains the California Fire Code (CFC), included as Part 9 of 24 CCR. The CFC includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. The LACoFD provides fire protection services for the unincorporated areas of Los Angeles County, including the WSGV Planning Area, and implements and enforces the CFC.

Asbestos-Containing Materials Regulations

Asbestos is a naturally occurring fibrous material that was used as a fireproofing and insulating agent in building construction before being banned by EPA in the 1970s; some nonfriable use of asbestos in roofing materials still exists. In conjunction with the EPA and OSHA, State-level agencies regulate removal, abatement, and transport procedures for asbestos-containing materials (ACMs). Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations; medical evaluation and monitoring are required for employees performing activities that could expose them to asbestos. In addition, the regulations include warnings and practices to reduce the risk for asbestos emissions and exposure. Finally, federal, state, and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos.

Polychlorinated Biphenyls Regulations

The EPA prohibited the use of PCBs in the majority of new electrical equipment starting in 1979 and initiated a phase-out for much of the existing PCB-containing equipment. The inclusion of PCBs in electrical equipment and the handling of those PCBs are regulated by the provisions of the Toxic Substances Control Act (U.S. Code, Title 15, Section 2601 et seq.). Relevant regulations include labeling and periodic inspection requirements for certain types of PCB-containing equipment and outline highly specific safety procedures for their disposal. The State likewise regulates PCB-laden electrical equipment

and materials contaminated above a certain threshold as hazardous waste; these regulations require that such materials be treated, transported, and disposed of accordingly. At lower concentrations for nonliquids, regional water quality control boards may exercise discretion over the classification of such wastes.

Lead-Based Paint Regulations

Cal/OSHA's Lead in Construction Standard (8 CCR Section 1532.1) addresses permissible exposure limits; exposure assessment; compliance methods; respiratory protection; protective clothing and equipment; housekeeping; medical surveillance; medical removal protection; employee information, training, and certification; signage; record keeping; monitoring; and agency notification.

Government Code Section 65962.5, Cortese List

The provisions in Government Code Section 65962.5 are commonly referred to as the "Cortese List" (after the legislator who authored and enacted the legislation). The list—or a site's presence on the list—has bearing on the local permitting process as well as on compliance with the California Environmental Quality Act (CEQA). The DTSC compiles and updates as appropriate—at least annually—and shall submit a list of the following to the Secretary for Environmental Protection:

1. All hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the HSC
2. All land designated as hazardous waste property or border zone property pursuant to Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the HSC
3. All information received by the DTSC pursuant to Section 25242 of the HSC on hazardous waste disposals on public land
4. All sites listed pursuant to Section 25356 of the HSC
5. All sites included in the Abandoned Site Assessment Program

The State Department of Health Services compiles and updates as appropriate—but at least annually—and shall submit a list of all public drinking water wells that contain detectable levels of organic contaminants and are subject to water analysis pursuant to Section 116395 of the HSC to the Secretary for Environmental Protection:

The State Water Resources Control Board (SWRCB) compiles and updates as appropriate—but at least annually—and shall submit a list of all of the following to the Secretary for Environmental Protection:

1. All underground storage tanks for which an unauthorized release report is filed pursuant to Section 25295 of the HSC.
2. All solid waste disposal facilities from which there is a migration of hazardous waste and for which a California regional water quality control board has notified the DTSC pursuant to subdivision (e) of Section 13273 of the Water Code.
3. All cease and desist orders issued after January 1, 1986, pursuant to Section 13301 of the Water Code, and all cleanup or abatement orders issued after January 1, 1986, pursuant to Section 13304 of the Water Code, that concern the discharge of wastes that are hazardous materials.

The local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the CCR, compiles as appropriate—but at least annually—and shall submit a list of all solid waste disposal facilities from which there is a known migration of hazardous waste to the California Integrated Waste Management

Board. The California Integrated Waste Management Board compiles the local lists into a statewide list, which is submitted to the Secretary for Environmental Protection and available to any person who requests the information.

The Secretary for Environmental Protection consolidates the information submitted pursuant to this section and distributes it in a timely fashion to each city and county where sites on the lists are located. The information can be distributed to any other person on request. The secretary may charge a reasonable fee to people requesting the information, other than cities, counties, or cities and counties, to cover the cost of developing, maintaining, and reproducing and distributing the information.

The Safe Drinking Water and Toxic Enforcement Act

The Safe Drinking Water and Toxic Enforcement Act (Health Safety Code, Section 25249.5, et seq.), Proposition 65, lists chemicals and substances believed to have the potential to cause cancer or deleterious reproductive effects in humans. It also restricts the discharges of listed chemicals into known drinking water sources above the regulatory levels of concern, requires public ***n***otification of any unauthorized discharge of hazardous waste, and requires that a clear and understandable warning be given prior to a known and intentional exposure to a listed substance.

Regional Laws, Regulations, and Policies

Los Angeles Regional Water Quality Control Board's Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering

The California Water Code (CWC) authorizes the SWRCB and its local regional water quality control boards (RWQCBs) to implement provisions of the Clean Water Act, including the authority to regulate waste disposal and require cleanup of discharges of hazardous materials and other pollutants. With regard to construction dewatering discharge analysis and treatment, groundwater may be encountered during deeper excavations for the underground parking structure and building foundations. Under the CWC, discharges of any such groundwater to surface waters, or any point sources hydrologically connected to surface waters, such as storm drains, is prohibited unless conducted in compliance with a Waste Discharge Requirement (WDR) permit. In addition to the CWC, these permits implement and are in compliance with the federal Clean Water Act's National Pollutant Discharge Elimination System (NPDES) program.

In accordance with these legal requirements, dewatering, treatment, and disposal of groundwater encountered during construction activities would be conducted in accordance with the Los Angeles Regional Water Quality Control Board (LARWQCB)'s *Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties*, pursuant to adopted Order No. R4-2018-0125, General NPDES Permit No. CAG994004), or any other appropriate WDR permit identified by the LARWQCB (LARWQCB 2018). Compliance with an appropriate WDR permit would include monitoring, treatment if appropriate, and proper disposal of any encountered groundwater in accordance with applicable water quality standards. If, for example, extracted groundwater contains Total Petroleum Hydrocarbons (TPH) or other petroleum breakdown compounds in concentrations exceeding water quality standards, compliance with legal requirements would mandate treatment to meet published State water quality standards prior to discharge into a storm drain system.

Waste Discharge Requirements

Effective on September 11, 2021, the LARWQCB adopted Order No. R4-2021-0105, NPDES Permit No. CAS004004, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within Los Angeles County. The permit establishes new performance criteria for new development and redevelopment projects in the coastal watersheds of Los Angeles County. Storm water and non-storm water discharges consist of surface runoff generated from various land uses, which are conveyed via the municipal separate storm sewer system and ultimately discharged into surface waters throughout the region ("storm water" discharges are those that originate from precipitation events, while "non-storm water" discharges are all those that are transmitted through an MS4 Storm Water Permit and originate from precipitation events). Discharges of stormwater and non-storm water from the MS4s, or storm drain systems, in Los Angeles County convey pollutants to surface waters throughout the Los Angeles Region. Non-storm water discharges through an MS4 in the Los Angeles Region are prohibited unless authorized under an individual or general NPDES permit; these discharges are regulated by the Los Angeles County NPDES Permit, issued pursuant to CWA Section 402. Coverage under a general NPDES permit such as the Los Angeles County permit can be achieved through development and implementation of a project-specific Stormwater Pollution Prevention Plan (SWPPP).

South Coast Air Quality Management District Rule 1113

South Coast Air Quality Management District (SCAQMD) Rule 1113, Architectural Coating, requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce volatile organic compound (VOC) emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

South Coast Air Quality Management District Rule 1166

SCAQMD Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil, requires that an approved mitigation plan be obtained from SCAQMD prior to commencing any of the following activities: (1) The excavation of an underground storage tank or piping which has stored VOCs; (2) The excavation or grading of soil containing VOC material including gasoline, diesel, crude oil, lubricant, waste oil, adhesive, paint, stain, solvent, resin, monomer, and/or any other material containing VOCs; (3) The handling or storage of VOC-contaminated soil [soil which registers >50 parts per million (ppm) or greater using an organic vapor analyzer (OVA) calibrated with hexane] at or from an excavation or grading site; and (4) The treatment of VOC-contaminated soil at a facility. This rule sets requirements to control the emission of VOCs from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition.

South Coast Air Quality Management District Rule 1403

SCAQMD Rule 1403, Asbestos Emissions from Renovation/Demolition Activities, regulates asbestos as a toxic material and controls the emissions of asbestos from demolition and renovation activities by specifying agency notifications, appropriate removal procedures, and handling and clean up procedures. Rule 1403 applies to owners and operators involved in the demolition or renovation of structures with ACM, asbestos storage facilities, and waste disposal sites.

Los Angeles County General Plan 2035

Land Use Element

The following goals and policies from the Land Use Element of the General Plan are relevant to hazards and hazardous materials:

Goal LU 7: Compatible land uses that complement neighborhood character and the natural environment.

Policy LU 7.6: Ensure that proposed land uses located within Airport Influence Areas are compatible with airport operations through compliance with airport land use compatibility plans.

Policy LU 7.7: Review all proposed projects located within Airport Influence Areas for consistency with policies of the applicable airport land use compatibility plan.

Safety Element

The Safety Element of the Los Angeles County General Plan, in conjunction with the All-Hazard Mitigation Plan prepared by the Chief Executive Office, Office of Emergency Management, sets strategies for natural and human-made hazards in Los Angeles County. The All-Hazard Mitigation Plan, which has been approved by FEMA and the CalEMA, includes a compilation of known and projected hazards in Los Angeles County. The following goals and policies from the Safety Element of the General Plan are relevant to hazards and hazardous materials.

Goal S 4: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to fire hazards.

Policy S 4.1: Prohibit new subdivisions in VHFHSZs unless: (1) the new subdivision is generally surrounded by existing or entitled development or is located in an existing approved specific plan or is within the boundaries of a communities facility district adopted by the County prior to January 1, 2022, including any improvement areas and future annexation areas identified in the County resolution approving such district; (2) the County determines there is sufficient secondary egress; and (3) the County determines the adjoining major highways and street networks are sufficient for evacuation as well as safe access for emergency responders under a range of emergency scenarios, as determined by the County. Discourage new subdivisions in all other FHSZs.

Policy S 4.2: New subdivisions shall provide adequate evacuation and emergency vehicle access to and from the subdivision on streets or street systems that are evaluated for their traffic access or flow limitations, including but not limited to weight or vertical clearance limitations, dead-end, one-way, or single lane conditions.

Policy S 4.3: Ensure that biological and natural resources are protected during rebuilding after a wildfire event.

Policy S 4.4: Reduce the risk of wildland fire hazards through meeting minimum State and local regulations for fire-resistant building materials, vegetation management, fuel modification, and other fire hazard reduction programs.

Policy S 4.6: Ensure that infrastructure requirements for new development meet minimum State and local regulations for ingress, egress, peak load water supply availability, anticipated water supply, and other standards within FHSZs.

Policy S 4.7: Discourage building mid-slope, on ridgelines and on hilltops, and employ adequate setbacks on and below slopes to reduce risk from wildfires and post-fire, rainfall- induced

landslides and debris flows. Policy S 4.8: Support the retrofitting of existing structures in FHSZs to meet current safety regulations, such as the building and fire code, to help reduce the risk of structural and human loss due to wildfire.

Policy S 4.9: Adopt by reference the County of Los Angeles Fire Department Strategic Fire Plan, as amended.

Policy S 4.13: Encourage the siting of major landscape features, including but not limited to large water bodies, productive orchards, and community open space at the periphery of new subdivisions to provide strategic firefighting advantage and function as lasting firebreaks and buffers against wildfires, and the maintenance of such features by respective property owners.

Policy S 4.14: Encourage the strategic placement of structures in FHSZs that conserves fire suppression resources, increases safety for emergency fire access and evacuation, and provides a point of attack or defense from a wildfire.

Policy S 4.15: Encourage rebuilds and additions to comply with fire mitigation guidelines.

Policy S 4.16: Require local development standards to meet or exceed SRA Fire Safe Regulations, which include visible home and street addressing and signage and vegetation clearance maintenance on public and private roads; all requirements in the California Building Code and Fire Code; and Board of Forestry Fire Safe Regulations.

Policy S 4.17: Coordinate with agencies, including the Fire Department and ACWM, to ensure that effective fire buffers are maintained through brush clearance and fuel modification around developments.

Policy S 4.18: Require Fire Protection Plans for new residential subdivisions in FHSZs that minimize and mitigate potential loss from wildfire exposure and reduce impact on the community's fire protection delivery system.

Policy S 4.19: Ensure all water distributors providing water in unincorporated Los Angeles County identify, maintain, and ensure the long-term integrity of future water supply for fire suppression needs, and ensure that water supply infrastructure adequately supports existing and future development and redevelopment, and provides adequate water flow to combat structural and wildland fires, including during peak domestic demand periods.

Policy S 4.20: Prohibit new and intensification of existing general assembly uses in VHFHSZs unless: (1) the use is located in an existing approved specific plan or (2) the County determines there is sufficient secondary egress and the County determines the adjoining major highways and street networks are sufficient for evacuation, as well as safe access for emergency responders under a range of emergency scenarios, as determined by the County. Discourage new general assembly uses in all other FHSZs.

Goal S 6: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to human-made hazards.

Policy S 6.1: Assess public health and safety risks associated with existing oil and gas facilities in the unincorporated Los Angeles County.

Policy S 6.2: Coordinate with State and regional air quality agencies to ensure funding and implementation of annual inspections, ongoing air monitoring, and health impact assessment data continue to be collected and used to prioritize and facilitate the timely phase out of existing wells.

Policy S 6.3: Support State and federal policies and proposals that increase funding sources to help plug, abandon, remediate and revitalize idle and orphaned well sites, and advocate for increased funding that will provide critical relief to the County and its residents.

Los Angeles County All-Hazards Mitigation Plan

The Los Angeles County All-Hazards Mitigation Plan covers mitigation responsibilities of Los Angeles County departments and unincorporated communities, including the WSGV Planning Area. It establishes Los Angeles County's emergency policies and procedures in the event of a disaster. It ensures the most effective allocation of resources for the maximum benefit and protection of the public during an emergency. It conforms to the requirements of the Federal Emergency Management Agency (FEMA) Disaster Mitigation Act of 2000. The law requires extensive documentation of the community, the region, its hazards, history, and future plans (OEM, 2020).

Los Angeles County Operational Area Emergency Response Plan

The County's Operational Area Emergency Response Plan (OAERP) addresses both the County's planned response to extraordinary emergency situations impacting unincorporated areas of the county as well as Operational Area (OA) coordination. The OAERP does not apply to day-to-day emergency incidents, or the established procedures used to respond to and manage such emergencies. Rather, the OAERP focuses on the operational concepts related to all-hazards emergency response and recovery, including maintaining the County's continued compliance with the National Response Framework (NRF), National Incident Management System (NIMS), National Disaster Recovery Framework (NDRF), California Standardized Emergency Management System (SEMS), principles of the Incident Command System (ICS), and the National Preparedness Goal. It facilitates multiagency and multi-jurisdictional coordination during emergency operations, public information functions, resource management, and recovery efforts. The Los Angeles County OA consists of the county and all political subdivisions within the geographical boundaries of the county, including the WSGV Planning Area (OEM 2023).

Los Angeles County Code, Title 11—Health and Safety

Title 11, Health and Safety, of the Los Angeles County Code contains regulations addressing issues such as public health, hazardous commercial and residential operations, water hazards, and storage of hazardous materials. Division 2, General Hazards, covers a variety of hazardous industrial and residential conditions by providing "minimum standards to safeguard life, limb, safety and public welfare by requiring protections from hazardous bodies of water, wells and other defined excavations and abandoned chests, not presently covered by statutes of the state of California" (Los Angeles County Code, Section 11.40.020). Division 4, Underground Storage of Hazardous Materials, prevents and controls unauthorized discharges of hazardous materials from underground storage tanks (Los Angeles County Code, Section 11.72.020).

Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan

In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the ALUC and for coordinating the airport planning of public agencies within the County. ALUC coordinates planning for the areas surrounding public use airports. The Los Angeles County Airport Land Use Plan (dually titled Comprehensive Land Use Plan) provides for the orderly expansion of Los Angeles County's public use airports and the area surrounding them. It is intended to provide for the adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. In formulating

this plan, the Los Angeles County ALUC has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

4.9.2 Environmental Impacts

Methodology

As described in Chapter 3, *Project Description*, of this Draft PEIR, the WSGVAP is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the WSGVAP would encourage development in a manner consistent with the Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the WSGV Planning Area. Rather, it assesses the impacts associated with the proposed modifications to existing land uses and zoning and the associated overall effects of buildout of the WSGVAP through 2045. Analysis at a parcel or site-specific level was not conducted, because the specific location, timing, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, where detailed analysis would be speculative and, therefore, beyond the scope of this Draft PEIR.

As detailed in Chapter 3, *Project Description*, and in this section, the WSGVAP proposes land use and zoning modifications to increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit. In addition, the WSGVAP proposes to decrease densities in hazard areas, wildland-urban interface (WUI) areas, and areas within or adjacent to natural resource areas. Table 3-1, *Land Use and Zoning Change Summary for Proposed Growth and Preservation,* in Chapter 3, *Project Description,* summarizes the WSGVAP proposed land use and zoning modifications on a community-basis. The unincorporated WSGV communities that include the proposed land use and zoning modifications include Altadena, East Pasadena – East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, and South San Gabriel.

The evaluation of potential impacts related to hazards and hazardous materials is based on a review of existing conditions in the WSGV Planning Area, the anticipated physical effects that would occur with implementation of the WSGVAP, and applicable federal, state, and local laws, regulations, and policies that govern hazards and hazardous materials. In determining the level of significance of potential impacts, the analysis assumes that future development associated with adoption and implementation of the WSGVAP would comply with relevant federal, state, and local laws, regulations, and policies.

Significance Thresholds

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, the Project would have a significant impact related 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 Section 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.

Proposed Project Characteristics and Relevant WSGVAP Goals and Policies

The WSGVAP is intended to the guide long-term growth of the WSGV Planning Area, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. Since the WSGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time.

Adoption of the WSGVAP would increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways through infill development and redevelopment as well as within a select few existing low-density residential areas near commercial corridors and transit. In addition, the WSGVAP would also reduce land use intensities in areas with hazards or within or adjacent to natural resources and in WUI areas, which would help to reduce development in areas adjacent to natural resources and/or open space. The land use strategies of the WSGVAP would focus growth and development in developed, urban areas, which would help to minimize impacts related to hazards and hazardous materials as well as wildfire.

WSGVAP Goals and Policies

The following WSGVAP goals and policies are relevant to hazards and hazardous materials:

Land Use Element

Goal LU-2: Sustainable and resilient growth patterns effectively consider local hazards and safeguard the well-being of all community members.

Policy LU-2.1: Direct growth away from hazard areas. Direct future growth and development away from designated environmental hazard areas, including Fire Hazard Severity Zones, high-flood-risk areas, areas prone to landslides, and polluting uses.

Policy LU-2.2: Prohibit development without adequate fire protection. In fire hazard areas, prohibit development where there is insufficient access, water pressure, fire flow rates, or other accepted means of adequate fire protection.

Policy LU-2.3: Limit expansion of the wildland/urban interface. Direct future growth and development away from wildland/urban interface areas along the San Gabriel Mountains and foothills to minimize exposure to future hazards and habitat impacts.

Policy LU-2.4: Ensure adequate road access. Ensure new development is designed to be accessible from existing public roads and provides direct access to multiple primary roads to support community members' safety and aid in efficient evacuation during hazard events.

Policy LU-2.7: Manage vegetation. Proactively manage vegetation in fire hazard areas under the guidance of a biologist to avoid impacts on sensitive resources, sensitive species, and fire-resistant native species.

Policy LU-2.8: Prioritize site developments to ensure safety. 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. In addition, sites and structures must be adjacent to existing development perimeters and avoid incorporating long driveways.

Goal LU-4: Industrial uses that are environmentally responsible and beneficial to the local economy.

Policy LU-4.1: Ensure protection of industrial-adjacent land uses. Ensure that industrial developments incorporate adequate landscape and noise buffers to minimize negative impacts on surrounding neighborhoods, addressing on-site lighting, noise, odors, vibration, toxic materials, truck access, and other elements that may affect adjoining uses.

Policy LU-4.3: Promote sustainable and clean industrial uses. Advance sustainable and clean industrial practices by incentivizing and prioritizing industries committed to environmental stewardship and clean technologies.

Impact Analysis

Impact 4.9-1: Would the Project create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?

Less-Than-Significant Impact. Construction activities for future development facilitated by the WSGVAP would involve demolition, grading, and construction of new buildings. Potentially hazardous materials used during typical construction activities include substances such as paints, sealants, solvents, adhesives, cleaners, and diesel fuel. There is potential for these materials to spill or to create hazardous conditions. However, the materials used typically would not be in such quantities or stored in a manner that would pose a significant safety hazard. These activities would also be short-term or one-time in nature. Project construction workers would be trained in safe handling and hazardous materials use.

To prevent hazardous conditions, existing local, state, and federal laws (such as those listed above in the Regulatory Setting) would be enforced at construction sites. Compliance with existing regulations would ensure that construction workers and the general public are not exposed to any risks related to hazardous materials during demolition and construction activities. Cal/OSHA has regulations concerning the use of hazardous materials, including requirements for safety training, exposure warnings, availability of safety

equipment, and preparation of emergency action/prevention plans. All spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations for the cleanup and disposal of that contaminant. All contaminated waste encountered would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility.

The use, storage, transport, and disposal of hazardous materials during construction of future developments under the WSGVAP would be carried out in accordance with federal, state, and County regulations. Contractors would be required to prepare and implement Hazardous Materials Business Plans (HMBPs) that require hazardous materials used for construction be used properly and stored in appropriate containers with secondary containment, as needed, to contain a potential release. Future projects developed under the WSGVAP that include the use, storage, or disposal of hazardous materials on-site would be required to prepare and implement HMBPs to ensure the proper handling, transport, and disposal of hazardous materials.

As discussed in Section 4.10, *Hydrology and Water Quality*, construction contractors would be required to prepare a SWPPP for construction activities in accordance with the NPDES General Construction Permit requirements. The SWPPP would list the hazardous materials (including petroleum products) proposed for use during construction; describe spill prevention measures, equipment inspections, equipment and fuel storage; protocols for responding immediately to spills; and describe best management practices (BMPs) for controlling site run-on and runoff.

In addition, the transportation of hazardous materials would be regulated by the U.S. Department of Transportation (USDOT), Caltrans, and the California Highway Patrol (CHP). Together, federal and state agencies determine driver-training requirements, load labeling procedures, and container specifications designed to minimize the risk of a release of hazardous materials.

In the event of a hazardous materials spill/release at a future development in the WSGV Planning Area, a coordinated response would occur at the federal, state, and local levels, including the County. The LACoFD is the local CUPA and hazardous materials response team. In the event of a hazardous materials spill, the LACoFD would be notified and sent to the scene to respond to and assess the situation. Response measures would include protocols for cleaning, removing, and containing any contamination, so that the public and/or environment would not be impacted.

Any fuel tanks required for a future project implementing the WSGVAP would be maintained and operated according to all federal, state, and local regulations during construction and operation, and hazardous material storage would be detailed in a Spill Prevention, Control, and Countermeasure (SPCC) Plan. Refueling and general maintenance for construction equipment, such as changing fluids and lubricating parts, also would be subject to sufficient containment capabilities and according to goals, policies, strategies, and implementation actions outlined in an SPCC Plan.

Future development facilitated by the WSGVAP would increase the number of residents and businesses within the WSGV Planning Area, primarily focused along commercial corridors and major roadways, resulting in an increase in the amount of hazardous materials being transported, used, and stored during operation and the potential number of people being exposed to these materials.

The use, storage, transport, and disposal of hazardous materials by residents and commercial and industrial businesses of development under the Project would be required to comply with mandatory regulations for hazardous materials adopted by USEPA, OSHA, USDOT, DTSC, Caltrans, CHP, Los Angeles County CUPA, and SCAQMD as described above in *Regulatory Framework* during operation. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur.

In addition, LACoFD conducts inspections for fire safety and hazardous materials management of businesses and residential dwellings. Businesses handling or storing hazardous materials over threshold quantities are required to submit an HMBP to the Los Angeles County CUPA. These HMBPs must include measures for safe storage, use, and handling of hazardous materials, along with an emergency plan that describes the facility's response procedures in the event of a hazardous materials release. Should an accident occur during transport of hazardous materials, LACoFD would respond. In addition, CHP conducts regular inspections of licensed transporters to ensure regulatory compliance and responds to hazardous materials emergencies on roadways.

Compliance with these laws and regulations would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. Therefore, compliance with all applicable federal, state, and local laws and regulations would ensure that impacts related to the routine transport, storage, production, use, or disposal of hazardous material from construction and operational activities associated with future projects developed under the WSGVAP would be less than significant.

Impact 4.9-2: Would the Project 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?

Less-Than-Significant Impact. Construction activities for future projects developed under the WSGVAP would involve the transportation, storage, use, or disposal of a variety of hazardous materials, including paints, sealants, solvents, adhesives, cleaners, and diesel fuel. Additionally, if future developments are affected by the presence of known hazardous materials sites, the removal and handling of hazardous wastes could lead to an accidental release. If during development, hazardous materials were accidentally released into the environment, a potentially significant impact could result.

As previously noted, there are numerous laws and regulations that regulate the transportation, handling, storage, and disposal of hazardous materials. These requirements apply to construction of all new developments that would require handling hazardous materials onsite. The required HMBP, SWPPP, and SPCC Plan, discussed above, would include procedures that help prevent the accidental release of hazardous materials into the environment. A standard HMBP and SPCC Plan would include BMPs, as well as spill control and spill response goals, policies, strategies, and implementation actions, to ensure any potential release is handled appropriately. If a spill did occur, the SPCC would include appropriate goals and policies to ensure that workers cease work activities to contain any release and enact the protocols for cleanup, including the notification of appropriate agencies and the use of exposure-reducing materials stored on-site (such as absorbent pads to minimize spread). Furthermore, the SWPPP would list the hazardous materials proposed for use during construction; describe spill prevention measures,

equipment inspections, and fuel storage; protocols for responding immediately to spills; and describe BMPs for controlling site run-on and runoff. In addition, the transportation of hazardous materials would be regulated by the USDOT, Caltrans, and CHP. Together, federal and state agencies determine driver-training requirements, load labeling procedures, and container specifications designed to minimize the risk of an accidental release.

Accidents or mechanical failure involving heavy equipment could result in the accidental release of fuel, lubricants, hydraulic fluid, or other hazardous substances. These types of spills on construction sites are typically in small quantities, localized, and cleaned up in a timely manner. Construction contractors are contractually responsible for their hazardous materials and are required under their contract to properly store and dispose of these materials in compliance with federal, state, and local laws, including implementing a HMBP/SPCC. Response measures would include protocols for cleaning, removing, and containing any contamination, so that the public and/or environment would not be impacted.

As previously discussed, future projects under the WSGVAP could require coverage under the Construction General Permit (or related stormwater permit), and if so, would be subject to the protections included in a SWPPP, which outline BMPs to contain a potential release and prevent any such release from reaching an adjacent waterway or stormwater collection system (e.g., erosion control, sediment control, and waste management).

Future projects developed under the WSGVAP would increase the number of residents and businesses within the WSGV Planning Area, resulting in an increase in hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment. In addition, seismic activity, flooding, and fires could result in hazardous materials being released onto land or into the air and water, contaminating the environment and endangering public safety. However, future projects developed under the WSGVAP would comply with Cal/OSHA regulations concerning the use of hazardous materials, including requirements for safety training, exposure warnings, availability of safety equipment, and preparation of emergency action/prevention plans. All contaminated waste would be collected and disposed of at an appropriately licensed disposal or treatment facility.

Therefore, compliance with applicable federal, state, and local laws and regulations would ensure that impacts related to creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions would be less than significant.

Impact 4.9-3: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?

Less-Than-Significant Impact. Some populations (e.g., children, elderly, sick or disabled persons) are more susceptible to health effects of hazardous materials than the general population. Hazardous materials used near schools, day care centers, senior living communities, hospitals, and other sensitive uses must consider potential health effects to these populations, often referred to as “sensitive receptors.” Construction or redevelopment on contaminated properties that could potentially generate vapors or fugitive dust containing contaminants may potentially pose a health risk to these populations. In addition, commercial businesses in proximity to sensitive receptors may have hazardous emissions or handle hazardous or acutely hazardous materials or wastes that could pose a health risk to these sensitive receptors.

As discussed above, the WSGV Planning Area is served by Duarte Unified School District, El Monte City School District, Garvey Elementary School District, Glendale Unified School District, Monrovia Unified School District, Montebello Unified School District, Pasadena Unified School District, San Gabriel Unified School District, San Marino Unified School District, and Valle Lindo Elementary School District. Given the distribution of schools within the WSGV Planning Area, it is possible that future projects developed under the WSGVAP, which may involve hazardous emissions or handling of hazardous materials and wastes, may occur within one-quarter mile of an existing or future school.

As described under Impacts 4.9-1 and 4.9-2, future projects developed under the WSGVAP would be required to comply with existing federal, State, and local regulations related to hazardous materials, including WSGVAP Policies Policy LU-2.1 and LU-4.1. WSGVAP Policy LU-2.1 encourages future growth and development to be directed away from environmental hazard areas, including polluting uses. Proposed WSGVAP Policy LU-4.1 aims to ensure that industrial developments incorporate adequate landscape and noise buffers to minimize negative impacts to surrounding neighborhoods, addressing on-site lighting, noise, odors, vibration, toxic materials, truck access, and other elements that may impact adjoining uses.

In addition, all future projects developed under the WSGVAP would be reviewed by the County's Department of Planning and Department of Building and Safety as well as LACoFD to ensure hazardous materials requirements are met prior to construction, including required separation between hazardous materials and sensitive land uses and proper hazardous materials storage facilities. Future projects developed under the WSGVAP would also be required by Los Angeles County CUPA, the local CUPA, to store, manage, and dispose of the materials in accordance with the Unified Program. Therefore, compliance with these applicable federal, state, and local laws and regulations and proposed WSGVAP policies would ensure that any potential impacts to sensitive land uses would be less than significant.

Impact 4.9-4: Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less-Than-Significant Impact. According to an EnviroStor search performed on April 11, 2024 there are a total of eight sites on the list that are located within the WSGV Planning Area, including two active sites. According to a GeoTracker search performed on April 11, 2024, there are a total of 84 sites on the list that are located within the WSGV Planning Area. However, 73 of those listings have been closed and require no further action and 8 are inactive. The remaining three sites are actively being assessed. As such, future projects developed under the WSGVAP could occur on or near a contaminated site. In addition, other properties could be added to the lists if contamination is discovered during the construction or operation of future development.

As discussed in Impact 4.9-1 and Impact 4.9-2 and *Regulatory Framework*, any development on a contaminated site would be required to comply with mandatory regulations, which would ensure that the development does not create a significant hazard to the public or the environment. For instance, Cal/EPA is authorized by USEPA to enforce and implement certain federal hazardous materials laws and regulations. DTSC, a department of Cal/EPA, protects California and California residents from exposure to hazardous waste, primarily under the authority of the RCRA and the HSC. DTSC requirements include the need for written programs and response plans, such as HMBPs. DTSC programs include dealing with

aftermath clean-ups of improper hazardous waste management; evaluation of samples taken from sites; enforcement of regulations regarding use, storage, and disposal of hazardous materials; and encouragement of pollution prevention.

As described under Impact 4.9-1 and 4.9-2, should any hazardous materials be inadvertently encountered during construction activities from future projects developed under the WSGVAP, the handling, transportation, and disposal of hazardous materials would be required to comply with the requirements and regulations set forth by the County, US EPA, OSHA, USDOT, DTSC, Caltrans, CHP, Los Angeles County CUPA, and SCAQMD. In reviewing individual project applications under the WSGVAP, the County would determine applicable regulations and WSGVAP and General Plan policies, depending on the specific characteristics of the project type and/or project site during the development review process. Therefore, compliance with applicable federal, state, and local laws and regulations would ensure that future projects under the WSGVAP would not create a significant hazard to the public or the environment. As such, impacts are considered less than significant.

Impact 4.9-5: Would the Project be 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?

Less-Than-Significant Impact. The San Gabriel Valley Airport in the City of El Monte is located within the WSGV Planning Area. Implementation of the WSGVAP could result in future development within a safety or noise hazard zone as delineated in an ALUCP, such as the Los Angeles County ALUCP. However, future development would be required to be consistent with any applicable ALUCP constraints, such as building height restrictions, and restrictions on development within any delineated safety or noise hazard zones.

Additionally, compliance with policies included in the General Plan related to land use compatibility would ensure that future development does not conflict with ALUCPs. In particular, County General Plan Policy LU 7.6 explicitly requires that airport land use plans address conflicts between airport operations and surrounding land uses. Policy LU 7.7 requires review of all proposed projects located within Airport Influence Areas for consistency with policies of the applicable airport land use compatibility plan. Furthermore, the Federal Aviation Administration (FAA) regulates all civil aviation in the country. One responsibility of the FAA is to regulate transportation safety and developing and carrying out programs to control aircraft noise and other environmental effects of civil aviation. Compliance with applicable ALUCP, the General Plan, and FAA regulations would ensure that implementation of future projects under the WSGVAP would result in a less-than-significant impact related to airport safety or noise hazards.

Impact 4.9-6: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-Than-Significant Impact. The WSGVAP is intended to guide long-term growth of the WSGV Planning Area and would allow new development and redevelopment within the WSGV Planning Area at densities and intensities higher than currently exist. Future projects developed under the WSGVAP would primarily be infill development along major roadways and commercial corridors with existing access to the regional circulation system. However, continued growth and development associated with implementation of the WSGVAP has the potential to strain the emergency response and recovery

capabilities of federal, State, and local governments. Coordination among various City and County departments is necessary to ensure adequate emergency response.

The law requires extensive documentation of the community, the region, its hazards, history, and future plans. As discussed in the *Regulatory Setting* above, the County's OAERP provides the framework for responding to major emergencies or disasters. The goals of this plan are to outline a strategy to prepare for, respond to, and recover from an emergency or disaster for 88 cities, 137 unincorporated communities and 288 special districts in the county, including the unincorporated WSGV communities. The OAERP identifies how the emergency response plan aligns with other local, state, and federal authorities. The OAERP identifies various emergency management phases, incident management systems, and identifies operational priorities.

In addition, the County's All-Hazard Mitigation Plan establishes mitigation responsibilities of the various County departments and unincorporated communities, including the WSGV Planning Area. The All-Hazards Mitigation Plan establishes the County's emergency policies and procedures in the event of a disaster. It ensures the most effective allocation of resources for the maximum benefit and protection of the public during an emergency.

The General Plan also includes goals and policies that ensure that emergency response and evacuation is not impaired or interfered with by new development. General Plan Policy S-4.2 directs that subdivisions shall provide adequate evacuation and emergency vehicle access to and from the subdivision on streets or street systems that are evaluated for their traffic access or flow limitations, including but not limited to weight or vertical clearance limitations, dead-end, one-way, or single lane conditions. In addition, proposed WSGVAP Policy LU-2.4 ensures that new development is designed to be accessible from existing public roads and provides direct access to multiple primary roads to support safety and aid in efficient evacuation during hazards. Future projects developed under the WSGVAP would be required to demonstrate consistency with these General Plan and WSGVAP policies to minimize impacts to emergency response plans.

In addition, future projects developed under the WSGVAP would also be subject to subsequent planning and environmental review in accordance with County permitting requirements and CEQA. As part of subsequent planning and environmental review, individual projects proposed under the WSGVAP would be reviewed by County and LACoFD prior to the obtaining project approval and relevant permits to ensure that projects do not interfere with applicable emergency response plans or evacuation plans, including the County's OAERP and All-Hazard Mitigation Plan. Through subsequent environmental review, future projects' impacts to the regional and local circulation systems, including construction-related traffic congestion and emergency access issues, would be identified and mitigated to the greatest extent feasible, as necessary. Therefore, subsequent planning and environmental review by the County and LACoFD prior to obtaining project approval and relevant permits would ensure impacts to emergency response and evacuation would be minimized.

While the WSGVAP would allow new development and redevelopment within the WSGV Planning Area at densities and intensities higher than currently exist, the majority of the proposed growth would be concentrated along commercial corridors and major roadways as infill development with existing access to emergency access routes. Furthermore, compliance with existing laws and regulations and consistency

with the goals and policies contained in the General Plan and the WSGVAP (including proposed WSGVAP Policy LU-2.4) would ensure that potential impacts to emergency response would be less than significant. Additionally, approval of the WSGVAP itself, as a policy document, would not change these regulations. Rather, the WSGVAP includes policies that support and enhance existing emergency systems. Therefore, impacts related to impairment of an adopted emergency response plan or emergency evacuation plan would be less than significant.

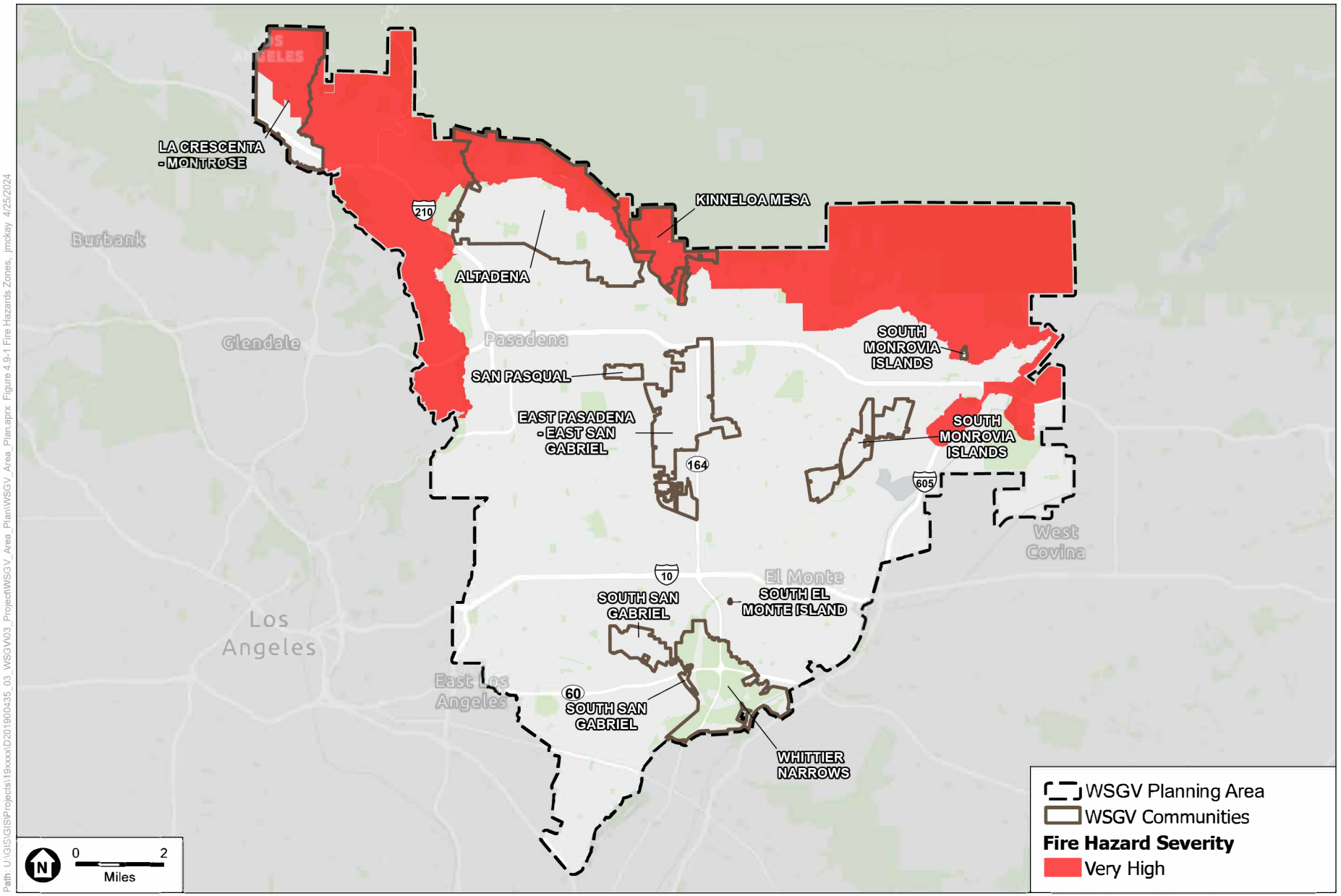
Impact 4.9-7: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires, because the project is located: (i) within a high fire hazard area with inadequate access; (ii) within an area with inadequate water and pressure 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?

Less-Than-Significant Impact. A wildland fire is an uncontrolled fire in areas of little or no development. However, these fires can quickly spread to the urban/wildland interface where development meets expanses of vegetative fuels. Future development associated with implementation of the WSGVAP would be located primarily within the urban environment, vacant or underutilized land uses, and on previously disturbed areas. As shown in **Figure 4.9-1**, *Fire Hazard Zones within the WSGV Planning Area*, the majority of the WSGV Planning Area is not within a Very High Fire Hazard Severity Zone (VHFHSZ). However, CAL FIRE classifies the WSGV community of Kinneloa Mesa and portions of the WSGV communities of Altadena and La Crescenta-Montrose as being in VHFHSZs.

As shown in Appendix C**,** *WSGV Planning Area Communities: Land Use and Zoning Change Figures,* the areas in the WSGV communities of La Crescenta-Montrose and Kinneloa Mesa within the VHFHSZs are proposed for preservation land use changes, where these areas would be redesignated as either Open Space (O-S) or Watershed (W) under the WSGVAP. Since a land use strategy of the WSGVAP is decrease intensities in hazard areas, WUI areas, and areas within or adjacent to natural resource areas, these areas would not be developed in the future under the WSGVAP.

However, as shown in Appendix C**,** *WSGV Planning Area Communities: Land Use and Zoning Change Figures,* there are some areas of the WSGV community of Altadena that are within a classified VHFHSZ that are proposed for residential land uses under the WSGVAP. Future projects developed under the WSGVAP could include the development of additional residential uses in these areas, which could expose additional people and structures to wildland fire hazards, resulting in a potentially significant impact.

Fire suppression services in the WSGV Planning Area are provided by the LACoFD and CAL FIRE. The LACoFD and CAL FIRE operate in accordance with the CFC, which includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. In addition, the County has adopted the CBC, which includes mandatory fire safety measures for all development within the state. As part of the planning and building approval process, all future commercial and residential buildings developed under the WSGVAP would be plan-checked by County building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas.



SOURCE: County of Los Angeles, 2022; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.9-1
Fire Hazards within the WSGV Planning Area

ESA

In addition to the Area Plan's preservation land use strategy, the WSGVAP also includes goals and policies that direct growth away from areas prone to fire hazards. Proposed WSGVAP Policy LU-2.1 encourages future growth and development to be directed away from environmental hazard areas, including fire hazard severity zones (FHSZs). Proposed WSGVAP Policy LU-2.2 prohibits development in areas with insufficient access, water pressure, fire flow rates, or other accepted means for adequate fire protection. Proposed WSGVAP Policy LU-2.3 encourages future growth and development to be directed away from WUI areas along the San Gabriel Mountains and foothills to minimize exposure to future hazards, including wildfires and resulting air quality impacts, and to minimize habitat impacts. Proposed WSGVAP Policy LU-2.4 ensures that any new development is designed to be accessible from existing public roads and provides direct access to multiple primary roads to support safety and aid in efficient evacuation during hazard events. Proposed WSGVAP Policy LU-2.8 requires that development sites and structures in fire hazard areas 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 long driveways.

Furthermore, the Safety Element of the General Plan includes goals and policies aimed to prevent or minimize personal injury, loss of life, and property damage due to fire hazards. Safety Element Policy S 4.1 prohibits new subdivisions in VHFHSZs unless: (1) the new subdivision is generally surrounded by existing or entitled development or is located in an existing approved specific plan or is within the boundaries of a communities facility district adopted by the County prior to January 1, 2022, including any improvement areas and future annexation areas identified in the County resolution approving such district; (2) the County determines there is sufficient secondary egress; and (3) the County determines the adjoining major highways and street networks are sufficient for evacuation as well as safe access for emergency responders under a range of emergency scenarios, as determined by the County. Safety Element Policy S 4.2 directs that new subdivisions shall provide adequate evacuation and emergency vehicle access to and from the subdivision on streets or street systems that are evaluated for their traffic access or flow limitations, including but not limited to weight or vertical clearance limitations, dead-end, one-way, or single lane conditions. Safety Element Policy S 4.4 directs the reduction of the risk of wildland fire hazards through meeting minimum State and local regulations for fire-resistant building materials, vegetation management, fuel modification, and other fire hazard reduction programs. Policy S 4.6 directs that infrastructure requirements for new development meet minimum state and local regulations for ingress, egress, peak load water supply availability, anticipated water supply, and other standards within FHSZs. Safety Element Policy S 4.7 discourages building mid-slope, on ridgelines and on hilltops, and specifies adequate setbacks on and below slopes to reduce risk from wildfires and post-fire, rainfall-induced landslides and debris flows. Safety Element Policy S 4.8 supports the retrofitting of existing structures in FHSZs to meet current safety regulations, such as the CBC and CFC, to help reduce the risk of structural and human loss due to wildfire. All future projects developed under the WSGVAP would be required to demonstrate consistency with the goals and policies of the WSGVAP and General Plan, which in turn would help to minimize fire hazards.

Therefore, compliance with the requirements and standards of the CFC and the CBC as well as consistency with the goals and policies of the WSGVAP and the General Plan policies would ensure that implementation of future projects under the WSGVAP would result in a less-than-significant impact related to a significant risk of loss, injury, or death involving fires.

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 other cumulative projects within the County are also under similar regional authorities' jurisdictions and, when combined with future projects developed under the WSGVAP, could combine to create increased hazards.

Impact 4.9-8: Would the Project, when combined with other past, present, or reasonably foreseeable projects, create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?

Less-Than-Significant Cumulative Impact. Future development associated with implementation of the WSGVAP would involve the use of standard construction equipment, which would include the use of hazardous materials and substances, including fuel, oils and lubricants, hydraulic fluid, paints and thinners, and cleaning solvents to maintain vehicles and motorized equipment. In addition, operation of future development associated with implementation of the WSGVAP would typically involve the use, storage, disposal, and transportation of hazardous materials. Potential impacts would be reduced to less than significant with compliance with the CCR and implementation of a SWPPP to prevent hazardous materials spills and protect public safety. To ensure that development allowed under the WSGVAP would result in a less than significant contribution to cumulative impacts, applications for future development would be reviewed by the County for compliance with WSGVAP and General Plan to further reduce potential impacts related to sites with known hazardous materials to a less than significant level.

In addition, future projects developed under the WSGVAP would be required to comply with all requirements and regulations set forth by the County, USEPA, OSHA, USDOT, DTSC, Caltrans, CHP, Los Angeles County CUPA, and SCAQMD related to the transport, use, and disposal of hazardous materials. Accordingly, development allowed under the Project would not result in physical changes that would incrementally contribute to a significant environmental effect. For these reasons, the Project's contribution to cumulative impacts would be considered less than significant.

Cumulative projects would also be subject to the requirements and regulations set forth by the County, USEPA, OSHA, USDOT, DTSC, Caltrans, CHP, Los Angeles County CUPA, and SCAQMD related to the transport, use, and disposal of hazardous materials. Accordingly, cumulative development would not result in physical changes that would result in a significant environmental effect. Cumulative projects would also be required to implement a SWPPP and comply with the CCR during construction, site grading, excavation operations, and building demolition. For these reasons, the Project in conjunction with cumulative projects would have a less than significant cumulative effect.

Impact 4.9-9: Would the Project, when combined with other past, present, or reasonably foreseeable projects, 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?

Less-Than-Significant Cumulative Impact. Future development associated with implementation of the WSGVAP would involve the transportation, storage, use, or disposal of a variety of hazardous materials,

including batteries, hydraulic fluid, diesel fuel, gasoline, grease, lubricants, paints, solvents, and adhesives. Compliance with applicable federal, state, and local laws and regulations would ensure that impacts related to the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions would be less than significant. Therefore, the Project's contribution to cumulative impacts would be considered less than significant.

Cumulative projects would also be required to comply with the same federal, state, and local regulatory requirements that would minimize and/or avoid hazards to the public. Compliance with these regulations would ensure that the Project in conjunction with cumulative projects would result in less-than-significant cumulative impacts related to creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions.

Impact 4.9-10: Would the Project, when combined with other past, present, or reasonably foreseeable projects, emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?

Less-Than-Significant Cumulative Impact. The potential exists for the routine transport of hazardous materials and waste to result in the release of hazardous materials from an accident near a school site or the release of contamination near a school site resulting from the development of a site that has been previously contaminated, which could result in a potentially significant cumulative impact. However, compliance with existing federal, State, and local regulations related to the transport, use, and disposal of hazardous materials mentioned above in Impacts 4.9-1 and 4.9-2 would reduce potential Project and cumulative impacts related to handling hazardous materials and waste near a school to a less than significant level. Therefore, the Project's contribution to this cumulative impact would not be cumulatively considerable. Cumulative impacts are considered less than significant.

Impact 4.9-11: Would the Project, when combined with other past, present, or reasonably foreseeable projects, be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less-Than-Significant Cumulative Impact. Existing hazardous materials sites could potentially be impacted if cumulative development is proposed on a previously-identified site. However, as discussed under Impact 4.9-4, any development on a contaminated site would be required to comply with mandatory regulations, which would ensure it does not create a significant hazard to the public or the environment. In addition, should any hazardous materials be inadvertently encountered during construction activities from cumulative development, the handling, transportation, and disposal of hazardous materials would be required to comply with the requirements and regulations set forth by the County, USEPA, OSHA, USDOT, DTSC, Caltrans, CHP, Los Angeles County CUPA, and SCAQMD. In reviewing individual cumulative project applications, local jurisdictions in the area would determine which regulations and general plan policies apply, depending on the specific characteristics of the project type and/or project site during the development review process. Therefore, the Project's contribution to this cumulative impact would not be cumulatively considerable. Cumulative impacts related to hazardous materials sites are considered less than significant.

Impact 4.9-12: Would the Project, when combined with other past, present, or reasonably foreseeable projects, be 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?

Less-Than-Significant Cumulative Impact. The Project in conjunction with cumulative projects could increase the number of residents and/or people working within the Los Angeles County Los Angeles County ALUCP, which could result in a potentially significant cumulative impact related to safety hazard or excessive noise. However, future development under the WSGVAP would be required to be consistent with all applicable ALUCP constraints, such as building height restrictions, and restrictions on development within any delineated safety or noise hazard zones, as well as all applicable FAA requirements. Additionally, future development under the WSGVAP would be required to demonstrate consistency with policies included in the Land Use Element and Noise Element of the General Plan related to land use compatibility, which would ensure that future development under the WSGVAP does not conflict with the County's ALUCP.

Similarly, all cumulative development would be required to comply with the all applicable FAA and ALUCP requirements and would be required to demonstrate consistency with the applicable General Plan goals and policies. Compliance with these regulations would ensure that the Project in conjunction with cumulative projects would result in less-than-significant cumulative impacts related to airport safety or noise hazards.

Impact 4.9-13: 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 Cumulative Impact. Future development associated with implementation of the WSGVAP combined with cumulative projects could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, resulting in a potentially significant cumulative impact. However, future development under the WSGAVP would comply with the emergency policies and procedures established in the County's OAERP and All Hazard Mitigation Plan in the event of a disaster. Implementation of these plans would ensure the most effective allocation of resources for the maximum benefit and protection of the public during an emergency as well as identifies various emergency management phases, incident management systems, and operational priorities.

Furthermore, the County would review development applications for future development under the WSGVAP for compliance with applicable regulations and the goals and policies of the WSGVAP and the General Plan related to emergency response plans and emergency evacuation plans. In addition, future development allowed under the WSGVAP would be considered in the context of the County's General Plan Safety Element, OAERP, and All Hazard Mitigation Plan and is not expected to impair implementation of or physically interfere with any of these plans. Therefore, the Project's contribution to cumulative impacts is considered less than significant.

The LACoFD manages and maintains emergency plans and training of Couty staff and community members and focuses on activities that will prepare the community to take care of itself in the period immediately following a local disaster. Adjacent jurisdictions also have emergency response plans and

emergency evacuation plans. Moreover, larger regional and statewide resource areas are regulated by State agencies to address larger-scale statewide issues. For these reasons, cumulative impacts associated with emergency response and evacuation plans are considered less than significant.

Impact 4.9-14: Would the Project, when combined with other past, present, or reasonably foreseeable projects, 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?

Less-Than-Significant Cumulative Impact. Future development associated with implementation of the WSGVAP combined with cumulative projects could expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires, resulting in a potentially significant cumulative impact. As previously discussed, future development associated with implementation of the WSGVAP would be located primarily within the urban environment and on previously disturbed areas. While the majority of the WSGV Planning Area is not within a VHFHSZ, CAL FIRE classifies the WSGV community of Kinneloa Mesa and portions of the WSGV communities of Altadena and La Crescenta-Montrose as being in VHFHSZs. However, only areas of the community of Altadena within the VHFHSZs are proposed for residential uses. Future projects developed under the WSGVAP could include the development of additional residential uses in these areas, which could expose additional people and structures to wildland fire hazards. However, as discussed above under Impact 4.9-7, compliance with the provisions of the CFC and the CBC as well as consistency with the goals and policies of the WSGVAP and General Plan policies would ensure that implementation of future projects under the WSGVAP would result in a less-than-significant impact related to a significant risk of loss, injury or death involving fires.

In addition, cumulative projects would also be required to comply with the applicable provisions of the CFC and the CBC related to fire safety, which would ensure that cumulative impacts related to exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires would be less than significant. For this reason, the contribution of the Project to this impact would not be cumulatively considerable. Therefore, cumulative impacts related to wildland fire hazards are considered less than significant.

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

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4.10 Hydrology and Water Quality

This section addresses the potential impacts of the West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) related to hydrology and water quality, including effects to water quality and groundwater, changes in drainage patterns, flooding, conflicts with the Los Angeles County (County) Low Impact Development (LID) Ordinance, use of wastewater treatment systems in inappropriate areas, and risks associated with floods, tsunami, and seiche. 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 (refer to **Appendix A,** *Notice of Preparation & Comments Received*). 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.

4.10.1 Environmental Setting

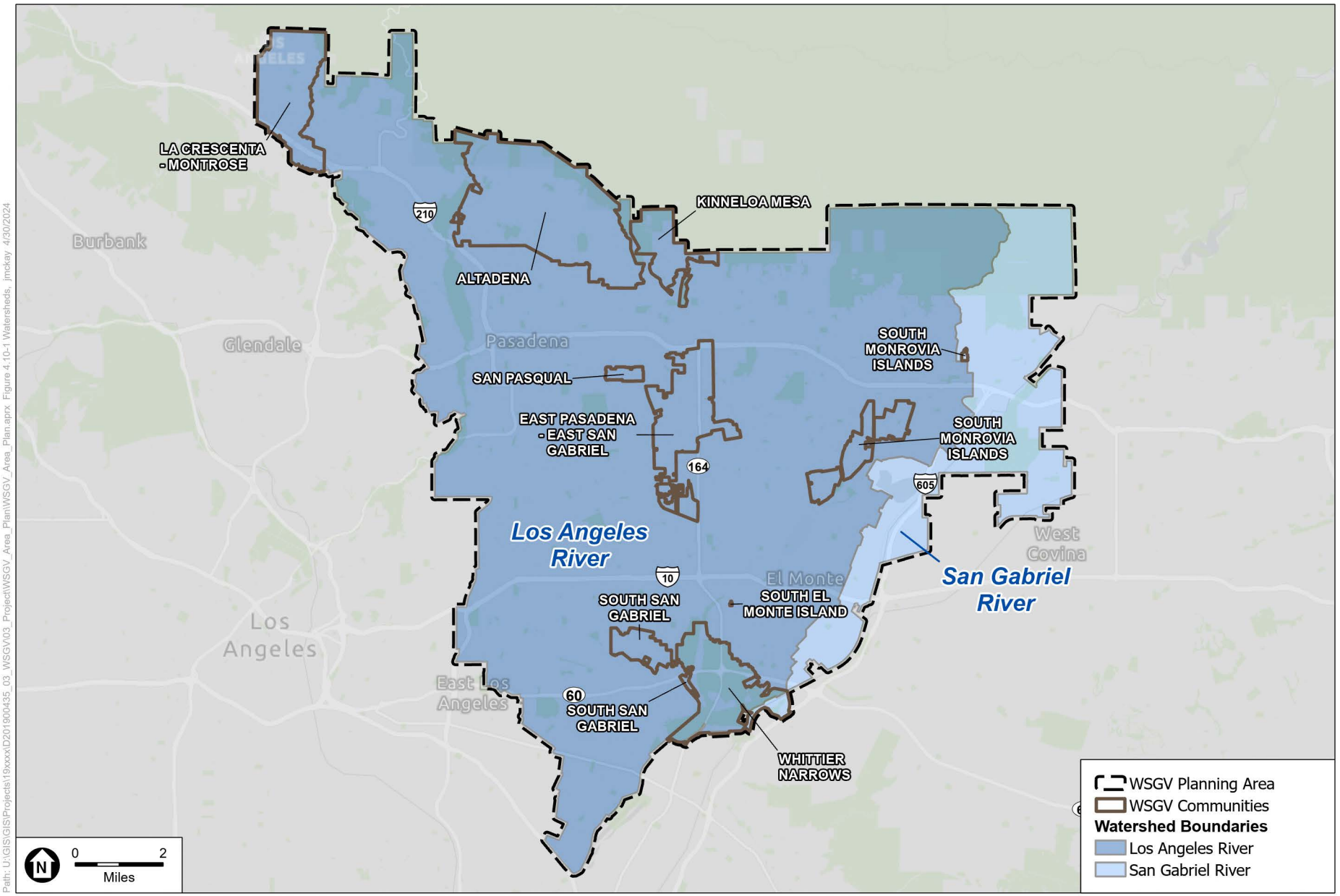
Surface Water Resources

The California Department of Conservation has divided California into 10 hydrologic regions, which is defined as an area drained by a river system or a segment of a river system, a closed basin(s), or a group of streams forming a coastal drainage area. Hydrologic regions are further divided into watersheds, which is defined as the area of land where all of the water that is under it or drains off of it eventually drains to a common outlet.

The West San Gabriel Valley Planning Area (WSGV Planning Area or Plan Area) is located in the South Coast Hydrologic Region, which extends from Ventura County to the Mexican border. Within this hydrologic region, the WSGV Planning Area is almost entirely within the Los Angeles River Watershed with the exception of a small portion of the eastern WSGV Planning Area, which is located within the San Gabriel Watershed. These watersheds are under the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB). **Figure 4.10-1**, *Watersheds within the WSGV Planning Area*, shows the location of both watersheds within the WSGV Planning Area. Each watershed is discussed in greater detail below.

Los Angeles River Watershed

The Los Angeles River Watershed spans 830 square miles of western, central, and southern Los Angeles County and some small areas of eastern Ventura County. The watershed extends from the San Gabriel Mountains on the northeast, to the Santa Susana Mountains and Santa Monica Mountains on the northwest and west, respectively, and extending south to the mouth of the Los Angeles River in the City of Long Beach. The watershed includes all of the San Fernando Valley, much of central Los Angeles, and parts of south Los Angeles. The Los Angeles River, the primary drainage in the watershed, extends 48 miles from the confluence of Bell Creek and the Arroyo Calabasas in the southwest San Fernando Valley to the Pacific Ocean in the City of Long Beach (Los Angeles County 2014). As shown on Figure 4.10-1, the majority of the WSGV Planning Area, including the unincorporated WSGV communities of Altadena, La Crescenta – Montrose, Kinneloa Mesa, San Pasqual, East Pasadena – East San Gabriel, South San Gabriel, South El Monte Island, and portions of Whittier Narrows and South Monrovia Islands, is located within this watershed.



SOURCE: County of Los Angeles, 2022; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.10-1
Watersheds within the WSGV Planning Area

ESA

San Gabriel River Watershed

The San Gabriel River Watershed spans 905 square miles of east-central and southeast Los Angeles County and part of northwest Orange County. The watershed extends from the San Gabriel Mountains on the north, encompasses the eastern half of the San Gabriel Valley, the Puente Hills, and much of the southeast Los Angeles Basin, and extends south to the mouth of the San Gabriel River in the City of Seal Beach on the Orange County-Los Angeles County boundary. The San Gabriel River, the primary drainage in the watershed, extends approximately 61 miles from the San Gabriel Mountains to the ocean (Los Angeles County 2014). As shown on Figure 4.10-1, the eastern portion of the WSGV Planning Area, including portions of the unincorporated WSGV communities of Whittier Narrows and South Monrovia Islands, is located in this watershed.

Groundwater Resources

The WSGV Planning Area is underlain by two groundwater basins: 1) San Gabriel Valley Groundwater Basin; and 2) Raymond Groundwater Basin. **Figure 4.10-2**, *Groundwater Basins within the WSGV Planning Area*, shows the location of each of the groundwater basins within the WSGV Planning Area. Each groundwater basin is discussed in greater detail below.

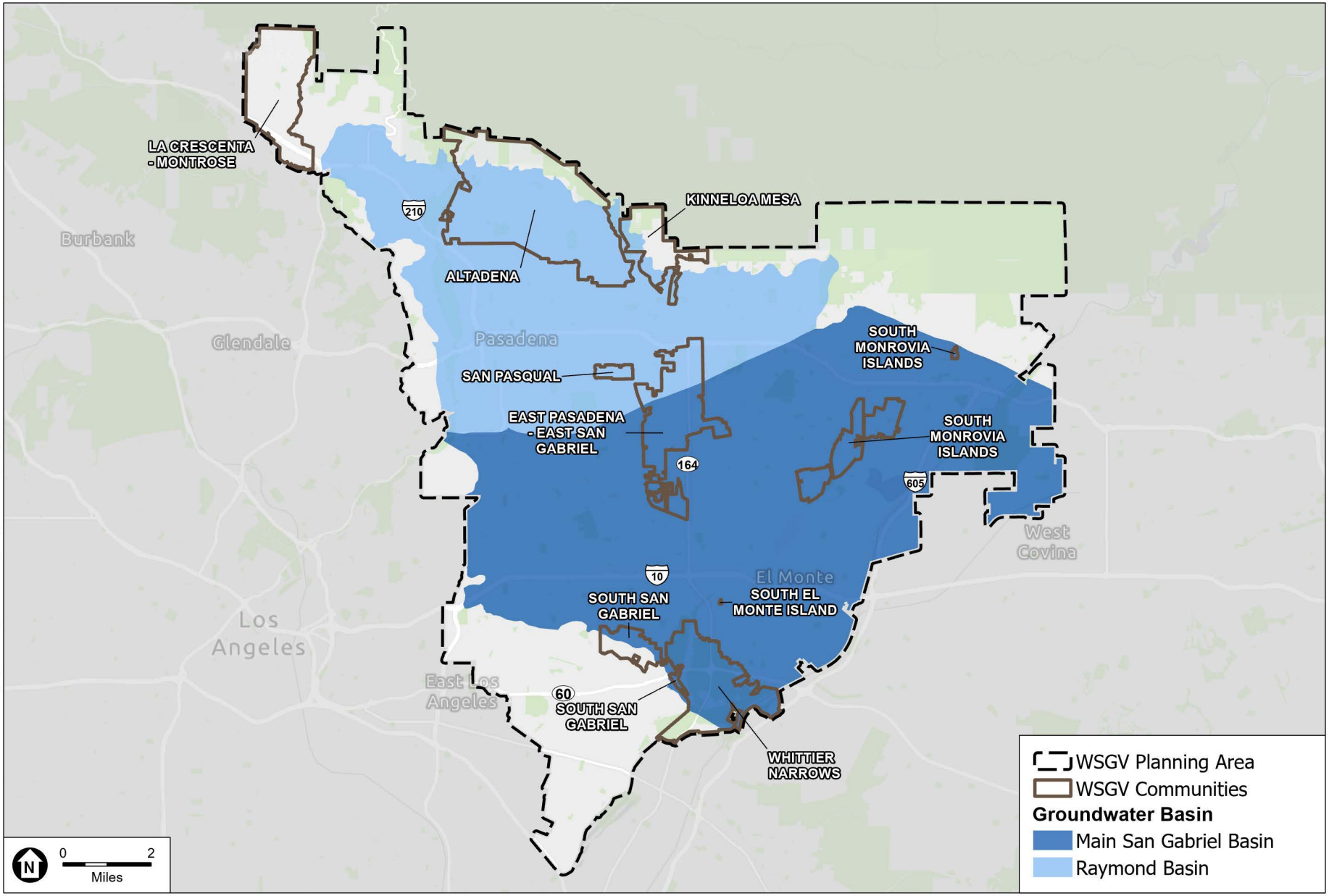
San Gabriel Valley Groundwater Basin

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, also located in Los Angeles County. This groundwater 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 River drainages have their headwaters in the San Gabriel Mountains, then surface water flows southwest across the San Gabriel Valley and exits through the Whittier Narrows, a gap between the Montebello Hills and Puente Hills. Annual precipitation in this groundwater basin ranges from 15 to 31 inches, and averages around 19 inches (DWR 2003a).

Recharge of this groundwater 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 frontage (DWR 2003a).

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[1] (DWR 2024). 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 2024).

[1] Based on the eight components established in Section 10933(b) of the California Water Code Section, groundwater basins within California are categorized as either high-, medium-, low-, or very low-priority. SGMA requires medium- and high-priority groundwater basins to develop groundwater sustainability agencies (GSAs), develop groundwater sustainability plans (GSPs) and manage groundwater for long-term sustainability.



Path: U:\GIS\GIS\Projects\19xxxx\D2019006435_03_WSGV\03_Project\WSGV_Area_Plan\WSGV_Area_Plan.aprx Figure 4.10-2 Groundwater Basins, JNielsen 5/2/2024

SOURCE: County of Los Angeles, 2021; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.10-2
Groundwater Basins within the WSGV Planning Area

ESA

Groundwater delivered to customers continues to be of high quality and always meets federal and State drinking water standards. However, several contaminants are present in areas of this groundwater basin. Volatile Organic Compounds (VOCs) are the most prevalent contaminants found in this groundwater basin. Another common contaminant found is nitrate, primarily from fertilizers used during the San Gabriel Valley's agricultural period. Since 1997, additional contaminants have been detected including perchlorate, a solid rocket fuel ingredient; N-nitrosodimethylamine (NDMA), associated with liquid rocket fuel; 1,2,3-trichloropropane (1,2,3-TCP), a degreasing agent; hexavalent chromium, industrial sources; manganese, naturally occurring and industrial sources; and microplastics, consumer products (Watermaster 2023). Thirty groundwater treatment sites were operating in the service area of the Upper San Gabriel Valley Municipal Water District, whose service area spans more than half the Main San Gabriel Valley Groundwater Basin in the western part of the Valley (Los Angeles County 2014).

Raymond Groundwater Basin

The Raymond Groundwater Basin extends about 41 square miles beneath the northwestern portion of the San Gabriel Valley. The Raymond Groundwater Basin includes the water-bearing sediments bounded by the contact with consolidated basement rocks of the San Gabriel Mountains on the north and the San Rafael Hills on the southwest. The western boundary is delineated by a drainage divide at Pickens Canyon Wash and the southeast boundary is the Raymond Fault. Precipitation averages in this groundwater basin range from about 19 inches in valley to 25 inches in upland areas. The average annual precipitation over this groundwater basin is about 21 inches (Los Angeles County 2014).

Natural recharge to the basin is mainly from direct percolation of precipitation and percolation of ephemeral streamflow from the San Gabriel Mountains in the north. The principal streams bringing surface inflow are the Arroyo Seco, Eaton Creek, and Santa Anita Creek. Some stream runoff is diverted into spreading grounds and some is impounded behind small dams allowing the water to infiltrate and contribute to groundwater recharge of this groundwater basin. An unknown amount of underflow enters the basin from the San Gabriel Mountains through fracture systems (DWR 2003b).

According to the current data available through DWR's SGMA Basin Prioritization Dashboard, the Raymond Groundwater Basin is considered a very low priority basin due to the low groundwater use within the basin, which is less than 9,500 acre-feet (DWR 2024).

Portions of the Monk Hill Treatment System treats groundwater for perchlorate using ion exchange resin, for organic chemicals using liquid-phase granular activated carbon and have a capacity of 7,000 gallons per minute (gpm). Development of a perchlorate treatment system at the Sunset Treatment Plant is underway.

Flooding and Drainage

Flooding is inundation of normally dry land as a result of a rise in the level of surface waters or rapid accumulation of stormwater runoff. The Federal Emergency Management Agency (FEMA), through its Flood Insurance Rate Mapping (FIRM) program, designates areas where urban flooding could occur during 100-year and 500-year flood event. A 100-year flood event is defined as having a one-percent probability of occurring in a given year. 100-year floods can occur in consecutive years or periodically over one or more decades. A 500-year flood event is defined as having a 0.2-percent probability of

occurring in a given year. **Figure 4.10-3,** *FEMA Flood Zones within the WSGV Planning Area,* shows the mapped 100- and 500-year flood zones within the WSGV Planning Area.

As shown in Figure 4.10-3, there are various mapped 100-year flood zones in the southern portion of the WSGV Planning Area, with one partially within the southwestern portion of the unincorporated WSGV community of Whittier Narrows in the Whittier Narrows Flood Control Basin. In addition, there are various 500-year flood zones located in the southern and northwestern portions of the WSGV Planning Area and one small 500-year flood zone mapped in the northeastern portion of the Plan Area. None of the unincorporated WSGV communities contain a 500-year flood zone, with the exception of Altadena, as shown on Figure 4.10-3.

The Los Angeles River and the Rio Hondo are the primary drainage channels in the Los Angeles River watershed; the Rio Hondo connects the San Gabriel River at Whittier Narrows Dam to the Los Angeles River in the City of South Gate. Major flood control dams in the watershed include Pacoima Dam, Tujunga Dam, Devil's Gate Dam, Eaton Wash Dam, Santa Anita Dam, Sepulveda Dam, Hansen Dam, and several retention basins near the Sylmar neighborhood in the City of Los Angeles. These dams serve a vital role in flood protection and most of them also serve a vital water conservation role in the region (Los Angeles County 2014).

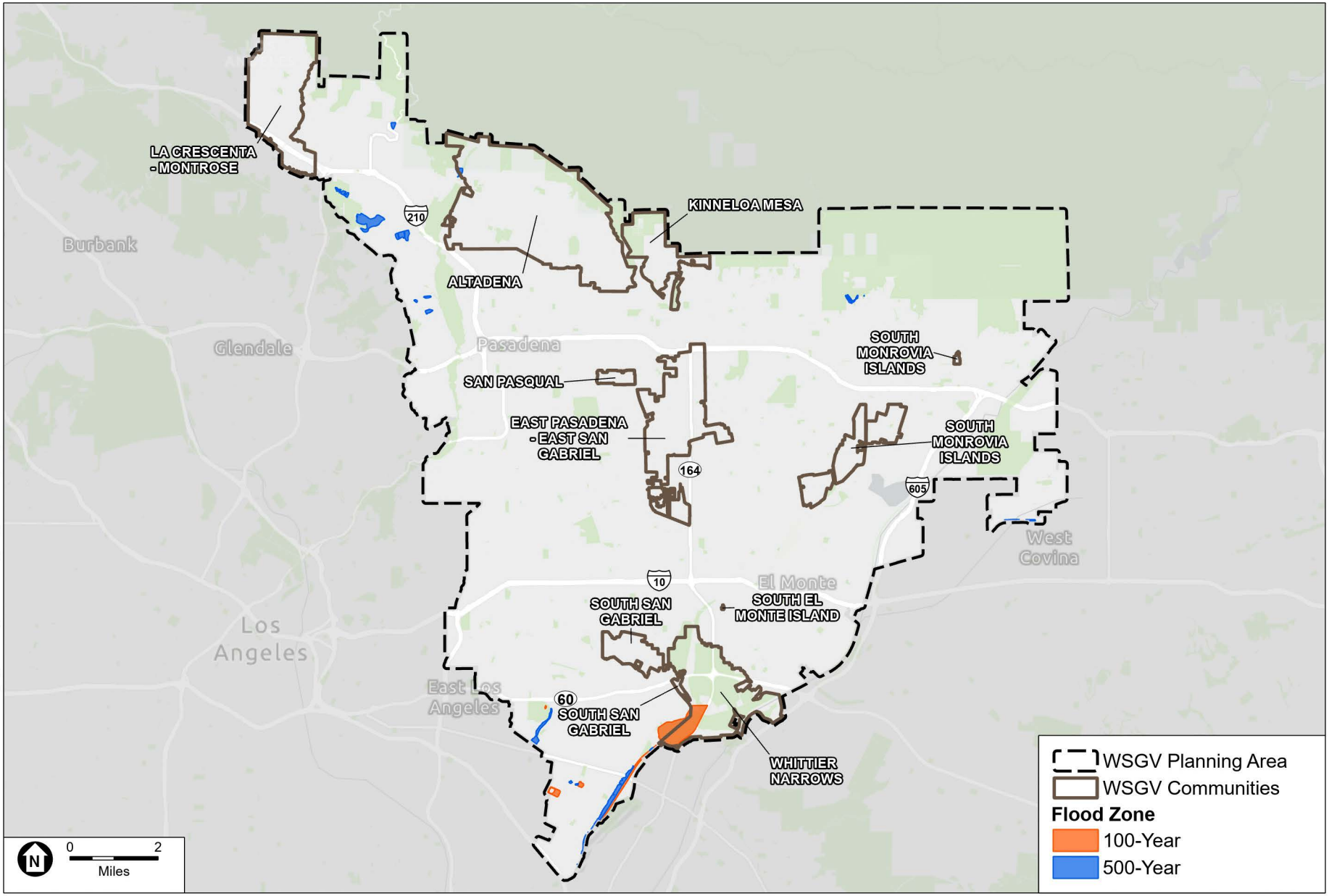
The San Gabriel River is the principal drainage channel in the San Gabriel River watershed. Major flood control dams in the watershed include Whittier Narrows Dam near the City of Pico Rivera, Santa Fe Dam in the City of Irwindale, and Morris and San Gabriel dams; the latter two are in the San Gabriel Mountains. Other important dams in this watershed include the Big Dalton Dam, San Dimas Dam, Live Oak Dam, Puddingstone Dam, Puddingstone Diversion Dam, and Thompson Creek Dam. These dams serve a vital role in flood protection and most of them also serve a vital water conservation role in the region (Los Angeles County 2014).

Tsunamis

A tsunami is a series of waves generated in the ocean by a rapid underwater disturbance (e.g., a submarine seismic, volcanic, or landslide event) that vertically displaces water. Low-lying coastal areas are susceptible to inundation or flooding due to tsunami events. The Los Angeles County Tsunami Hazard Areas Map created by the California Department of Conservation shows that no portion of the WSGV Planning Area is located within a tsunami inundation zone (DOC 2024).

Seiches

A seiche is defined as a surface water free or standing wave oscillation that is contained within a partially or completely enclosed basin. A seiche is initiated by some event occurring within the enclosed basin – commonly meteorologic (e.g., wind or pressure changes), geologic (e.g., earthquake), or other mass movement, such as a surface or subsurface landslide – which results in a sloshing of water within the basin as it reflects off the perimeter of the basin. The WSGV Planning Area includes the Morris S. Jones Reservoir and the reservoirs created by the San Gabriel Dam, the Morris Dam and the Santa Fe Dam. These areas could experience seiches under the right conditions.



Path: U:\GIS\GIS\Projects\19xxxx\D2019000435_03_WSGV\03_Project\WSGV_Area_Plan\WSGV_Area_Plan.aprx Figure 4.10-3 FEMA Flood Zones, jmckay 4/30/2024

SOURCE: FEMA, 2024; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.10-3
FEMA Flood Zones within the WSGV Planning Area

ESA

Regulatory Setting

Federal Laws, Regulations, and Policies

Clean Water Act

The federal Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into "waters of the United States." The CWA specifies a variety of regulatory and non-regulatory mechanisms to reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. Some of these mechanisms are described below.

Section 303(d) – Total Maximum Daily Loads

Section 303(d) of the CWA requires states, territories, and authorized tribes to develop a list of water quality-limited segments of rivers and other water bodies under their jurisdiction. Those waters on the list do not meet water quality standards, even after point sources of pollution have installed the minimum required levels of pollution control technology. The law requires that these jurisdictions establish priority rankings for waters on the list and develop action plans, called Total Maximum Daily Loads (TMDLs), to improve water quality. These are action plans designed to improve the quality of water resources. As part of the TMDL process, municipalities must examine the water quality problems and identify sources of pollutants in order to create specific actions designed to improve water quality.

Section 401 – Water Quality Certification

Section 401 of the CWA requires every applicant for a federal permit or license for any activity that may result in a discharge to a water body to obtain a water quality certification that the proposed activity will comply with applicable water quality standards.

Section 402 – National Pollutant Discharge Elimination System Program

Section 402 of the CWA regulates point-source discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program. In California, the State Water Resources Control Board (SWRCB) oversees the NPDES program, which is administered by the Regional Water Quality Control Boards (RWQCBs). The NPDES program provides for both general permits (those that cover a number of similar or related activities) and individual permits. The NPDES program covers municipalities, industrial activities, and construction activities. The NPDES program includes an industrial stormwater permitting component that covers ten categories of industrial activity that require authorization under an NPDES industrial stormwater permit for stormwater discharges. Construction activities, also administered by the SWRCB as part of the NPDES Program, are discussed below.

Section 402(p) of the CWA, as amended by the Water Quality Act of 1987, requires NPDES permits for stormwater discharges from municipal separate storm sewer systems (MS4s), stormwater discharges associated with industrial activity (including construction activities), and designated stormwater discharges, which are considered significant contributors of pollutants to waters of the United States. On November 16, 1990, the United States Environmental Protection Agency (USEPA) published regulations (40 CFR Part 122), which prescribe permit application requirements for MS4s pursuant to CWA 402(p). On May 17, 1996, USEPA published an Interpretive Policy Memorandum on Reapplication Requirements for Municipal Separate Storm Sewer Systems, which provided guidance on permit application requirements for regulated MS4s. MS4 permits include requirements for postconstruction control of stormwater runoff in what is known as Provision C.3. The goal of Provision C.3 is for

Permittees to use their planning authorities to include appropriate source control, site design, and stormwater treatment measures in new development and redevelopment projects to address both soluble and insoluble stormwater runoff pollutant discharges and prevent increases in runoff flows from new development and redevelopment projects. This goal is to be accomplished primarily through the implementation of Low Impact Development (LID) techniques.

Section 404 – Discharge of Dredge or Fill Material

Section 404 of the CWA establishes a permit program, administered by the United States Army Corps of Engineers (USACE), to regulate the discharge of dredge or fill materials into waters of the U.S., including wetlands. Activities in waters of the U.S. that are regulated under this program include fills for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports), and conversion of wetlands to uplands for farming and forestry. CWA Section 404 permits are issued by USACE.

National Flood Insurance Act

The U.S. Congress passed the National Flood Insurance Act (NFIA) in 1968 and the Flood Disaster Protection Act in 1973 to restrict certain types of development on floodplains and to provide for a national flood insurance program (NFIP). The purpose of these acts is to reduce the need for large, publicly funded flood control structures and disaster relief. The NFIP is a federal program administered by the Flood Insurance Administration of FEMA. It enables individuals who have property (a building or its contents) within the 100-year floodplain to purchase insurance against flood losses. Community participation and eligibility, flood hazard identification, mapping, and floodplain management aspects are administered by state and local programs and support directorate within FEMA. FEMA works with the states and local communities to identify flood hazard areas and publishes a flood hazard boundary map for each of those areas. Floodplain mapping is an ongoing process and flood maps for areas that have been mapped must be regularly updated for both major rivers and tributaries as land uses and development patterns change.

Executive Order 11988

Executive Order 11988 directs federal agencies to avoid to the extent practicable and feasible short- and long-term adverse impacts associated with the occupancy and modifications of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. Furthermore, this Executive Order requires the prevention of uneconomic, hazardous, or incompatible use of floodplains; protection and preservation of the natural and beneficial floodplain values; and consistency with the standards and criteria of the NFIP.

Federal Antidegradation Policy, 40 Code of Federal Regulations 131.12

The Federal Antidegradation Policy was released in 1968 and was included in the USEPA's first Water Quality Standards Regulation. The Antidegradation Policy represents a three-tiered approach to maintaining and protecting water quality. First, all existing beneficial uses and levels of water quality necessary to protect those uses must be preserved and protected from degradation. Second, water quality must be protected in areas where the quality cannot support the propagation of fish, shellfish, and wildlife and recreation ("fishable/swimmable"). Third, the policy provides special protection of waters for which the ordinary water quality criteria are not sufficient. These waters are called "Outstanding National Resources Waters" and have been designated as unique or ecologically sensitive. If an activity is going to be allowed to

degrade or lower water quality (in situations where existing water quality is higher than that needed to maintain established beneficial uses), the Antidegradation Policy requires that proposed projects meet the following criteria: (1) The activity is necessary to accommodate important economic or social development in the area; and (2) water quality is adequate to protect and fully maintain existing beneficial uses.

National Toxics Rule

In 1992, the USEPA promulgated the National Toxics Rule under the CWA to establish numeric criteria for priority toxic pollutants for 14 states to bring all states into compliance with the requirements of Section 303(c)(2)(B) of the CWA. The National Toxics Rule established water quality standards for 42 pollutants not covered under California's statewide water quality regulations at that time. As a result of the court ordered revocation of California's statewide Basin Plans in September 1994, the USEPA initiated efforts to promulgate additional federal water quality standards for California. In May 2000, the USEPA issued the California Toxics Rule, which includes all the priority pollutants for which USEPA has issued numeric criteria not included in the National Toxics Rule. The California Toxics Rule is discussed in greater detail below in the *State* subsection.

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA), administered by the USEPA in coordination with the states, is the main federal law that ensures the quality of drinking water. Under the SDWA, the USEPA sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement those standards. The Department of Public Health administers the regulations contained in the SDWA in the State of California.

State Laws, Regulations, and Policies

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Water Code Sections 13000 et seq.), enacted 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 three years. Compliance with basin plans is primarily achieved through implementation of the NPDES, which regulates waste discharges as discussed above.

The Porter-Cologne Act also 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 Best Management Practices (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).

California Toxics Rule

The California Toxics Rule (40 CFR 131.38) is a USEPA-issued federal regulation that provides water quality criteria for potentially toxic constituents in California surface waters with designated uses related to human health or aquatic life. The rule fills a gap in California water quality standards that was created in 1994 when a state court overturned the state's water quality control plans containing water quality criteria for priority toxic pollutants. These federal criteria are legally applicable in the State of California for inland surface waters, enclosed bays, and estuaries for all purposes and programs under the CWA. The California Toxics Rule establishes two types of aquatic life criteria: (1) Acute criteria represent the highest concentration of a pollutant to which aquatic life can be exposed for a short period of time without harmful effects;[2] and (2) Chronic criteria equal the highest concentration to which aquatic life can be exposed for an extended period of time (four days) without deleterious effects. Due to the intermittent nature of stormwater runoff, especially in Southern California, the acute criteria are considered to be more applicable to stormwater conditions than chronic criteria.

State Antidegradation Policy

Under the State's Antidegradation Policy as set forth in SWRCB Resolution No. 68-16, whenever the existing quality of waters is better than what is needed to protect present and future beneficial uses, such existing quality must be maintained. This State policy has been adopted as a water quality objective in all the state's Basin Plans. The State policy establishes a two-step process to determine if discharges with the potential to degrade the water quality of surface or groundwater will be allowed. The first step requires that, where a discharge would degrade high-quality water, the discharge may be allowed only if any change in water quality would be consistent with the maximum benefit to the people of the state, not reasonably affect present and anticipated beneficial uses of such water or result in water quality that is not less than that which is prescribed in State policies (i.e., Basin Plans). The second step (as set forth in SWRCB Resolution No. 68-16) states that any activity resulting in discharge to high-quality waters is required to use the best practicable treatment or control of the discharge necessary in order to avoid the occurrence of pollution or nuisance and to maintain the "highest water quality consistent with the maximum benefit to the people of the state." The State policy applies to both surface and groundwater, as well as to both existing and potential beneficial uses of the applicable waters.

National Pollutant Discharge Elimination System Permit Program

As indicated above, in California, the NPDES stormwater permitting program is administered by the SWRCB through its nine RWQCBs. In the WSGV Planning Area, the NPDES stormwater permitting program is implemented and enforced by the LARWQCB (Region 4). The following NPDES permits address stormwater and dewatering.

Construction General Permit

The SWRCB adopted the original Construction General Permit for Stormwater Discharges from Construction Activities on September 2, 2009 (Order No. 2009-0009-DWQ, General NPDES Permit No. CAS000002) and recently adopted the updated Construction General Permit on September 8, 2022 (Order

[2] The rule does not specify timeframe for "acute." Standard practice would likely imply that any condition that is permanent or semi-permanent is chronic; all else would be short-term.

No. 2022-0057-DWQ). The Construction General Permit regulates construction activity, including clearing, grading, and excavation of areas one acre or more in size, and prohibits the discharge of materials other than stormwater, authorized non-stormwater discharges, and all discharges that contain a hazardous substance, unless a separate NPDES permit has been issued for those discharges.

For all construction activities disturbing one acre of land or more, California mandates the development and implementation of Stormwater Pollution Prevention Plans (SWPPP). The SWPPP documents the selection and implementation of best management practices (BMPs) to prevent discharges of water pollutants to surface or groundwater. The SWPPP also charges owners with stormwater quality management responsibilities. The developer or contractor for a construction site subject to the Construction General Permit must prepare and implement a SWPPP that meets the requirements of the Construction General Permit.[3] The purpose of a SWPPP is to identify potential sources and types of pollutants associated with construction activity and list BMPs that would prohibit pollutants from being discharged from the construction site into the public stormwater system. BMPs typically address stabilization of construction areas, minimization of erosion during construction, sediment control, control of pollutants from construction materials, and post-construction stormwater management (e.g., the minimization of impervious surfaces or treatment of stormwater runoff). Routine inspection of all BMPs is required under the provisions of the Construction General Permit. In addition, the SWPPP is required to contain a visual monitoring program, a chemical monitoring program for non-visible pollutants, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

A site-specific SWPPP could include, but is not limited to the following BMPs:

- Erosion Control BMPs –protect the soil surface and prevent soil particles from detaching. Selection of the appropriate erosion control BMPs would be based on minimizing areas of disturbance, stabilizing disturbed areas, and protecting slopes/channels. Such BMPs may include, but would not be limited to, use of geotextiles and mats, earth dikes, drainage swales, and slope drains.
- Sediment Control BMPs –treatment controls that trap soil particles that have been detached by water or wind. Selection of the appropriate sediment control BMPs would be based on keeping sediments on-site and controlling the site boundaries. These BMPs may include, but would not be limited, to use of silt fences, sediment traps, and sandbag barriers, street sweeping and vacuuming, and storm drain inlet protection.
- Wind Erosion Control BMPs –applying water to prevent or minimize dust nuisance.
- Tracking Control BMPs –preventing or reducing the tracking of sediment off-site by vehicles leaving the construction area. These BMPs include street sweeping and vacuuming. Project sites are required to maintain a stabilized construction entrance to prevent off-site tracking of sediment and debris.
- Non-Stormwater Management BMPs – also referred to as "good housekeeping practices," keeping a clean, orderly construction site.
- Waste Management and Materials Pollution Control BMPs –implementing procedural and structural BMPs for handling, storing, and disposing of wastes generated by a construction project to prevent the release of waste materials into stormwater runoff or discharges through the proper management of construction waste.

[3] Construction Stormwater Program, State Water Resources Control Board, October 30, 2019, https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.html. Accessed July 12, 2022.

To obtain coverage under the Construction General Permit, a developer is required to file a Notice of Intent (NOI) with the appropriate RWQCB and provide proof of the NOI prior to applying for a grading or building permit from the local jurisdiction and must prepare a State SWPPP that incorporates the minimum BMPs required under the permit as well as appropriate project specific BMPs. The SWPPP must be completed and certified by the developer, and BMPs must be implemented prior to the commencement of construction and may require modification during the course of construction as conditions warrant. When project construction is complete, the developer is required to file a Notice of Termination with the RWQCB certifying that all the conditions of the Construction General permit, including conditions necessary for termination, have been met.

Construction: NPDES Permit for Discharges of Groundwater from Construction and Project Dewatering

Dewatering operations are practices that discharge non-stormwater, such as ground water, that must be removed from a work location to proceed with construction into the drainage system. Discharges from dewatering operations can contain high levels of fine sediments, which if not properly treated, could lead to exceedance of the NPDES requirements. A NPDES Permit for dewatering discharges was adopted by the LARWQCB on September 13, 2018 (Order No. R4-2018-0125, General NPDES Permit No. CAG994004). Similar to the Construction General Permit, to be authorized to discharge under this Permit, the developer must submit a NOI to discharge groundwater generated from dewatering operations during construction in accordance with the requirements of this Permit. In accordance with the NOI, among other requirements and actions, the discharger must demonstrate that the discharges will not cause or contribute to a violation of any applicable water quality objective/criteria for the receiving waters. The discharger must obtain and analyze (using appropriate methods) a representative sample of the groundwater to be treated and discharged under the Permit. The analytical method used shall be capable of achieving a detection limit at or below the minimum level. The discharger must also provide a feasibility study on conservation, reuse, and/or alternative disposal methods of the wastewater and provide a flow diagram of the influent to the discharge point.

Operation: Los Angeles County Municipal Stormwater NPDES Program

The County of Los Angeles, City of Los Angeles, and Culver City are Co-Permittees under the Los Angeles County MS4 Permit (Order No. R4-2021-0105, NPDES Permit No. CAS004004, effective September 11, 2021). The Los Angeles County MS4 Permit has been determined by the SWRCB to be consistent with the requirements of the CWA and the Porter-Cologne Act for discharges through the public storm drains in Los Angeles County to statutorily-defined waters of the United States (33 United States Code [USC] Section 1342(p); 33 CFR Part 328.11). On September 8, 2016, the LARWQCB amended the Los Angeles County MS4 Permit. Under the amended Los Angeles County MS4 Permit, the County and both Cities are required to implement development planning guidance and control measures that control and mitigate stormwater quality and runoff volume impacts to receiving waters as a result of new development and redevelopment. The County and both Cities also are required to implement other municipal source detection and elimination programs, as well as maintenance measures.

Under the Los Angeles County MS4 Permit, permittees are required to implement a development planning program to address stormwater pollution. This program requires project applicants for certain types of projects to implement a LID Plan. The purpose of the LID Plan is to reduce the discharge of pollutants in stormwater by outlining BMPs, which must be incorporated into the design of new

development and redevelopment. These treatment control BMPs must be sufficiently designed and constructed to treat or retain the greater of an 85th percentile rain event or first 0.75 inch of stormwater runoff from a storm event.

The Los Angeles County MS4 Permit (Part VIII.F.4, Priority Development Project Structural BMP Performance Requirements) includes design requirements for new development and substantial redevelopment. These requirements apply to all projects that create or replace more than 5,000 square feet (sf) of impervious cover. Where redevelopment results in an alteration to more than 50 percent of impervious surfaces of a previously existing development and the existing development was not subject to post-construction stormwater quality control requirements (i.e., the existing development already has BMPs that comply with the MS4 Permit requirements), the entire project would be subject to post-construction stormwater quality control measures.

The Los Angeles County MS4 Permit contains provisions for implementation and enforcement of the Stormwater Management Program (SMP). The objective of the SMP is to reduce pollutants in urban stormwater discharges to the "maximum extent practicable" to attain water quality objectives and protect the beneficial uses of receiving waters in Los Angeles County. Special provisions are provided in the Los Angeles County MS4 Permit to facilitate implementation of the SMP. In addition, the Los Angeles County MS4 Permit requires that permittees implement a LID Plan, as discussed above, that designates BMPs that must be used in specified categories of development projects to infiltrate water, filter, or treat stormwater runoff; control peak flow discharge; and reduce the post-project discharge of pollutants into stormwater conveyance systems.

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 either groundwater basin within the WSGV Planning Area. 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 San Gabriel Valley Groundwater Basin and described a program for management of water in the Basin. In 1984, the Raymond Basin Judgment was amended to form the Management Board which now serves as Watermaster. The Management Board oversees the implementation of the adjudication provisions of the Judgment and approves plans for storage of local and imported water in the Raymond Groundwater Basin.

Regional 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:

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.

County of Los Angeles Municipal Separate Storm Sewer System Permit

The WSGV Planning Area is subject to the waste discharge requirements of the NPDES Permit No. CAS004001 and the County of Los Angeles MS4 Permit (Order No. R4-2021-0105, NPDES Permit No. CAS004004) adopted on September 11, 2021. The Los Angeles County Flood Control District, Los Angeles County, and 84 incorporated cities in Los Angeles County (except the City of Long Beach) are permittees under the MS4 Permit. The permit contains requirements that are necessary to improve efforts to reduce the discharge of pollutants in stormwater runoff to the maximum extent practicable and achieve water quality standards. This permit requires that runoff is addressed during the major phases of urban development (planning, construction, and operation) in order to reduce the discharge of pollutants from stormwater to the maximum extent practicable, effectively prohibit non-stormwater discharges and protect receiving waters. The MS4 Permit also includes construction requirements for implementation of

minimum construction site BMPs for erosion, sediment, non-stormwater management and waste management on construction sites.

Los Angeles County Low Impact Development Ordinance

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 (Order No. R4-2021-0105, NPDES Permit No. CAS004004). LID is a design strategy using naturalistic, on-site 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. 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. In 2014 the County of Los Angeles revised LID requirements for development occurring within unincorporated portions of the County of Los Angeles.

4.10.2 Environmental Impacts

Methodology

As described in Chapter 3, *Project Description*, the WSGVAP is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the WSGVAP would encourage development in a manner consistent with the WSGVAP, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the WSGV Planning Area. Rather, it assesses the impacts associated with the proposed modifications to existing land uses and zoning and the associated overall effects of buildout of the WSGVAP through the buildout horizon of 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted, because the specific location, timing, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, where detailed analysis would be speculative and, therefore, beyond the scope of this Draft PEIR.

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, this analysis assumes that future projects developed under the WSGVAP would comply with all relevant federal, state, and local laws, ordinances, and regulations.

Significance Thresholds

Consistent with the California Environmental Quality Act (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.

Proposed Project Characteristics and Relevant WSGVAP Goals and Policies

The WSGVAP is intended to the guide long-term growth of the WSGV Planning Area, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. Since the WSGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time.

WSGVAP Goals and Policies

The following WSGVAP goals and policies are relevant to hydrology and water quality:

Land Use Element

Goal LU-5: A resilient and sustainable community that balances development with the conservation of natural resources.

Policy LU-5.10: Implement green infrastructure for water management. Encourage the implementation of sustainable strategies to increase the use of permeable pavements, rain gardens, bioswales with locally native plants, green roofs, and other strategies, aimed at enhancing stormwater absorption, slowing runoff, and improving water quality.

Policy LU-5.11: Support gray water and water reuse technologies. Encourage and promote the installation of gray water infrastructure and water reuse and capture technologies for existing residential and small-scale development.

Policy LU-5.12: Protect and enhance waterways. Protect, restore, and enhance stormwater channels, rivers, creeks, and waterways, as critical natural resources that link unincorporated WSGV communities to natural assets.

Policy LU-5.13: Provide buffers for waterways. Support protection and restoration of native vegetation buffers and upland habitats for waterways, creeks, rivers, and wetlands.

Goal LU-10: Resilient and sustainable communities that are adapted to climate change and provide equitable access to essential resources.

Policy LU-10.3: Mitigate flood hazards. Mitigate future increases in flood hazards and minimize flood risk in the foothills of the San Gabriel Mountains, along the San Gabriel River, and in the valley areas through the development of multi-benefit open spaces for public use, flood attenuation, water infiltration, water quality improvements, and habitat conservation.

Conservation and Open Space Element

Goal COS-7: Watersheds are preserved and protected from the impacts of development, recreation, and agricultural uses, ensuring their ecological integrity and function for future generations.

Policy COS-7.1: Design infrastructure for watershed protection. Ensure that all development projects incorporate natural infrastructure to protect and enhance the absorption, purification, and retention functions of natural drainage systems. Development should align with existing hydrological patterns, restore disturbed or degraded natural drainage systems, and incorporate sufficient buffer zones around sensitive water resources and habitats to preserve biological integrity and minimize development impacts.

Policy COS-7.2: Prevent soil and water contamination. Promote best practices that ensure clean and safe surface water, groundwater, and soil. Support the prevention of point and non-point source water pollution and the disposal of any byproducts of human, crop-based agricultural or equestrian activities in or near any drainage course.

Goal COS-8: Local waterways are maintained to mimic the hydrologic cycle, provide ecosystem services, and support both locally native and migratory species.

Policy COS-8.1: Promote healthy streambeds and rivers. Support healthy streams, rivers, and their associated riparian ecosystems by dechannelizing rivers and streambeds and restoring natural riparian vegetation to promote wildlife usage, where and when feasible.

Policy COS-8.2: **Naturalized water channels.** Prioritize the use of bioengineering alternatives over traditional "hard" solutions such as concrete or riprap for flood protection, where feasible. Favor naturalistic, ecologically sensitive approaches that align with stream preservation and ecological integrity.

Policy COS-8.3: Multi-benefit spaces for water quality improvements. Provide multi-benefit spaces incorporating environmental services with water quality improvements. These can include slowing and capturing water for groundwater recharge, installing bioswales, using locally native vegetation, and creating habitats for birds and pollinators. Provide public access where feasible.

Goal COS-9: Streams, wetlands, natural drainage channels, riparian habitat, and other natural intermittent and perennial waterbodies that are protected, preserved, and restored.

Policy COS-9.3: Limit stream alterations. Restrict the channelization or other significant alteration of streams, except under specific conditions: (1) necessary water supply projects where no feasible alternative exists; (2) flood protection for existing development where no other feasible alternative exists, as approved by the County; or (3) the improvement of fish and wildlife habitat. Ensure that any permitted alterations minimize groundwater depletion and include comprehensive mitigation measures.

Policy COS-9.4: Prohibit alteration of streams for stream crossings. Protect existing stream resources by prohibiting alteration or modifications that could affect water quality or watershed health. Set a minimum distance for bridge columns to be located outside streambeds and banks. Wherever possible, shared bridges shall be used.

Public Services and Facilities Element

Goal PSF-4: Public facilities and services are cost-effective, sustainable, and resilient.

Policy PSF-4.2: Incorporate green stormwater infrastructure. Integrate green infrastructure into parks and open space designs for effective stormwater management, such as rain gardens, bioswales, permeable pavements and the other groundwater retention features.

Impact Analysis

Impact 4.10-1: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less-Than-Significant Impact. Impacts on water quality are closely related to the hydrologic context of the WSGV Planning Area and the sources and types of pollutants that can further degrade or impair the area's water resources. The WSGV Planning Area is generally a developed, urban environment with limited vacant parcels, where the sources and types of stormwater pollutants are typical of an urban setting. Impervious surfaces are typical in urban environments and generate higher runoff volumes than pervious surfaces. In addition, impervious surfaces collect urban pollutants that can be mobilized during a rain fall event. Thus, increasing impervious surfaces may also increase the amount of urban pollution in storm water runoff (e.g., sediment, fertilizers, bacteria, metal, trash, etc.). Other sources of water quality

impacts include direct discharge associated with industrial/commercial activities, automobiles, agriculture, and herbicides. Pollutant sources may be generated by past waste disposal practices and chemicals and fertilizers applied to landscaping. Contaminants may include sediment, Polychlorinated Biphenyls (PCBs), mercury, fuels and oils, metals, pesticides, nutrients, bacteria, and trash.

The WSGVAP is a long-range policy document intended to guide long-term growth in the WSGV Planning Area through the buildout horizon of 2045. Future growth projected with implementation of the WSGVAP is anticipated to result in approximately 25,954 new residents, 10,874 new jobs, and 16,243 new housing units (refer to Table 4.14-5 in Section 4.14, *Population and Housing).* While the WSGVAP itself does not include any physical development, future projects developed under the WSGVAP could increase population growth within the WSGV Planning Area, which in turn could increase impervious surfaces or sources of pollutants. However, adoption of the WSGVAP would increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways through infill development and redevelopment as well as within select areas near commercial corridors and transit with low existing residential density. The areas identified for growth under the WSGVAP are already in urban, developed areas with impervious surfaces, where increases in intensity is not anticipated to result in a significant increase in runoff from existing conditions.

In addition, a primary land use strategy of the WSGVAP is to decrease densities and development intensities in hazard areas, wildland urban interface (WUI) areas, and areas within or adjacent to natural resource areas. This land use strategy would help to focus growth and development in urban areas and reduce the amount of future impervious surfaces within more rural and/or less developed areas of the WSGV Planning Area.

Nevertheless, future projects developed under the WSGVAP could include activities that create an impact to surface or groundwater quality. Construction activities associated with new development in the WSGV Planning Area would generally be expected to result in ground-disturbing activities, such as trenching, excavation, and grading. When lands are disturbed by construction activities, the potential for soil erosion and sedimentation greatly increases. Disturbed soils are typically more susceptible to higher rates of erosion from precipitation and wind, resulting in transport of sediment in runoff, which could adversely affect receiving water quality. Additionally, heavy construction equipment would be expected to be used, such as bulldozers, graders, earth movers, heavy trucks, trenchers, and other machinery. These types of machinery could contribute pollutants in runoff including but not limited to: fuels, oil, lubricants, antifreeze, or hydraulic fluid. Additionally, contaminants originating from construction sites may include larger constituents, such as trash and construction debris. Sedimentation and polluted construction runoff can enter stormwater or nearby water bodies and introduce polluted or contaminated water, which would adversely affect water quality.

However, future projects developed under the WSGVAP that would disturb one acre or more would be required to comply with NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, NPDES No. CAS000002). The Construction General Permit requires preparation and implementation of a SWPPP, which requires applications of BMPs to control run-on and runoff from construction work sites. The BMPs would include, but would not be limited to, physical barriers to prevent erosion and sedimentation, construction of sedimentation basins, limitations on work periods during storm events, use of infiltration swales,

protection of stockpiled materials, and a variety of other measures that would substantially reduce or prevent erosion from occurring during construction. Future projects that would disturb less than one acre of land but are part of a larger common plan of development that in total disturbs one or more acres, would also be regulated under the Construction General Permit.

In addition, some construction activities, such as excavation and trenching have the potential to encounter shallow water, which would require dewatering of the site. If improperly managed, these dewatering activities could result in discharge of contaminated groundwater. In accordance with the General NPDES Permit for Discharges of Groundwater from Construction and Project Dewatering Permit No. CAG994004 and the Permit Order No. R4-2018-0125 issued by LARWQCB, any contaminated groundwater would be treated prior to discharge or disposed of at an appropriate disposal facility or wastewater treatment plant. Also, discharges of dewatered groundwater to a storm drain must be conducted in a manner that complies with the Los Angeles MS4 Permit No. Order No. R4-2021-0105/ NPDES Permit No. CAS004004. All dewatering activities must also comply with the requirements of the Chapter 12.80, *Stormwater and Runoff Pollution Controls,* of the County Code.

For future projects developed under the WSGVAP that would disturb less than one acre would be subject to the requirements of the applicable Los Angeles County MS4 Permit (current MS4 permit is Order No. R4-2021-0105, NPDES Permit No. CAS004004)). The MS4 Permit also requires implementation of minimum construction site BMPs for erosion, sediment, non-stormwater management and waste management on construction sites. In addition, the County's LID Standards Manual provides additional guidance to project applicants to help comply with the requirements of the NPDES MS4 Permit. The LID Standards Manual provides guidance for the implementation of stormwater quality control measures in new development and redevelopment project 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.

Future projects developed under the WSGVAP would be required to submit a LID Plan for review and approval by the Director of Public Works. The LID Plan must provide a comprehensive, technical discussion of how a proposed project would comply with the requirements of the LID Ordinance and LID Standards Manual. A project's compliance with the requirements regarding preparation of a project-specific LID Plan, applicable conditions or the LID Ordinance, and adherence to the Standards Manual would be sufficient to address potential impacts related to water quality impacts from stormwater and non-stormwater discharges. Therefore, compliance with the regional and local water quality and waste discharge requirements and permits would minimize risks of violating water quality standards or waste discharge requirements during construction of future development under the WSGVAP.

Once construction is completed, future development would also be required to comply with the Los Angeles County MS4 Permit (Order No. R4-2021-0105, NPDES Permit No. CAS004004), County LID Ordinance, and the requirements of the County Code. Requirements of these permits and ordinances include incorporating operational BMPs and LID features into project designs to minimize soil erosion and discharge of stormwater pollutants throughout the life of the projects. Operation BMPs could include, but are not limited to, bioswales, rainwater cisterns, rain gardens, permeable pavements, and infiltration BMPs, such as bio-retention basins. Implementation of the requirements and standards required by these permits and ordinances would reduce the volume of runoff from impervious surfaces and increase the

amount of natural filtration of pollutants from stormwater occurring on site, generally improving the quality of stormwater before it enters the County's stormwater system.

In addition to regulatory compliance, the Land Use and the Conservation and Open Space Elements of the WSGVAP include goals and policies to protect water quality and watersheds and waterways, improve water quality with green infrastructure and incorporation of BMPs, provide vegetated buffers between waterways and development, and prevent water contamination, as listed above. The WSGVAP goals and policies related to water quality are intended to supplement the similar goals and policies of the General Plan for the WSGV Planning Area.

Future projects developed under the WSGVAP would be subject to subject to subsequent planning and environmental review in accordance with County permitting requirements and CEQA. As part of subsequent planning and environmental review, future projects developed under the WSGVAP would also be required to demonstrate compliance with all applicable federal, State, and local laws, regulations, and permits as well as demonstrate consistency with the goals and policies of the General Plan and WSGVAP. In addition, subsequent environmental review would evaluate future projects for impacts to water quality on a project-by-project basis and mitigate any potentially significant impacts to the greatest extent feasible. . Therefore, implementation of the WSGVAP would not violate water quality standards, waste discharge requirements, or otherwise substantially degrade surface or groundwater quality. Impacts are considered less than significant.

Impact 4.10-2: 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?

Less-Than-Significant Impact. Future growth projected with implementation of the WSGVAP is anticipated to result in approximately 25,954 new residents, 10,874 new jobs, and 16,243 new housing units, which would increase the demand for water, which in turn could lead to groundwater pumping. As discussed in Section 4.19, *Utilities and Service Systems,* the water service in WSGV Planning Area is provided Metropolitan Water District (MWD), which provides water imported from the Colorado River and the State Water Project in Northern California. While the County is not in control over the sources of its water supply provided by MWD, the groundwater basins pumped by water agencies are regulated by the SGMA as well as individual basin plans, as applicable. Since the groundwater supply used by both of this water provider is regulated, there are limits on the amount of groundwater each provider can pump for potable use and for this reason, the potential for overdraft is limited. Additionally, this water provider does not rely soley on groundwater to service the WSGV Planning Area and would be able to utlize other sources of potable water to supplemental a decrease in the amount of available groundwater, if needed. Therefore, implementation of the WSGVAP is not aniticipated to deplete groundwater supplies.

In regard to groundwater recharge, a substantial increase in impervious sufaces in the WSGV Planning Area would limit future groundwater recharge via infiltration of pervious surfaces. As discussed above, the two groundwater basins that underlie the Plan Area are considered very low priority groundwater basins as a result of less than 9,500 AFY being pumped annually. The types of land uses currently in the WSGV Planning Area with a majority of pervious surface areas include parks and recreational facilities, open spaces, designated Significant Ecological Areas (SEAs), cemeteries, and waterways. The remainder of the WSGV Planning Area is already largely developed with land uses that require more impervious surface

area, such as residential, commercial, institutional, industrial, mixed use, utilities, and transportation uses. Adoption of the WSGVAP would increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways through infill development and redevelopment as well as within select areas near commercial corridors and transit with low existing residential density. The areas identified for growth under the WSGVAP are already in urban, developed areas with impervious surfaces, where increases in intensity would not result in substantial increases of impervious surfaces such that groundwater recharge would be hindered.

Furthermore, the land use and zoning modification included in the WSGVAP would also decrease densities and development intensities in hazard areas, WUI areas, and areas within or adjacent to natural resource areas. Implementation of this land use strategy would help to maintain the amount of pervious surfaces in these areas, which would continue to allow groundwater recharge. Therefore, implementation of the WSGVAP would not preclude groundwater recharge within the two underlying groundwater basins.

In addition, future projects developed under the WSGVAP would be subsequent planning and environmental review in accordance with County permitting requirements and CEQA. As part of subsequent planning and environmental review, future projects developed under the WSGVAP would also be required to demonstrate compliance with all applicable federal, State, and local laws, regulations, and permits as well as demonstrate consistency with the goals and policies of the General Plan and WSGVAP related to groundwater. In addition, subsequent environmental review would evaluate future projects for impacts to groundwater on a project-by-project basis and mitigate any potentially significant impacts to the greatest extent feasible. Therefore, implementation of the WSGVAP would not interfere with groundwater supplies or groundwater recharge. Impacts are considered less than significant.

Impact 4.10-3: Would the Project 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?

Less-Than-Significant Impact. The San Gabriel River is the major drainage that flows through the WSGV Planning Area. Implementation of the WSGVAP would not directly alter the course of the San Gabriel River, or any other streams or rivers within the WSGV Planning Area.

The WSGVAP includes goals and policies to protect water quality in watersheds and waterways, improve water quality with green infrastructure and incorporation of BMPs, provide vegetated buffers between waterways and development, and prevent water contamination, as listed above. The WSGVAP goals and policies related to water quality are intended to supplement the similar goals and policies of the General Plan for the WSGV Planning Area.

Future projects developed under the WSGVAP could contribute to the alteration of an existing drainage pattern of a site and/or new impervious surfaces, which could lead to increased erosion or pollution, or on or off-site flooding. However, all future projects would be required to comply with all applicable federal, State, and local laws, regulations, and ordinances related to drainage, including the NPDES permits and the County LID Ordinance and LID Standards Manual. Regulatory compliance would ensure impacts related to drainage would be reduced to a less-than-significant level.

Furthermore, future projects developed under the WSGVAP would not be expected to result in the direct or indirect alteration of the course of a stream or river or redirection of flood flows, as the proposed land use and zoning modifications would result in increased density in specific already urbanized parcels in the WSGV and the avoidance of sensitive areas for future development. No physical development in proximity to existing drainage courses is anticipated to result from implementation of the WSGVAP based on the nature and location of the proposed land use and density changes therein, which focuses development in already urbanized settings with little potential to affect streams or rivers or man-made drainage facilities.

As shown in Figure 4.10-3, the only unincorporated WSGV communities that contain FEMA-mapped floodplains are Altadena, which contains a small portion of a 500-year zone, and Whittier Narrows, which contains a 100-year zone. Since the proposed modifications to the land use pattern of the Plan Area under the WSGVAP would not place any additional density or future development within these designated flood hazard zones, impacts associated with flooding effects with a designated flood hazard area are considered less than significant.

As discussed previously, compliance with the Construction General Permit and MS4 Permit requirements would ensure that future construction activities implement BMPs to address pollution risk that could occur as a result of construction work. In addition, the County has prepared the LID Standards Manual to comply with the requirements of the NPDES MS4 Permit. The LID Standards Manual provides guidance for the implementation of stormwater quality control measures in new development and redevelopment project 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. Compliance with Construction General Permit and operational MS4 permit conditions and associated BMPs would preclude the potential for future projects within the Plan Area to result in substantial erosion or siltation or create new or increased pollutant loads in stormwater discharges. As such, impacts related to erosion and siltation and increased sources of polluted runoff would be less than significant.

In addition, the County's LID requirements also mandate that all projects limit stormwater discharges from each project site to pre-project flow conditions. Accordingly, future projects developed under the WSGVAP would be mandated by existing LID requirements to result in no net increase in off-site stormwater flows, which is achieved either through on-site infiltration or storage of stormwater generated on-site. As such, given compliance with applicable LID requirements, future projects allowable under the WSGVAP would not result in measurable increases to the rate, amount, or depth of surface runoff or the volume of stormwater flows entering the storm drain system. Therefore, impacts related to increases in stormwater flow rates, volumes, or depths and exceedance of the capacity of storm drainage systems serving the Plan Area would be less than significant. Furthermore, the existing General Plan and the

Health and Conservation and Open Space Element of the WSGVAP discourages development in flood hazard zones, floodplains, or flood prone areas.

Overall, compliance with the NPDES Construction General Permit, 2021 MS4 Permit, existing General Plan, and the Conservation and Open Space Element of the WSGVAP would reduce impacts related to alteration of the existing drainage pattern of the Plan Area, including through the alteration of a 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 result in substantial erosion or siltation on- or off-site; substantially increase the rate, amount, or depth of surface runoff in a manner which would result in flooding on- or off-site; 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 impede or redirect flood flows which would expose existing housing or other insurable structures in a designated 100-year flood hazard area or County Capital Flood floodplain to a significant risk of loss or damage involving flooding. Therefore, impacts are considered less than significant.

Impact 4.10-4: Would the Project 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?

Less-Than-Significant Impact. As discussed previously, there are various mapped 100- and 500-year flood zones in throughout the WSGV Planning Area. As shown in Figure 4.10-3, the only unincorporated WSGV communities that contain FEMA-mapped floodplains are Altadena, which contains a small portion of a 500-year zone, and Whittier Narrows, which contains a 100-year zone.

As shown in **Appendix C**, *WSGVAP Plan Area Communities: Land Use and Zoning Modification Maps,* the land use and zoning modifications proposed under the WSGVAP would not occur within these mapped flood zones and as such, future development under the Area Plan would not occur within a mapped flood zone. In addition, the County's General Plan and the WSGVAP discourage development in flood hazard zones, floodplains, or flood prone areas. Therefore, the Project would not 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. Impacts are considered less than significant.

Impact 4.10-5: Would the Project conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?

Less-Than-Significant Impact. As discussed under Impact 4.10-1, the County has prepared the LID Standards Manual to comply with the requirements of the NPDES MS4 Permit. The LID Standards Manual provides guidance for the implementation of stormwater quality control measures in new development and redevelopment project 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. As discussed previously, future projects developed under the WSGVAP would be required to comply with the LID Standards Manual, which would address potential impacts related to water quality impacts from stormwater and non-stormwater discharges and ensure compliance with the County's LID Ordinance.

In addition, future projects developed under the WSGVAP would be required to comply with all applicable federal, State, and local laws, regulations, and permits, including, but not limited to, the NPDES Construction General Permit and Discharges of Groundwater from Construction and Project Dewatering Permit, the Los Angeles County MS4 Permit, and the requirements of the County Code. Compliance with the provisions of these permits would ensure that future construction and operational activities are consistent with the County LID Ordinance. Furthermore, future projects would be required to demonstrate consistency with the General Plan and WSGVAP goals and policies related to LID development and water quality to minimize project-specific effects. Therefore, implementation of the WSGVAP would not conflict with the Los Angeles County Low Impact Development Ordinance. Impacts are considered less than significant.

Impact 4.10-6: Would the Project 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)?

Less-Than-Significant Impact. As discussed in Section 4.19, *Utilities and Service Systems*, the WSGV Planning Area is served by the Los Angeles County Sanitation Districts (LACSD). The WSGV Planning Area is a developed urban environment that includes an existing sewer system. Therefore, the potential for the use of on-site septic tank or alternative waste water disposal system is considered to be very low.

However, if a future project developed under the WSGVAP were to use an on-site septic tank or alternative waste water disposal system, future projects would be required to comply with all applicable State and County permitting requirements. The County requires a testing and permitting process, including project review, to be completed prior to installation of septic tanks or alternative waste water disposal systems. In addition, any new future development that proposed the use of a septic tank or alternative wastewater disposal system would be regulated by the Los Angeles County Department of Public Health (LACDPH) and the Land Use Program of the Environmental Health Division.

In addition, installation of a replacement of an onsite wastewater treatment system requires a permit obtained by the home or business property owners from the SWRCB. The permit includes a review of the project and must be completed prior to the construction of any septic tank or alternative waste water disposal system, and each system would be constructed within the parameters of the SWRCB's Water Quality Control Policy for Siting, Design, Operation, and Maintenance of Onsite Wastewater Treatment Systems. All system design approvals may also be required to be submitted to the County Building and Safety Department prior to obtaining building permits for proposed projects.

Furthermore, sandy loam soils, like those found in the WSGV Planning Area, are typically favorable for septic systems due to their ability to percolate and drain water quickly, although some areas of the Planning Area may be less favorable. Future projects developed under the WSGVAP would be subject to subsequent planning and environmental review in accordance with County permitting requirements, which would determine whether use of an on-site septic tank or alternative waste water disposal system would be appropriate on a site-specific basis. Therefore, while the potential for the use of an on-site septic tank or alternative waste water disposal system is considered very low with implementation of the WSGVAP, regulatory and permitting compliance would ensure impacts are less than significant.

Impact 4.10-7: Would the Project be located in a flood hazard, tsunami, or seiche zone and risk release of pollutants due to project inundation?

Less-Than-Significant Impact. As discussed above, implementation of the WSGVAP would not locate future development within a mapped flood zone within the WSGV Planning Area. Therefore, no impacts associated with flooding would occur with implementation of the WSGVAP.

The Los Angeles County Tsunami Hazard Areas Map created by the California Department of Conservation shows that the WSGV Planning Area is not within a tsunami inundation zone (DOC 2024). In addition, there are no large bodies of water within the WSGV Planning Area or within the nine WSGV Planning Area. Therefore, no impacts associated with tsunami or seiche would occur with implementation of the WSGVAP.

According to the Division of Safety of Dams of the California Department of Water Resources' Dam Breach Inundation Map Database, the WSGV Planning Area has several dams with mapped inundation areas, which typically follow downstream conditions; however, none of these dams are located within the nine unincorporated WSGV communities (DWR 2024). The dams within the WSGV Planning Area are flood control dams that do not impound substantial reservoirs for most of the year. These dams must meet safety requirements of, and are inspected annually by, the Division of Safety of Dams of the California Department of Water Resources. Therefore, no impacts associated with dam failure would occur with implementation of the WSGVAP.

Future projects developed under the WSGVAP could involve using or storing pollutants onsite. As discussed in Section 4.9, *Hazards and Hazardous Materials*, any future development or facility that would require the use or storage of hazardous materials (or other pollutants) would be required to prepare and implement a Hazardous Materials Business Plan (HMBP), SWPPP, and a Spill Prevention, Control, and Countermeasure (SPCC) Plan. Compliance with these plans would ensure that any hazardous materials on-site are properly contained to prevent accidental release. In the unlikely event of flooding, any hazardous materials would be stored properly to reduce the likelihood that flood waters would introduce pollutants into the environment. Furthermore, the County General Plan and the WSGVAP discourage development in flood hazard zones, floodplains, or flood prone areas, as discussed in greater detail above.

Therefore, regulatory compliance combined with consistency with the goals and policies of the existing General Plan and the WSGVAP would minimize impacts related to pollutant release due to inundation. For these reasons, impacts are considered less than significant.

Impact 4.10-8: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less-Than-Significant Impact. The WSGVAP is a long-range policy document intended to guide long-term growth in the WSGV by responding to local planning issues, guiding long-term development, enhancing community spaces, promoting a stable and livable environment that balances growth with preservation, and improving the quality of life. The WSGVAP would allow and encourage projects that would further its goals, policies and implementation actions and allow new development and redevelopment with the WSGV Planning Area at densities higher than currently exist, which could result in an incremental increase in groundwater use.

No GSPs has been prepared for the San Gabriel Valley or Raymond groundwater basins. As discussed in greater detail above, compliance with state and local regulations would ensure that water quality is maintained within the Plan Area, and thus implementation of the WSGVAP would not be expected to result in any conflicts with the applicable Basin Plan with regard to its water quality objectives and maintenance of beneficial uses in receiving waters. The groundwater basins that underlie the Plan Area are considered low priority as a result of less than 9,500 AFY being used. Future development that could contribute to groundwater effects would primarily include other infill and urban projects given the lack of large swaths of undeveloped land in the Plan Area. As such, future projects would primarily consist of infill or redevelopment and would not substantially increase the amount of impervious surface and/or increase the rate or amount of groundwater extraction such that supplies would be reduced or recharge would be interfered with.

In addition, future projects would be required to demonstrate consistency with the goals and policies of the WSGVAP, which promote improved water quality and groundwater sustainability in the WSGV Planning Area. Therefore, implementation of the WSGVAP would not substantially degrade water quality or conflict with a GSP. Impacts are considered less than significant.

Cumulative Impacts

For the purposes of this analysis of cumulative impacts related to hydrology and water quality, the geographic area of consideration consists of the Los Angeles and San Gabriel watersheds for impacts to surface water and erosion, siltation, and flooding and the San Gabriel Valley and Raymond groundwater basins for impacts related to groundwater. For all other issue areas, the geographic area of consideration for cumulative impacts consists of Los Angeles County, inclusive of both incorporated and unincorporated areas. These geographic scopes of analysis are appropriate for the analysis of hydrology and water quality as cumulative projects in combination with future development under the WSGVAP could result insignificant impacts if they result in violation of water quality standards or discharge requirements; surface or groundwater quality degradation; flooding, substantial interference with groundwater recharge or conflicts with groundwater management plans; conflicts with the County's LID Ordinance or water quality control plans; adverse effects from alternative wastewater systems; adverse effects from seiches or tsunamis; conflicts with water quality control plans or sustainable groundwater management plans; or interfere or impede sustainable groundwater management.

Impact 4.10-9: Would the Project, when combined with other past, present, or reasonably foreseeable projects, violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less-Than-Significant Cumulative Impact. The cumulative development of the Project when combined with other past, present, and foreseeably future projects could have the potential to impact surface water quality within the County. However, cumulative development would be required to adhere to regulations such as the Construction General Permit, the MS4 NPDES Permit and the County LID Standards Manual. Compliance with these regulations would require the implementation of BMPs to ensure surface and groundwater quality. Therefore, the Project's contribution to cumulative impacts would be less than cumulatively considerable with regulatory compliance. Cumulative impacts are considered less than significant.

Impact 4.10-10: 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 Cumulative Impact. The geographic scope for cumulative impacts related to groundwater impacts includes the service areas of the San Gabriel Valley and Raymond groundwater basins. As cumulative development growth occurs within the groundwater basins, the water purveyors that will serve the future development will use groundwater as well as other water supplies to meet the future demand. However, the water rights of each water purveyor that has rights to groundwater from the San Gabriel Valley and Raymond basins are limited based on the adjudication that established the pumping rights for each purveyor. Because groundwater withdrawals from these groundwater basins are limited based on that adjudication, compliance with the judgment that set pumping rights would eliminate the potential for the water agencies that will serve cumulative development growth to substantially impact the groundwater aquifers. Therefore, cumulative development would result in less-than-significant impacts on groundwater from the San Gabriel Valley and Raymond groundwater basins, and the Project's incremental contribution would not be cumulatively considerable. Cumulative impacts are considered less than significant.

Impact 4.10-11: Would the Project, when combined with other past, present, or reasonably foreseeable projects, substantially alter the existing drainage patterns?

Less-Than-Significant Cumulative Impact. The geographic scope considered for cumulative impacts to erosion, runoff, drainage, and flood hazards is the Los Angeles River and the San Gabriel watersheds. Implementation of cumulative development would be required to comply with all pertinent regulations, such as the Construction General Permit, County LID Standards Manual, and the MS4 NPDES permit. Compliance with these regulations would require the implementation of BMPs to ensure stormwater runoff and flood hazards would be minimized. Therefore, the Project's contribution to cumulative impacts would not cumulatively considerable with regulatory compliance and BMP implementation. Cumulative impacts are considered less than significant.

Impact 4.10-12: Would the Project, when combined with other past, present, or reasonably foreseeable projects, 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?

Less-Than-Significant Cumulative Impact. As discussed above, there are various mapped 100- and 500-year flood zones in throughout the WSGV Planning Area. However, the land use and zoning modifications proposed under the WSGVAP would not occur within these mapped flood zones and as such, future development under the Area Plan would not occur within a mapped flood zone. As such, the Project's contribution to impact related to flood hazards would not be cumulatively considerable. Cumulative impacts are considered less than significant.

Impact 4.10-13: Would the Project, when combined with other past, present, or reasonably foreseeable projects, conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?

Less-Than-Significant Cumulative Impact. The cumulative development of the Project when combined with other past, present, and foreseeably future projects could have the potential to impact surface water quality within the County. However, cumulative development would be required to adhere to regulations such as the Construction General Permit, the MS4 NPDES Permit and the County LID Standards Manual. Compliance with these regulations would require the implementation of BMPs to ensure surface and groundwater quality. Therefore, the Project's contribution to cumulative impacts would be less than cumulatively considerable with regulatory compliance and implementation of BMPs. Cumulative impacts are considered less than significant.

Impact 4.10-14: Would the Project, when combined with other past, present, or reasonably foreseeable projects, 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)?

Less-Than-Significant Cumulative Impact. The WSGV Planning Area is served by existing public sanitary sewers, where the potential use of onsite wastewater treatment systems is considered very low. If future projects developed under the WSGVAP proposed to use onsite wastewater treatment systems, regulatory and permitting requirements would ensure impacts would be less than significant. Therefore, the Project's contribution to cumulative impacts would be less than cumulatively considerable. Cumulative impacts are considered less than significant.

Impact 4.10-15: Would the Project, when combined with other past, present, or reasonably foreseeable projects, increase the risk release of pollutants due to project inundation by being located in a flood hazard, tsunami, or seiche zone?

Less-Than-Significant Cumulative Impact. The cumulative development of the Project when combined with other past, present, and foreseeably future projects could involve using or storing pollutants on-site and could be in or near a flood zone. As discussed previously, the Plan Area is not located in a tsunami hazard area and potential hazards associated with seiche effects in the Plan Area are considered minimal.

Additionally, any future development or facility that would require the use or storage of hazardous materials (or other pollutants) would be required to prepare and implement a HMBP, SWPPP, and a SPCC Plan. Compliance with these plans would ensure that any hazardous materials on-site are properly contained to prevent accidental release. In addition, the County General Plan and the WSGVAP discourage development in flood hazard zones, floodplains, or flood prone areas. In the event of flooding, any hazardous materials would be stored properly to reduce the likelihood that flood waters would introduce pollutants into the environment. Therefore, the Project's incremental impacts are considered in combination with the incremental impacts of past, present, and reasonably foreseeable future projects, its incremental contribution to the risk of release of pollutants due to inundation would not be cumulatively considerable. Cumulative impacts are considered less than significant.

Impact 4.10-16: 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 Cumulative Impact. The geographic scope for cumulative impacts related to groundwater impacts includes the service areas of the San Gabriel Valley and Raymond groundwater basins. As discussed previously, no GSP has been prepared for the San Gabriel Valley or Raymond groundwater basins. Since groundwater withdrawals are limited based on the adjudication, compliance with the judgments that set pumping rights would eliminate the potential for the water agencies that serve the WSGV Planning Area to substantially impact the groundwater aquifer. Therefore, the Project's incremental contribution would not be cumulatively considerable. Cumulative impacts are considered less than significant.

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 Land Use and Planning

This section addresses the potential impacts of the West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) on land use and planning, including impacts related to physically dividing a community or 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 (refer to **Appendix A**, *Notice of Preparation & Comments Received*). 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.

4.11.1 Environmental Setting

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 WSGVAP 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.

Existing Environmental Conditions

The West San Gabriel Valley Planning Area (WSGV Planning Area or Plan Area) is an approximately 23.2-square mile subregion of the San Gabriel Valley within the southeast portion of Los Angeles County and is one of the planning areas established by the Los Angeles County General Plan. The WSGV Planning Area is loosely bound by the Glendale and the City of Los Angeles to the west; the San Gabriel Mountains and the Angeles National Forest to the north; the Cities of Azusa, Irwindale, and West Covina to the east; and the City of Pico Rivera to the south.

The Plan Area includes 18 incorporated cities and nine unincorporated communities as shown in Figure 3-1, *Regional Location with WSGVAP Communities*, in Chapter 3, *Project Description*. The nine unincorporated WSGVAP communities are listed below in **Table 4.11-1**, *Unincorporated WSGV Communities*.

TABLE 4.11-1
UNINCORPORATED WSGV COMMUNITIES

Altadena	East Pasadena-East San Gabriel	Kinneloa Mesa
La Crescenta-Montrose	San Pasqual	South Monrovia Islands
South San Gabriel	Whittier Narrows	South El Monte Island

SOURCE: DRP 2024

The majority of the WSGV Planning Area is designated by the General Plan as residential, with some concentrated areas of open space and commercial. The zoning designations and existing land uses in the communities generally follow the General Plan designations. The majority of the housing stock in the nine unincorporated WSGV communities was built before 1979, which is similar to the rest of the County with an average of 72.7 percent of its housing stock built before 1979. The only unincorporated WSGV community that has notable amount of newer housing stock is Kinneloa Mesa, with 36 percent of its housing stock built since 1990, compared to the county average of 15.5 percent built since 1990.

Community Land Use Profiles

The following community profiles for each of the nine unincorporated WSGV communities are based on the *WSGVAP Background Briefs*, which is included as an appendix to the Area Plan. Refer to the *WSGVAP Background Briefs* for greater detail, including community-specific maps, on each of the nine unincorporated WSGV communities.

Altadena

The unincorporated WSGV community of Altadena is located just north of the City of Pasadena in the northwest part of WSGV Planning Area and encompasses approximately 8.5 square miles. The community is bounded on three sides by various wilderness areas including the Arroyo Seco, Angeles National Forest, and the 198-acre County-operated natural area and wildlife preserve Eaton Canyon Natural Area Park and Nature Center, located on the Northeastern border of the community. Existing uses within Altadena generally reflect the County's General Plan and zoning maps. Most of the community's land uses are single-family homes, as well as some multifamily residences located near commercial corridors. The community includes several major corridors with various uses and distinct characteristics. Lake Avenue serves as the primary north-south thoroughfare and is home to a mix of commercial, residential, and light industrial uses. Though not as commercialized as Lake Avenue, Altadena Drive has a mix of small businesses, restaurants, and antique shops as well as residential uses and serves as an east-west arterial. Fair Oaks Avenue runs north-south through the eastern part of the community and has a combination of residential and commercial uses. Similarly, Lincoln Ave is a mix of residential and commercial properties with services such as gas stations, convenience stores and local businesses. East Washington Avenue also includes residential as well as commercial uses including restaurants and local professional services.

East Pasadena – East San Gabriel

The unincorporated WSGV community of East Pasadena-East San Gabriel is comprised of two bordering unincorporated areas: East Pasadena and East San Gabriel. Collectively, the community is about four square miles in size and is bordered by the City of Pasadena to the north, City of San Marino to the west, City of Arcadia to the east, and Cities of Temple City, San Gabriel, and Rosemead to the south. The majority of land uses in East Pasadena–East San Gabriel are dedicated to housing, making it mainly a residential area. Most of this residential development is low density housing; however, there are portions of the community with multifamily housing mixed in. The General Plan designates most of the land in the community to H9 Residential (9 dwelling units per acre) and there is also a significant amount of land dedicated to H2 Residential (2 dwelling units per acre) and H5 Residential (5 dwelling units per acre). The single-family homes and multifamily residential units generally range from one to three stories in height. The streets in the community are a mix of grid patterns and cul-de-sacs, and there are places where the roads curve around larger properties. The community is divided north to south by Rosemead

Boulevard, with most of the commercial property located along this corridor. Hotels, restaurants, and other commercial uses line East Colorado Boulevard in the northern edge of the community. Another major road, Huntington Drive, runs through East Pasadena–East San Gabriel from east to west and is dotted with a few businesses and community amenities. The northern portion of the community is located within the Sierra Madre Villa Station Transit-Oriented District. The Sierra Madre Villa Station is on the Metro A Line. In the southernmost island of East Pasadena–East San Gabriel, industrial land uses front Walnut Grove Avenue. An interesting feature of the community is the nurseries, which run from north to south through much of the community.

Kinneloa Mesa

The unincorporated WSGV community of Kinneloa Mesa encompasses approximately 1.6 square miles and is bound by the unincorporated WSGV community of Altadena to the west, the City of Pasadena to the south, the City of Arcadia to the east, and the Angeles National Forest to the north. The northern part of the community remains largely undeveloped and is designated for various open space purposes by the General Plan. Much of this land in northern Kinneloa Mesa is also designated as Significant Ecological Areas (SEA) (refer to Section 4.4, *Biological Resources*, for more information). Land uses in the southern portion of the community are predominantly low-density residential development, with zoning designated as H5 Residential in accordance with the General Plan. H5 Residential permits up to 5 dwelling units per acre, resulting in dispersed development patterns. The most prevalent type of residential property in Kinneloa Mesa is single-family housing, ranging between one to three stories in height. Many of these homes are strategically positioned to take advantage of the area's mountainous terrain. The layout of the built environment features curving and winding streets, numerous cul-de-sacs, and a substantial number of private driveways. Various neighborhoods branch off from select roads, including Sierra Madre Villa Avenue, Kinneloa Mesa Road, and Kinneloa Mesa Canyon Road. Notably, the Eaton Canyon Golf Course extends across a significant portion of southeastern Kinneloa Mesa.

La Crescenta – Montrose

The unincorporated WSGV community of La Crescenta – Montrose encompasses the historically separate communities of La Crescenta and Montrose and consists of approximately 3.5 square miles. The community is bound by the City of Glendale to the south and west, and the City of La Canada Flintridge to the east. The majority of the community's northern boundary directly abuts the San Gabriel Mountains (National Forest land), with a small portion of the northern boundary abutting Glendale parks and open space. The majority of land use in the community is dedicated to residential, primarily zoned single-family (R-1) with some R-2 and R-3 zones located in the southern portion of the community south of I-210. The existing land uses generally reflect the County's General Plan and zoning maps. The majority of the parcels and connector streets that make up La Crescenta-Montrose are oriented east to west, with the exception of the parcels in the eastern portion of the area. The I-210 (Foothill Freeway) runs east to west through the southern portion of the community. There are two primary commercial corridors adjacent to Foothill Blvd., the only major arterial road, just north of Foothill Freeway. The commercial corridor at the eastern edge of the area is zoned C-2 and the area at the western edge is zoned C-1 and C-3. The commercial buildings along this corridor are primarily single-story, with a few two-story buildings and feature a variety of different uses, including pharmacies, medical offices, banks, personal household services such as salons, gyms, and health studios, gas stations, grocery stores and specialty food stores, one hardware store, and a variety of restaurants and cafes.

San Pasqual

The unincorporated WSGV community of San Pasqual is centrally located within the WSGV Planning Area and is in close proximity to the unincorporated WSGV community of East Pasadena–East San Gabriel. The community encompasses 0.26 square miles and is bound by the City of Pasadena to the north and City of San Marino to the south. The central thoroughfare, Sierra Madre Boulevard, runs through the community from north to south. Sierra Madre Boulevard is fronted by a CVS Pharmacy, a deli, a dry cleaner, a dance studio, a Montessori school, a pediatric medical office, and a medical lab. Beyond these commercial uses and community amenities, land uses in San Pasqual are dedicated primarily to housing. Along and near Sierra Madre Boulevard, there are a few apartment buildings ranging from one to three stories in height, while on either side of the boulevard to the east and west there are mostly one- and two-story single-family homes. A majority of the community is zoned as H9 Residential, as described in the General Plan. The community includes a handful of neighborhood blocks and is arranged primarily in a grid layout, with a few cul-de-sacs mixed in.

South Monrovia Islands

The unincorporated WSGV community of South Monrovia Islands is approximately 1.3 square miles and is comprised of a cluster of smaller unincorporated communities, including North El Monte, East Arcadia, Mayflower Village, South Monrovia Island, and Bradbury. The City of Monrovia borders this community to the west and north, Monrovia to the north, Duarte to the northeast, Arcadia to the west, Temple City to the southwest, Irwindale and El Monte to the south, and the City of Bradbury borders the unincorporated Bradbury cluster to the north.

Most of the land uses in the South Monrovia Islands are dedicated to single-family detached homes, making it mainly a residential area. Most of this residential development is low-density housing; however, there are portions of the community with multifamily housing mixed in. The General Plan designates most of the land in the community as H9 Residential. However, the unincorporated Bradbury community is designated H2 Residential. There are also pockets of land designated H30 (30 dwelling units per acre). Both the single-family homes (87.9 percent) and multifamily residential units (9.6 percent) generally range from one to three stories in height. The residential character of the neighborhood is almost entirely post-WWII tract housing with limited pre-war examples remaining. This residential setting is characteristic of many suburban neighborhoods, offering a mix of low-rise housing structures that contribute to the community's suburban and residential atmosphere. Live Oak Avenue is the community's primary business corridor, offering a variety of establishments such as restaurants, convenience stores, and medical offices. Major streets are designed in a grid pattern, while many residential neighborhoods between major corridors contain cul-de-sacs.

South San Gabriel

The unincorporated WSGV community of South San Gabriel is approximately one square mile in size and is bound by the City of Rosemead to the north, the unincorporated WSGV community of Whittier Narrows to the east, City of Montebello to south, and City of Monterey Park to the west. Existing uses within the community generally reflect the County's General Plan and zoning maps. Most of the residential development is low density housing, however there are portions of the community with multifamily housing mixed in. The General Plan designates most of the land in the community as H9 Residential. While most of the community's residential neighborhoods include primarily one- and two-story single-family homes, there are portions of the community with higher-density housing ranging from

one to three stories. Although most of the community is zoned as single-family residential, with some multifamily residential, there are some areas zoned as retail commercial, office, open space, and special-use civic facilities. A strip of land across South San Gabriel is zoned as utilities for electrical transmission lines. Many commercial land uses are located at the intersections of Del Mar Avenue and Potrero Grande Drive and San Gabriel Drive and Paramount Boulevard. Many establishments, such as spas, personal services, and restaurants, can be found at those intersections. The special-use civic facilities located along Hill Drive are comprised of a martial arts dojo, an assisted living facility, and a church.

South El Monte Island

The unincorporated WSGV community of South El Monte Island is comprised of six unincorporated parcels collectively encompassing a roughly 0.1 square mile area. The community is bound by the Cities of El Monte and South El Monte. Existing uses generally reflect the County's General Plan and zoning maps. The parcels that make up South El Monte Island include a strip mall zoned as General Commercial as well as a trailer park with 42 units zoned for low density multifamily. There are a total of 137 residents living in South El Monte Island, these residents make up a total of 33 households.

Whittier Narrows

The unincorporated WSGV community of Whittier Narrows is primarily comprised of the Whittier Narrows Recreation and Natural Areas, encompassing 1,492 acres, located along both sides of the Pomona Freeway (Route 60) at Rosemead Boulevard and Santa Anita Avenue. Existing uses generally reflect the County's General Plan and zoning maps. A majority of land in Whittier Narrows is designated as Open Space-Parks and Recreation. Water bodies in the community, including the San Gabriel River, Rio Hondo, and recreational lakes are designated as Water Resources. There are limited areas classified for Light Industrial along Rooks Road, Pacific Park Drive, and Coast Drive. Uses in this area include a beauty supplies wholesaler, a garbage collection service, an electronics supply store, and a truck parts supplier. There are several parcels zoned light agricultural (A-1-5) but the designated land use policy is Water Resources. Although there are no residential land uses in Whittier Narrows, census data indicate there is a population of 18 living in the community. Given the lack of designated residential land use and lack of residential structures on the parcels in the community, it is likely that these persons may be unhoused.

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 Section 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. The El Monte Airport/San Gabiel Valley Airport is located within the Plan Area in the City of El Monte. Any project proposed in the Plan Area would need to coordinate with the FAA.

State Laws, Regulations, and Policies

California Government Code Section 65300

Government Code Sections 65300 states that each planning agency shall prepare, and the legislative body of each county and city shall adopt, a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries in which the planning agency's judgment bears relation to its planning.

California Government Code Sections 65919 to 65919.11

Government Code Sections 65919 to 65919.11 summarize procedures related to interagency referrals for different types of lead agency actions, including general plan updates. Among other referrals, this part of the Government Code provides a procedure and protocols for requesting counties to keep cities informed regarding land use actions within the unincorporated portions of spheres of influences and planning areas.

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.

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 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024)

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.

In April 2024, SCAG's Regional Council adopted the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (hereinafter referred to as Connect SoCal 2024) (SCAG 2024). The Connect SoCal 2024 presents the transportation vision for the region through the buildout horizon year of 2050 and builds upon and expands land use and transportation strategies previously established to

increase mobility options and achieve a more sustainable growth pattern. The Connect SoCal 2024 includes new initiatives related to land use, transportation, and technology to reach the State's greenhouse gas (GHG) reduction goals. The Connect SoCal 2024 also includes a forecasted development pattern that demonstrates how the region can sustainably accommodate needed housing. The Connect SoCal 2024 includes goals that fall into four core categories: mobility, communities, environment, and economy.

The Connect SoCal 2024 goals and subgoals are as follows:

Mobility: Build and maintain an integrated multimodal transportation network.

- Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.
- Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.
- Support planning for people of all ages, abilities and backgrounds

Communities: Develop, connect and sustain communities that are livable and thriving.

- Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances.
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households.

Environment: Create a healthy region for the people of today and tomorrow.

- Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change.
- Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.
- Conserve the region's resources.

Economy: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents.

- Improve access to jobs and educational resources.
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities.

Regional Housing Needs Allocation

The Regional Housing Needs Allocation (RHNA) is mandated by the State Housing Law as part of a periodic process of updating local housing elements in city and county general plans. The RHNA is produced by SCAG and contains a forecast of housing needs within each jurisdiction within the SCAG region for eight-year periods. The RHNA provides an allocation of the existing and future housing needs by jurisdiction that represents the jurisdiction's fair share allocation of the projected regional population growth. SCAG is required to develop a final RHNA methodology to distribute existing and projected housing need for the most recent (i.e., the "6th cycle") RHNA for each jurisdiction, which will cover the planning period October 2021 through October 2029. The California Department of Housing and

Community Development (HCD) provided SCAG a final regional determination of 1,341,827 units for the 6th cycle RHNA on October 15, 2019. Of these total units, 90,052 must be accommodated for within the unincorporated County areas and 7,479 of those units have been assigned to the WSGV Planning Area (refer to the County's adopted Housing Element, Appendix E, Table E-23). For a more detailed discussion of RHNA and affordable housing mandates within the County and broader SCAG region, please refer to Section 4.14, *Population and Housing*, of this Draft PEIR.

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 and growth 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 2015). 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 County's 2045 Climate Action Plan's (CAP's) measures and actions encompass the broad categories of climate leadership, transportation, building energy and water, and waste. Projects facilitated by the 2045 CAP, 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 4.4-5, *Significant Ecological Areas within the WSGV Planning Area*, in Section 4.4, *Biological Resources*, the SEAs located in the Planning Area include the following:
    1. Altadena Foothills and Arroyos SEA
    2. Puente Hills SEA
    3. 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).

Los Angeles County Metro 2023 Active Transportation Strategic Plan

The Los Angeles County Metropolitan Transportation Authority (Metro) first adopted the Active Transportation Strategic Plan (ATSP) in 2016 and recently adopted the updated ATSP in November 2023 (hereinafter referred to as the 2023 ATSP). The 2023 ATSP builds upon the previous plan by outlining Metro's vision to provide a world-class transportation system and focuses specifically on improving the regional active transportation network and first/last mile connectivity to transit. In addition, the 2023 ATSP also includes Metro's policies related to climate, social equity and sustainability that have been adopted in the years since the 2016 ATSP.

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's 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.

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 Altadena CSD, East Pasadena-East San Gabriel CSD, La Crescenta-Montrose CSD, South San Gabriel CSD, and Chapman Woods CSD.

Altadena Community Standards District (CSD)

The Altadena CSD was established to ensure that new and expanded structures are compatible in size and scale with the characteristics of surrounding residential neighborhoods, protecting the light, air, and privacy of existing single-family residences from negative impacts while providing certain flexibility within residential areas. The CSD is also established to revitalize commercial centers, improve the pedestrian nature of commercial streets, and to minimize the visual and environmental impacts of development in hillside management areas.

East Pasadena-East San Gabriel Community Standards District (CSD)

The East Pasadena—East San Gabriel CSD was established to protect the light, air, and privacy of existing residences, enhance aesthetics and community character, and ensure that new and expanded development is compatible with the unique identity of each neighborhood throughout the CSD.

La Crescenta-Montrose Community Standards District (CSD)

The La Crescenta-Montrose CSD was established to enhance the character and vitality of the La Crescenta-Montrose community. The CSD promotes thoughtful design of commercial and multi-family buildings and enhances the area's identity as a foothill community. The CSD contains development standards and design requirements to improve the appearance of the Foothill Boulevard commercial corridor, create a pedestrian-friendly environment, and buffer single-family residences from more intensive adjacent uses.

South San Gabriel Community Standards District (CSD)

The South San Gabriel CSD was established to provide a means of implementing special development standards for commercial and residential uses in the unincorporated community of South San Gabriel. The primary objective of this CSD is to protect and enhance the existing low-density scale and character of the community and to ensure that new development is compatible with and complimentary to the unique characteristics of this residential and commercial neighborhood. In addition, this CSD is established to provide a means of reasonably protecting the light, air, and privacy of existing single-family residences from the negative impacts on these resources caused by the construction on adjacent properties of uncharacteristically large and overwhelming residences.

Chapman Woods Community Standards District

The Chapman Woods CSD was recently adopted in 2023 and would be reorganized into the WSGVAP. The goal of the Chapman Woods CSD is to promote the preservation, maintenance, and construction of residential developments that support the established architectural styles, scales, and forms that define the Chapman Woods community character, and prevent the demolition and large-scale replacement (commonly referred to as mansionization) of established residential structures and architectural forms.

Los Angeles County Airport Land Use Compatibility Plan

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. The San Gabriel Valley Airport (also known as the El Monte Airport) is located within the WSGV Planning Area and is under the jurisdiction of the County's ALUCP. The Airport Influence Area of the El Monte Airport is contained within the City of El Monte (Los Angeles County 2004).

4.11.2 Environmental Impacts

Methodology

As described in Chapter 3, *Project Description*, of this Draft PEIR, the WSGVAP is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the WSGVAP would encourage development in a manner consistent with the Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the WSGV Planning Area. Rather, it assesses the impacts associated with the proposed modifications to existing land uses and zoning and the associated overall effects of buildout of the WSGVAP through 2045. Analysis at a parcel or site-specific level was not conducted, because the specific location, timing, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, where detailed analysis would be speculative and, therefore, beyond the scope of this Draft PEIR.

As detailed in Chapter 3, *Project Description*, and in this section, the WSGVAP proposes land use and zoning modifications to increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit. In addition, the WSGVAP proposes to decrease densities in hazard areas, wildland-urban interface (WUI) areas, and areas within or adjacent to natural resource areas. Table 3-1, *Land Use and Zoning Change Summary for Proposed Growth and Preservation,* in Chapter 3, *Project Description,* summarizes the WSGVAP proposed land use and zoning modifications on a community-basis. The unincorporated WSGV communities that include the proposed land use and zoning modifications include Altadena, East Pasadena – East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, and South San Gabriel.

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 WSGVAP 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 WSGVAP with the applicable goals and policies of the General Plan and other regional plans to determine the approximate consistency of the WSGVAP with current land use policies.

Significance Thresholds

Consistent with the CEQA Guidelines Appendix G Environmental Checklist and County practice, the WSGVAP 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.

Proposed Project Characteristics and WSGVAP Goals and Policies

Proposed Project Characteristics

The Land Use Element of the WSGVAP aims to foster sustainable growth in harmony with the natural and built environments, enhance community spaces, improve connectivity, and diversify land uses to meet the varied needs of the nine unincorporated WSGV communities in the Plan Area. The Land Use Element is instrumental in realizing the vision of the WSGVAP by formulating goals and policies that reflect the community's aspirations for land use distribution, access to natural and public resources, and economic and community development. These initiatives aim to implement the WSGVAP Vision Statements (refer to Chapter 3, *Project Description)* thereby enhancing the WSGV Planning Area's existing land uses. To implement the WSGVAP, the Area Plan includes three amendments, one each to the General Plan, zoning map, and amendments, as discussed in Chapter 3, *Project Description*.

The WSGVAP proposed land use and zoning modifications to increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways as well as in select areas near commercial corridors and transit with low existing residential density. In addition, the WSGVAP proposes to decrease densities in hazard areas, wildland-urban interface (WUI) areas, and areas within or adjacent to natural resource areas. Table 3-1, *Land Use and Zoning Change Summary for Proposed Growth and Preservation,* in Chapter 3, *Project Description,* summarizes the WSGVAP proposed land use and zoning modifications on a community-basis. Maps depicting the proposed land use and zoning modification are included in **Appendix C,** *WSGV Planning Area Communities: Land Use and Zoning Modification Maps,* of this Draft PEIR. The WSGVAP would also rezone certain A-1 parcels that are not currently used for agricultural purposes to R-A (Residential Agricultural), R-1 (Single-Family Residence), R-2 (Two-Family Residence), or OS (Open Space). Land use and zoning change maps are included for the communities of Altadena, East Pasadena – East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, and South San Gabriel. The WSGVAP does not include any land use or zoning changes for South El Monte Island and Whittier Narrows.

Implementation of the WSGVAP would encourage infill development and redevelopment within the areas identified for land use and zoning modifications, which would result in changes to existing development patterns in the WSGV Planning Area. Generally, these changes aim to create more defined community centers with neighborhood-serving small business commercial uses integrated with mixed-used development along existing commercial corridors, which would allow residents to be able to easily access commercial, retail, and community-serving uses, such as plazas and urban open spaces. The aim of these land use and zoning modifications would be to preserve existing low-density residential neighborhoods; create walkable, connected communities with defined community centers/corridors with access to transit and alternative transportation; increase local jobs and economic revitalization; create community gathering spaces and urban greening; and establish a distinct community identity.

In addition to the proposed land use and zoning modifications, the WSGVAP would also create consistency with the General Plan as well as incorporate other local land use plans, such as the existing Altadena Community Plan, into the Area Plan.

In addition, the existing East Pasadena-East San Gabriel, La Crescenta-Montrose, Altadena, and South San Gabriel CSDs would be updated to bring them into conformance with the Area Plan's goals and

policies related to conserving natural resources and directing development away from hazard area. Under the WSGVAP, these four CSDs would be consolidated into the Planning Area Standards District (PASD) of the Area Plan. While the Chapman Woods CSD is also located within the WSGV Planning Area, this CSD is not being updated since it was recently adopted by the County in November 2023.

The WSGVAP is a long-range plan that has been developed based on the other existing regional and local land use plans and programs. The WSGVAP is consistent with the 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 WSGVAP were informed by SCAG Connect SoCal 2020 and the County's Housing Element and RHNA.
- The Conservation and Open Space Element of the WSGVAP includes goals and policies that create consistency with County plans and policies to mitigate environmental impacts.
- The preservation areas proposed as part of the WSGVAP were informed by and consistent with the County's General Plan and the Los Angeles County 2045 Climate Action Plan .
- The WSGVAP targets community-serving growth near transit, commercial centers, and other amenities which is consistent with goals and policies of the General Plan Land Use Element (specifically Goals LU 4 and LU 5) (DRP 2022a).
- The WSGVAP 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 WSGV Planning Area, select land use goals, policies, and actions in the WSGVAP Land Use Element address the accommodation of diverse housing types at various levels of affordability consistent with the RHNA allocation.
- The WSGVAP Land Use Element aligns with several policies and programs of the 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, to facilitate walking, biking and transit use in place of vehicular travel that can lead to reduced GHG emissions.
- Relevant, existing, and proposed initiatives from the Los Angeles County 2023 ATSP have been incorporated into the WSGVAP Land Use Element and Land Use Policy Map to further implement the 2023 ATSP and meet the WSGVAP goals of enhancing walkability and integrating land use and mobility throughout its communities.
- Fundamental components of SCAG's Connect SoCal 2020 contributed to the identification of the WSGV 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) of the Connect SoCal 2020 plan.
- The WSGVAP 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.
- Density and intensity standards regulate how much development is permitted on a site for each land use designation depicted on the WSGVAP 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.

- The East Pasadena-East San Gabriel, La Crescenta-Montrose, Altadena, and South San Gabriel CSDs are being updated to bring them into conformance with the Area Plan's goals and policies related to conserving natural resources and directing development for compatibility with surrounding area. These four CSDs are being reorganized and consolidated into the PASD of the Area Plan in a manner consistent with goals and policies of the Los Angeles General Plan.
- The WSGVAP would also update and consolidate the existing Altadena Community Plan into the Area Plan. The Altadena Community Plan Land Use Legend will be converted to the General Plan Land Use Legend and properties without an identified land use change will be converted to the closest equivalent General Plan land use category.
- The zoning amendment in the WSGVAP, 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 WSGVAP 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 WSGVAP Land Use Element contains growth and preservation strategies (see Table 3-2) that were guided in part by the SCAG Connect SoCal 2020, and in this way contributes to the advancement of SCAG's goals and policies (DRP 2022a).

As stated in Chapter 3, *Project Description,* the WSGVAP would update certain existing zoning and land use designations to ensure consistency between the WSGVAP 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.

WSGVAP Consistency with Plans and Policies

Table 4.11-2, *Matrix of WSGVAP Land Use Goals and Policies Consistency*, lists the goals and policies of the WSGVAP Land Use Element as well as the specific ways in which they are consistent with the goals and policies of applicable regional plans, including the General Plan, Connect SoCal 2024, 2045 CAP, 2023 ATSP, Our County, and Step-by-Step plans.

TABLE 4.11-2
MATRIX OF WSGVAP LAND USE GOALS AND POLICIES CONSISTENCY

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Goal LU-1: Growth facilitates sustainable development patterns and is targeted to areas with existing and future transit access, proximity to commercial services and employment centers, and is aligned with supportive infrastructure and access to public facilities.		
Policy LU-1.1: Foster sustainable growth patterns. Concentrate growth within one mile from major transit stops, one-half mile from high-quality transit corridors, and one-quarter mile from commercial corridors and commercial areas where there is access to existing or proposed 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** goal: Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water. **2023 Active Transportation Strategic Plan** Objective 3.1: Expanded and enhanced active transportation access to transit with a focus on those that rely on non-vehicular travel for household cost savings. **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: Increase land use diversity. Enable a diverse land use pattern to meet the needs of residents and employees, including increased proximity between housing and commercial uses, job centers, parks and open spaces, and community services and amenities to support the 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: Develop, connect and sustain livable and thriving 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.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-1.3: Foster walkable communities. Bring everyday needs and amenities such as public transit, parks, schools, and commercial services within walking distance of 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. 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: Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances. **2023 Active Transportation Strategic Plan** Objective 3.1: Expanded and enhanced active transportation access to transit with a focus on those that rely on non-vehicular travel for household cost savings. **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-1.4: Prioritize investments in growth areas and disadvantaged communities. Prioritize capital improvements and public facilities in targeted growth areas and disadvantaged communities to enhance and support equity and quality of life in the built environment.	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: Develop, connect and sustain livable and thriving 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.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-1.5: Ensure compatible land uses. Ensure compatible land uses between cities and unincorporated communities in the Planning Area.	Policy LU 2.4: Coordinate with other local jurisdictions to develop compatible land uses. 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. 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.	**Connect SoCal** Goal: Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances. **Step by Step** Goal 7: Coordinated County Implementation. **OurCounty** Goal 2: Buildings and infrastructure that support human health and resilience.
Goal LU-2: Sustainable and resilient growth patterns effectively consider local hazards and safeguard the well-being of all community members.		
Policy LU-2.1: Direct growth away from hazard areas. Direct future growth and development away from designated environmental hazard areas, including Fire Hazard Severity Zones, high-flood-risk areas, areas prone to landslides, and polluting uses.	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. 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 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: Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change. **OurCounty** Strategy 3E: Limit development in high climate-hazard areas.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-2.2: Prohibit development without adequate fire protection. In fire hazard areas, prohibit development where there is insufficient access, water pressure, fire flow rates, or other accepted means of 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. 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: Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change. **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-2.3: Limit expansion of the wildland/urban interface. Direct future growth and development away from wildland/urban interface areas along the San Gabriel Mountains and foothills to minimize exposure to future hazards and habitat impacts.	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** Action 58: Regularly update the building code, fire code, and Hazard Mitigation Plan to reflect best practice in wildland-urban interface.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-2.4: Ensure adequate road access. Ensure new development is designed to be accessible from existing public roads and provides direct access to multiple primary roads to support community members' safety and aid in efficient evacuation during hazard events.	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. 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.	**Connect SoCal** goals: Build and maintain an integrated multimodal transportation network. **Step by Step** Goal 1: Safe Streets. **Step by Step** Goal 5: Safe Communities.
Policy LU-2.5: Underground new and existing utility infrastructure. Support the undergrounding of all new and existing utility infrastructure when not disruptive to sensitive biological and cultural resources. Prioritize high-fire-risk areas for transitioning existing utility infrastructure underground.	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.	**Connect SoCal** goal: Develop, connect and sustain livable and thriving 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.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
	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. Policy S 3.6: Ensure adequate infrastructure, including ingress, egress, and peak load water supply availability for all projects located in FHSZs.	
Policy LU-2.6: Limit fuel modification and preserve 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.	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-2.7: Manage vegetation. Proactively manage vegetation in fire hazard areas under the guidance of a biologist to avoid impacts on sensitive resources, sensitive species, and fire-resistant native species.	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.

Policy LU-2.8: Prioritize site developments to promote safety. 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. In addition, sites and structures must be adjacent to existing development perimeters and avoid incorporating 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. 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.	**Connect SoCal** goal: Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change. **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. **Step by Step** Goal 5: Safe Communities. **Step by Step** Goal 6: Sustainability and Preservation.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
	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.	
Policy LU-2.9: Provide sensitive-receptor buffers. Buffer sensitive land uses such as residences, schools, parks, and medical care centers from pollutant-emitting sources such as freeways, heavy industrial, hazardous materials sites, and similar uses.	Policy LU 10.4: Promote environmentally sensitive and sustainable design. Policy M 1.2: Ensure that streets are safe for sensitive users, such as seniors and children. Policy N 1.1: Utilize land uses to buffer noise-sensitive uses from sources of adverse noise impacts. 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 1.11: 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 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. 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.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-2.10*:* Ensure Crime Prevention through Environmental Design (CPTED). Incorporate principles of CPTED in site development to improve safety and emergency access throughout the WSGV communities.	Goal LU 9: Land use patterns and community infrastructure that promote health and wellness.	**OurCounty** Goal 1: Resilient and healthy community environments where residents thrive in place. **Connect SoCal** goal: Develop, connect and sustain livable and thriving communities.
Goal LU-3: A community with attainably priced and diverse housing options, and vibrant mixed-use environments that combine residential, commercial, and community-oriented spaces to enhance livability.		
Policy LU-3.1: Promote diverse housing options. Promote development of duplex, fourplex, accessory dwelling units and cottage court housing in low-density housing areas.	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: Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households.
Policy LU-3.2: Allow compatible uses in residential neighborhoods. Allow compatible uses on or near the edges of residential neighborhoods that bring amenities closer to homes, such as child and adult day-care centers, educational facilities, cultural facilities, and corner markets.	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. **Connect SoCal** goal**:** Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances.
Policy LU-3.3: Preserve and expand commercial space. Provide sufficient commercially designated land equitably throughout the WSGV to serve local needs and reduce travel by car to access daily services and goods. Prioritize communities that have been historically redlined.	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. **Connect SoCal goal:** Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region.
Policy LU-3.4: Activate commercial corridors. Strengthen commercial corridors by facilitating building designs and street improvements that make for safe, comfortable, and enjoyable walking and biking experiences.	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: Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances. **2023 Active Transportation Strategic Plan** goal 2: Safety and Comfort **Step by Step** Goal 1: Safe Streets. **Step by Step** Goal 5: Safe Communities.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-3.5: Revitalize underutilized spaces. Identify and repurpose underutilized lots and buildings within commercial corridors for community use, pop-up shops, or temporary green spaces.	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: Develop, connect and sustain livable and thriving communities.
Policy LU-3.6: Promote the development of healthy food choices. Promote the development of commercial uses that provide healthy and locally grown food choices for residents.	Policy LU 9.1: Promote community health for all neighborhoods. Policy LU 5.8: Encourage farmers markets, community gardens, and proximity to other local food sources that provide access to healthful and nutritious foods. Policy LU 9.3: Encourage patterns of development that increase convenient, safe access to healthy foods, especially fresh produce, in all neighborhoods.	**Connect SoCal** goal: Develop, connect and sustain livable and thriving communities. **Connect SoCal** goal: Create a healthy region for the people of today and tomorrow. **OurCounty** Goal 1: Resilient and healthy community environments where residents thrive in place. **OurCounty Goal 10**: A sustainable and just food system that enables access to affordable, local and healthy food. **Step by Step** Goal 4: Equity.
Policy LU-3.7: Encourage mixed-use development. Incentivize ground-floor commercial uses and pedestrian-oriented amenities in mixed-use development, to facilitate proximity between residences, businesses, employers, and amenities.	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: Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances.
Policy LU-3.8: Foster public-private harmony in mixed-use development. Promote harmonious integration of private development with public spaces in mixed-use zones, blending residential, commercial, and recreational areas.	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:** Develop, connect and sustain livable and thriving communities.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Goal LU-4: Industrial uses that are environmentally responsible and beneficial to the local economy.		
Policy LU-4.1: Ensure protection of industrial-adjacent land uses. Ensure that industrial developments incorporate adequate landscape and noise buffers to minimize negative impacts on surrounding neighborhoods, addressing on-site lighting, noise, odors, vibration, toxic materials, truck access, and other elements that may affect 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). 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.	**Step by Step** Goal 6: Sustainability and Preservation. **Connect SoCal goal:** Develop, connect and sustain livable and thriving communities.
Policy LU-4.2: Protect residential uses from noise impacts. 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 a major 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.	**OurCounty** Goal 2: Buildings and infrastructure that support human health and resilience. **Connect SoCal** goal: Develop, connect and sustain livable and thriving communities.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
	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 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-4.3: Promote sustainable and clean industrial uses. Advance sustainable and clean industrial practices by incentivizing and prioritizing industries committed to environmental stewardship and clean technologies.	Goal LU 11: Development that utilize sustainable design techniques.	**Connect SoCal goal:** Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities. Connect SoCal goal: Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water. **OurCounty Goal 4**: A prosperous LA County that provides opportunities for all residents and businesses and supports the transition to a green economy.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-4.4: Improve indoor air quality. Support the development of programs for sensitive uses near industrial uses and other outdoor sources of indoor air pollution, such as freeways, 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. **Step by Step** Goal 6: Sustainability and Preservation. **Connect SoCal** goal: Create a healthy region for the people of today and tomorrow.
Policy LU-4.5: Monitor community air-quality. Support community-level air quality monitoring for residential areas and other sensitive uses near industrial areas, major transportation corridors, and other air pollution generators.	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. **2023 Active Transportation Strategic Plan** objective 5.2: Expanded active transportation facilities in communities with the highest rates of pollution. **Step by Step** Goal 6: Sustainability and Preservation. **Connect SoCal** goal: Create a healthy region for the people of today and tomorrow.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Goal LU-5: A resilient and sustainable community that balances development with the conservation of natural resources.		
Policy LU-5.1: Manage idle wells responsibly. Support proper management of idle and abandoned oil and gas wells, as defined by the California Geologic Energy Management Division, following the requirements of state law, and remediation of impacts and restoration of habitat in or near Significant Ecological Areas (SEAs) and on any lands containing sensitive biological resources.	Policy C/NR 11.1: Require mineral resource extraction and production activities and drilling for and production of oil and natural gas to comply with County regulations and state requirements, such as SMARA, and DOGGR regulations. Policy C/NR 11.2: Require the reclamation of abandoned surface mines to productive second uses. Policy C/NR 11.3: Require appropriate levels of remediation for all publicly-owned oil and natural gas production sites based on possible future uses. Policy S 6.2: Coordinate with State and regional air quality agencies to ensure funding and implementation of annual inspections, ongoing air monitoring, and health impact assessment data continue to be collected and used to prioritize and facilitate the timely phase out of existing wells.	**OurCounty Goal 9:** Sustainable production and consumption of resources. **Connect SoCal** goal: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region.
Policy LU-5.2: Protect natural resources. Preserve existing and restore or acquire additional natural resource areas for the continued protection of the WSGV'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: Conserve the region's resources. **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-5.3: Protect Significant Ecological Areas and undeveloped hillsides. Discourage development that threatens sensitive biological resources within SEAs and biological resource areas in the WSGV.	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: Conserve the region's resources. **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.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-5.4: Prevent 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: Conserve the region's resources. **OurCounty** Goal 5: Thriving ecosystems, habitats, and biodiversity.
Policy LU-5.5: Require natural buffers. Require natural habitat 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: Conserve the region's resources. **OurCounty** Goal 5: Thriving ecosystems, habitats, and biodiversity. **Step by Step** Goal 6: Sustainability and Preservation.
Policy LU-5.6: Support locally native plants. Encourage new and existing development to use locally native species in landscaping. Provide the public with a list of approved locally native plants to support local biocultural diversity.	Policy S 4.5: Encourage the use of climate-adapted plants that are compatible with the area's natural vegetative habitats.	**OurCounty** Action 71: Increase the number of native plants, trees, and pollinator/bird friendly landscapes on public properties for education and habitat connectivity.
Policy LU-5.7: Expand community recreation spaces. Prioritize the development of vacant land owned by Los Angeles County (County) for recreational uses and other facilities that enhance public well-being and community engagement.	Policy C/NR 1.3: Support the acquisition of new available open space areas. Augment this strategy by leveraging County resources in concert with the compatible open space stewardship actions of other agencies, as feasible and appropriate. Policy C/NR 1.5: Provide and improve access to dedicated open space and natural areas for all users that considers sensitive biological resources. Policy C/NR 1.6: Prioritize open space acquisitions for available lands that contain unique ecological features, streams, watersheds, habitat types and/or offer linkages that enhance wildlife movements and genetic diversity. Policy C/NR 2.4: Collaborate with public, non-profit, and private organizations to acquire and preserve available land for open space.	**OurCounty** Goal 6: Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-5.8: Expand parks, open spaces, and trails. Ensure that existing neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, pathways, transit, and bikeways and within walking distance of residents.	Policy C/NR 1.3: Support the acquisition of new available open space areas. Augment this strategy by leveraging County resources in concert with the compatible open space stewardship actions of other agencies, as feasible and appropriate. Policy C/NR 1.5: Provide and improve access to dedicated open space and natural areas for all users that considers sensitive biological resources. Policy C/NR 1.6: Prioritize open space acquisitions for available lands that contain unique ecological features, streams, watersheds, habitat types and/or offer linkages that enhance wildlife movements and genetic diversity. Policy C/NR 2.4: Collaborate with public, non-profit, and private organizations to acquire and preserve available land for open space. Policy P/R 1.11: Provide access to parks by creating pedestrian and bicycle-friendly paths and signage regarding park locations and distances.	**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-5.9: Address park needs. Support additional resources to provide park space in areas identified as having high and very high park needs.	Policy P/R 3.1: Acquire and develop local and regional parkland to meet the following County goals: 4 acres of local parkland per 1,000 residents in the unincorporated areas and 6 acres of regional parkland per 1,000 residents of the total population of Los Angeles County. Policy P/R 3.3: Provide additional parks in communities with insufficient local parkland as identified through the gap analysis. Policy P/R 3.8: Site new parks near schools, libraries, senior centers, and other community facilities where possible.	**OurCounty** Action 72: Develop a Countywide parks and open space master plan to acquire, preserve, restore, and protect available open space areas, and improve public access to open space, especially for residents in high park need areas. **OurCounty** Action 75: Implement Community Parks and Recreation Plans, and park projects identified in the LA Countywide Comprehensive Parks and Recreation Needs Assessment, with priority given to those in Very High/High Need Study Areas.
Policy LU-5.10: Implement green infrastructure for water management. Encourage the implementation of sustainable strategies to increase the use of permeable pavements, rain gardens, bioswales with locally native plants, green roofs, and other strategies, aimed at enhancing stormwater absorption, slowing runoff, and improving water quality.	Goal LU 11: Development that utilize sustainable design techniques. Policy M 7.1: Minimize roadway runoff through the use of permeable surface materials, and other low impact designs, wherever feasible. Goal PS/F 2: Increased water conservation efforts	**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.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-5.11: Support gray water and water reuse technologies. Encourage and promote the installation of gray water infrastructure and water reuse and capture technologies for existing residential and small-scale development.	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.	**OurCounty Action 40:** Reduce barriers and increase accessibility to alternative water sources (rainwater, greywater, stormwater, and recycled water), including incentives for residential and commercial/small business greywater systems and streamlining permitting pathways.
Policy LU-5.12: Protect and enhance waterways. Protect, restore, and enhance stormwater channels, rivers, creeks, and waterways, as critical natural resources that link unincorporated WSGV communities to natural assets.	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. **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-5.13: Provide buffers for waterways. Support protection and restoration of native vegetation buffers and upland habitats for waterways, creeks, rivers, and wetlands.	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. **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.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-5.14: Preserve established agricultural uses. Support preservation of nurseries agricultural uses located on utility easements in the WSGV for agricultural and open space uses.	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 C/NR 8.3: Encourage agricultural activities within ARAs. Policy ED 2.9 Support zoning incentives for the operation of farms in Agricultural Resource Areas (ARAs).	**OurCounty** Action 47: Support the preservation of agricultural and working lands, including rangelands, by limiting the conversion of these lands to residential or other uses through tools such as the creation of agricultural easements, particularly within high climate-hazard areas and SEAs.
Policy LU-5.15: Limit conversion of agricultural and working lands. Limit the potential conversion of agricultural lands, 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-5.16: Encourage the sale of native plants. Encourage local nursery growers and retailers to grow and stock locally native plants.	Policy C/NR 9.3: Support farmers markets, farm stands, and community-supported agriculture.	**OurCounty** Action 71: Increase the number of native plants, trees, and pollinator/bird friendly landscapes on public properties for education and habitat connectivity.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Goal LU-6: A diverse mix of commercial activities bolsters local businesses, generates employment opportunities, fosters walkable communities, and contributes to the economic vitality.		
Policy LU-6.1: Encourage commercial land use diversity. Encourage a greater mix of locally serving uses, such as retail, small businesses, eateries, small-scale institutional, office, and other compatible uses in commercial centers to limit vacancies and increase access to the community's everyday 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 LU 10.4: Promote environmentally sensitive and sustainable design.	**Connect SoCal** goal: Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region. **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-6.2: Facilitate accessory commercial units (ACU). Support the development of ACUs overlay zone in which commercial uses such as bodegas and other small businesses can operate by right in otherwise exclusively residential neighborhoods.	Goal ED 2: Land use practices and regulations that foster economic development and growth.	**Connect SoCal goal:** Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region. **OurCounty** Goal 3: Equitable and sustainable land use and development without displacement.
Policy LU-6.3: Support adaptive commercial reuse and rehabilitation. Support the adaptive reuse and rehabilitation of aging commercial centers and structures and vacant or underutilized structures, especially those in **high resource areas (HRAs)**.	Policy ED 4.4: Incentivize infill development in urban and suburban areas that revitalizes underutilized commercial and industrial areas. Policy ED 4.6: Retrofit and reuse vacant and underutilized industrial and commercial sites in urban and suburban areas for emerging and targeted industries.	**Connect SoCal Goal:** Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region.
Policy LU-6.4: Incentivize diverse and innovative industries. Incentivize innovation through the development of land uses that promote technology, sustainability, and bioscience employment hubs.	Policy ED 1.2: Encourage and foster the development of the renewable energy economic sectors. Policy ED 2.8: Incentivize as much as feasible, environmentally sustainable practices and high standards of development in the communities that bear disproportionate pollution and health impacts.	**OurCounty** Goal 4: A prosperous LA County that provides opportunities for all residents and businesses and supports the transition to a green economy.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Goal LU-7: An active transportation environment that enhances mobility and reduces reliance on personal vehicles.		
Policy LU-7.1: Enhance mobility in growth areas. Align investments in mobility with designated growth areas, prioritizing disadvantaged communities, to improve access to pedestrian pathways, public transit, and bicycle routes.	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: Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances. **Connect SoCal** goal: Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities. **Connect SoCal** goal: Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water. **2023 Active Transportation Strategic Plan** goal: Connectivity. **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-7.2: Support pedestrian passageways through cul-de-sacs. Support opportunities to provide pedestrian and bicycle passageways with wayfinding signage from neighborhood cul-de-sacs to arterials to provide residents greater access to services and amenities within walking distance.	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.	**Step by Step** Goal 1: Safe Streets. **Step by Step** Goal 5: Safe Communities. **OurCounty** Goal 8: A convenient, safe, clean, and affordable transportation system that enhances mobility while reducing car dependency. **2023 Active Transportation Strategic Plan** goal: Safety and Comfort.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
	• 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 LU-7.3: Create streets that foster healthy lifestyles. Transform selected streets adjacent to or near residential neighborhoods into “healthy streets” that integrate pedestrian-focused design, green spaces, and community amenities.	Goal LU 5: Vibrant, livable and healthy communities with a mix of land uses, services and amenities.	**OurCounty** Action 76: Action 76: Increase and enhance the safety and comfort of transit, scooter, bicycle, pedestrian, and shared ride connectivity to open spaces, parks, beaches, mountains, and recreation facilities, especially in communities with high park need.
Policy LU-7.4: Repurpose underutilized surface parking. Encourage developments with underutilized surface parking to repurpose spaces for community gathering and temporary community events.	Goal LU 7: Compatible land uses that complement neighborhood character and the natural environment.	**OurCounty** Action 99: Develop and 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 half a mile of high quality transit stops, creation and expansion of parking benefit districts, and incentives for developers to provide less than maximum allowable parking.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-7.5: Consolidate and centralize parking lots. Support community-wide parking reform through strategies that consolidate 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.	Goal LU 7: Compatible land uses that complement neighborhood character and the natural environment.	**OurCounty** Action 99: Develop and 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 half a mile of high quality transit stops, creation and expansion of parking benefit districts, and incentives for developers to provide less than maximum allowable parking.
Policy LU-7.6: Enable parking flexibility. Promote the reuse of existing parking facilities for local businesses through parking standards that allow for off-site parking, shared parking arrangements, car sharing, centralized parking structures, or other means to meet minimum parking requirements.	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-7.7: Enhance parking lots. Facilitate the development of bioswales, trees, dedicated walkways and traffic calming measures in parking areas to help enhance visual appearance, improve the pedestrian experience, and support groundwater recharge.	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.
Goal LU-8: A cohesive built environment that nurtures community well-being, inclusivity, and a shared sense of belonging among all residents.		
Policy LU-8.1: Maintain the public realm. Support additional funding and resources to maintain public spaces and infrastructure to deter deterioration and promote a clean environment and foster a sense of community pride.	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 7.5: In rural areas, require rural highway and street standards that minimize the width of paving and the placement of curbs, gutters, sidewalks, street lighting, and traffic signals, except where necessary for public safety.	**OurCounty** Goal 6: Accessible parks, beaches, recreational waters, public lands and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-8.2: Foster gathering spaces. Support the development of "community hubs" and multipurpose gathering spaces within walking distance of residential areas, incorporating features that support diverse uses and accessibility for all age groups.	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. 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.	**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-8.3: Improve safety and ambiance through lighting. Improve street and public space lighting to enhance safety after dark. Ensure that lighting is down-cast to avoid light pollution and is designed to contribute to the distinct character of the community.	Goal LU 9: Land use patterns and community infrastructure that promote health and wellness.	**OurCounty Goal 1:** Resilient and healthy community environments where residents thrive in place. **Connect SoCal** goal: Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change.
Goal LU-9: Strong community character through design standards and practices that reflect community values, enhance neighborhood compatibility, and promote functional and aesthetic cohesion.		
Policy LU-9.1: Facilitate well-designed neighborhood transitions. Facilitate new housing development that provide compatible transitions in design, massing, and landscaping between new construction and the surrounding neighborhood character, especially in growth areas that border residential neighborhoods.	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.	**2023 Active Transportation Strategic Plan** goal: Connectivity. **OurCounty** Goal 2: Buildings and infrastructure that support human health and resilience.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-9.2: Reduce parking frontage. Encourage placement of new parking lots or stalls behind storefronts and away from street frontages.	Goal M 5: Land use planning and transportation management that facilitates the use of transit.	**OurCounty** Goal 1: Resilient and healthy community environments where residents thrive in place. Connect SoCal goal: Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances.
Policy LU-9.3: Adapt parking lots for community events. Enhance the utility and multi-functional potential of large parking areas by transforming them into flexible spaces suitable for both vehicle parking and the hosting of community events like festivals and farmers' markets.	Policy LU 10.11: Facilitate the use of streets as public space for activities that promote civic engagement, such as farmers markets, parades, etc.	**OurCounty** Goal 1: Resilient and healthy community environments where residents thrive in place. Connect SoCal goal: Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances.
Policy LU-9.4: Integrate community identity markers. Integrate distinctive community identity markers, public art, and signage that reflect the unique history and character of each community in the Planning Area.	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 10.8: Promote public art and cultural amenities that support community values and enhance community context.	**OurCounty** Action 80: Include civic art as part of design and programming for parks, beaches, public lands, cultural amenities, and public spaces.
Goal LU-10: Resilient and sustainable communities that are adapted to climate change and provide equitable access to essential resources.		
Policy LU-10.1: Promote heat-resilient urban design. Promote the integration of heat resilience measures in development projects, through requirements for cool roofs and pavements, increased pervious surfaces, shading, optimized building orientation, and the incorporation of landscaping features designed to mitigate heat.	Policy S 5.2: Encourage the addition of shade structures in the public realm through appropriate means, and in frontline communities. Policy S 5.3: Encourage the use of cooling methods to reduce the heat retention of pavement and surfaces. Policy S 5.4: Ensure all park facilities, including recreational sports complexes, include a tree canopy, shade structures and materials with low solar gain to improve usability on high heat days and reduce heat retention. Policy S 5.8: Enhance and sustainably manage urban forests that provide shade and cooling functions.	**OurCounty** Action 29: Develop a comprehensive heat island mitigation strategy and implementation plan that addresses cool pavements and roofs, pavement reduction, and urban greening. **OurCounty** Action 30: Build shade structures at major transit stops, such as those identified in Metro's Active Transportation Strategic Plan, prioritizing communities with high heat vulnerability.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-10.2: Provide community cooling centers. Provide cooling centers in areas that are highly vulnerable to climate hazards and have limited access to such facilities.	Goal S 5: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to extreme heat and drought impacts. Policy S 5.1: Encourage building designs and retrofits that moderate indoor temperatures during extreme heat events. Policy S 5.9: Promote greater awareness of the impacts of extreme heat exposure on the most vulnerable populations, such as seniors, people living in poverty, those with chronic conditions, and outdoor workers.	**OurCounty** Strategy 1F: Develop community capacity to respond to emergencies. **OurCounty** Action 26: Develop minimum requirements and best practices for amenities, programming, and accessibility of cooling centers.
Policy LU-10.3: Mitigate flood hazards. Mitigate future increases in flood hazards and minimize flood risks in the foothills of the San Gabriel Mountains and along the San Gabriel River, and in the valley areas through the development of multi-benefit open spaces for public use, flood attenuation, water infiltration, water quality improvements, and habitat conservation.	Policy S 3.3: Promote the use of natural, or nature-based, flood protection measures to prevent or minimize flood hazards, where feasible. Policy LU 1.10: Prohibit plan amendments that increase density of residential land uses within mapped fire and flood hazard areas unless generally surrounded by existing built development and the County determines the adjoining major highways and street networks can accommodate evacuation as well as safe access for emergency responders under a range of emergency scenarios, as determined by the County. 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.	**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.
Policy LU-10.4: Provide support for climate-vulnerable workers. Support public facilities and parks to operate as spaces of refuge from high heat, offering hydration, sanitation, shade, and cooling among other health-supportive features.	Policy S 5.2: Encourage the addition of shade structures in the public realm through appropriate means, and in frontline communities. Policy S 5.4: Ensure all park facilities, including recreational sports complexes, include a tree canopy, shade structures and materials with low solar gain to improve usability on high heat days and reduce heat retention. Policy S 5.6: Coordinate with demand-response/paratransit transit services prior to expected extreme heat days to ensure adequate capacity for customer demand for transporting to cooling centers. Policy S 5.7: Coordinate with local transit agencies to retrofit existing bus stops, where feasible, with shade structures to safeguard the health and comfort of transit users.	**OurCounty** Action 26: Develop minimum requirements and best practices for amenities, programming, and accessibility of cooling centers. **Connect SoCal** goal: Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change.
Policy LU-10.5: Provide employment facilities with cooling and air filtration. Support the inclusion of air conditioning and air filtration systems in indoor work environments to support employee health and well-being, particularly in WSGV communities vulnerable to heat and air quality concerns.	Policy S 5.1: Encourage building designs and retrofits that moderate indoor temperatures during extreme heat events.	**OurCounty** Action 26: Develop minimum requirements and best practices for amenities, programming, and accessibility of cooling centers.

WSGVAP Goal/Policy	Supporting General Plan Goals/Policy	Supporting Goals/Policies from Other Plans
Policy LU-10.6: Facilitate urban agriculture. Support and facilitate the use of public easements, rights-of-way, underutilized or vacant County land, utility corridors, schoolyards, or other public land for community gardens and urban agriculture to increase access to locally grown food.	Policy LU 5.8: Encourage farmers markets, community gardens, and proximity to other local food sources that provide access to healthful and nutritious foods. Policy C/NR 9.4: Support countywide community garden and urban farming programs.	**OurCounty** Action 130: Support the use of public and private land for urban and peri-urban agriculture, such as community gardens, by measures such as identifying available public parcels, streamlining permitting and leasing processes, and incentivizing the conversion of vacant property to agricultural use.
Policy LU-10.7: Incentivize food gardens and multifamily housing. Support and incentivize the inclusion of resident-managed food gardens and urban agriculture in multifamily residential property developments.	Policy LU 5.8: Encourage farmers markets, community gardens, and proximity to other local food sources that provide access to healthful and nutritious foods. Policy C/NR 9.4: Support countywide community garden and urban farming programs.	**OurCounty** Action 130: Support the use of public and private land for urban and peri-urban agriculture, such as community gardens, by measures such as identifying available public parcels, streamlining permitting and leasing processes, and incentivizing the conversion of vacant property to agricultural use.
Goal LU-11: Land use decision-making that is inclusive, equitable, and responsive to the diverse needs and voices of the WSGV community.		
Policy LU-11.1: Ensure equitable and accessible community engagement. Expand community engagement efforts to people who otherwise might not participate, including working parents, people with disabilities, and communities of color.	Policy LU 10.1: Encourage community outreach and stakeholder agency input early and often in the design of projects.	**OurCounty** Action 137: Develop inclusive community engagement guidelines and activities for County planning activities, including recommended timelines and set-aside funding for childcare, translation services, transportation, cultural engagement activities, and reimbursement costs for community-based organizations and local tribes to participate.
Policy LU-11.2: Encourage collaboration with community partners. Partner with community groups, local community-based organizations, and public agencies to increase participation in the planning process and foster collaboration.	Policy LU 10.1: Encourage community outreach and stakeholder agency input early and often in the design of projects.	**OurCounty** goal 11: Inclusive, transparent, and accountable governance that facilitates participation in sustainability efforts, especially by disempowered communities.

SOURCE: ESA, 2024

Impact Analysis

Impact 4.11-1: Would the Project physically divide an established community?

No Impact. The WSGV Planning Area is an urban environment that is established with land uses at the parcel-level and a circulation system with very limited vacant land. The nine unincorporated WSGV communities are primarily built out with residential, commercial, industrial, and open space uses. Adoption and implementation of the WSGVAP would include land use and zoning modifications that would increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways through infill development and redevelopment as well as within a select few existing low-density residential areas near commercial corridors and transit. In addition, the WSGVAP also aims to decrease densities in hazard areas, WUI areas, and areas within or adjacent to natural resource areas. The WSGVAP also provides strategies for thoughtful infill development and redevelopment in these areas to increase densities and growth in an intentional manner across the nine unincorporated WSGV communities. The land use strategies of the WSGVAP focus community-serving growth near transit, commercial centers, and other amenities as well as aims to create defined community centers with neighborhood-serving small business commercial uses integrated with mixed-used development along existing commercial corridors. In addition, implementation of the WSGVAP would improve connectivity and land use patterns within and between existing neighborhoods, thereby providing more linkages within the WSGV Planning Area.

While the WSGVAP itself does not include any physical development, future projects developed under the WSGVAP would constitute infill development and redevelopment within these targeted areas. These identified growth areas under the WSGVAP are already in urban, developed areas of the WSGV Planning Area, where future projects would not physically divide the community. Furthermore, implementation of the WSGVAP would result in primarily infill development within existing residential communities and commercial areas in the Plan Area, which would minimize the need to construct new housing in rural communities that could be physically divided by new housing. In addition, the WSGVAP does not include the construction of new or expansion of existing roadways or large infrastructure, which would physically divide an established community. Therefore, implementation of the WSGVAP would not physically divide an established community, and no impacts would occur.

Impact 4.11-2: Would the Project 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. As discussed above, the WSGVAP was developed based on the goals and policies of the General Plan and other applicable regional plans. The WSGVAP Land Use Element is a component of the Los Angeles County General Plan and is guided by the General Plan's Guiding Principles. As stated in the WSGVAP Land Use Element, the Los Angeles General Plan inspired the WSGVAP goals of providing efficient use of land, encouraging green building, enhancing walkability, and integrating land use and mobility throughout its communities.

As demonstrated in Table 4.11-2 above, the WSGVAP land use goals and policies are consistent with the General Plan and other applicable regional land use plans adopted to avoid or mitigate impacts on the environment. No inconsistencies with WSGVAP goals and policies were identified in Table 4.11-2, nor

were any proposed WSGVAP policies found to potentially conflict with the intent of regional plans or preclude the attainment of these regional plans' primary goals. Therefore, the WSGVAP would result in a less than significant impact related to conflicts with applicable land use plans, policies, or regulations.

Impact 4.11-3: Would the Project conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas.

Less-than-Significant Impact. As described in Section 4.4, *Biological Resources*, there are three SEAs located within the WSGV Planning Area, including the Altadena Foothills and Arroyos SEA, San Gabriel Canyon SEA, and the Puente Hills SEA. The Altadena Foothills and Arroyos SEA are located within the unincorporated WSGV communities of Altadena, Kinneloa Mesa, and Whittier Narrows as well as within portions of incorporated areas. While the San Gabriel Canyon SEA is located within the Plan Area, it is not within any of the nine unincorporated WSGV communities. The WSGVAP contains goals and policies that would help protect and maintain SEA designated land. The Conservation and Natural Resources Element of the County General Plan, including the SEA Program, would be followed and enforced to protect biological resources. The WSGVAP also aims to decrease densities in hazard areas, WUI areas, and areas within or adjacent to natural resource areas, including the SEAs within the WSGV Planning Area. Therefore, impacts related to conflicts with goals and polices of the General Plan related to SEAs would be less than significant.

As described in Section 4.7, *Geology and Soils*, there are HMAs that contain slopes in excess of 25 percent within the northern portions of the unincorporated WSGV communities of Altadena, La Crescenta-Montrose, and Kinneloa Mesa. The topography within the remaining six unincorporated WSGV communities is relatively flat to gently sloping with no steep slopes. As mentioned above, the WSGVAP also aims to decrease densities in hazard areas, WUI areas, and areas within or adjacent to natural resource areas, including the HMAs within the WSGV Planning Area. Any future projects developed under the WSGVAP within HMAs would be subject to the County's HMA Ordinance and Hillside Design Guidelines, which implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design. Furthermore, future projects developed under the WSGVAP would also be required to demonstrate consistency with the Area Plan's goals and policies related to HMAs and steep slopes to minimize effects. Therefore, impacts regarding consistency with HMA-related goals and policies would be less than significant.

Cumulative Impacts

For the purposes of this analysis of cumulative impacts related to land use and planning, the geographic area of consideration consists of the unincorporated areas of the County. This geographic scope of analysis is appropriate for the analysis of land use and planning because other cumulative projects have the potential to conflict with the County's General Plan as well as other regional plans.

Impact 4.11-4: Would the Project, when combined with other past, present, or reasonably foreseeable projects, physically divide an established community?

Less-than-Significant Cumulative Impact. Impacts related to the division of an established community are generally site-specific, meaning that cumulative development projects outside of the WSGV Planning Area would be unlikely to contribute to a cumulative impact related to division of an established

community through construction of roadway, structures, or other transportation facilities within the Plan Area. Similarly, buildout associated with the Project would not contribute to a cumulative impact related to division of established communities within the County. Therefore, cumulative impacts are considered less than significant.

Impact 4.11-5: 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 Cumulative Impact. Other projects within or near the WSGV Planning 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 mitigate environmental impacts. These projects, like the proposed WSGVAP, would be subject to CEQA, as appropriate, and would be required to demonstrate consistency with applicable planning documents, such as the County's General Plan, general plans prepared by nearby cities, and regional plans, such as the Connect SoCal 2024, 2045 CAP, 2023 ATSP, Our County, and Step-by-Step plans. These plans have been prepared to be consistent with one another. Similar to the future projects developed under the WSGVAP, other cumulative projects would be approved if they can demonstrate consistency with the applicable goals and policies of these planning documents, which have been adopted for the purpose of avoiding or reducing environmental impacts. The WSGVAP in combination with other cumulative growth in unincorporated areas of the County would contribute to a less than significant cumulative impact related to conflicts with the General Plan or other regional and use plans adopted to avoid or mitigate environmental impacts.

Impact 4.11-6: Would the Project, when combined with other past, present, or reasonably foreseeable projects, conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas.

Less-than-Significant Cumulative Impact. Under the WSGVAP, there are no proposed changes resulting in increases to the existing zoning or land use intensities within SEAs within the WSGV Planning Area. As such, there would be no potential for the Project to result in conflicts with General Plan goals and polices related to SEAs which could combine with other development projects in the County to result in a cumulatively significant impact. Therefore, cumulative impacts related to conflicts with General Plan goals and policies related to SEAs would be less than significant.

Similarly, any cumulative development projects proposed within HMAs in unincorporated areas of the County would be subject to the County's HMA Ordinance and Hillside Design Guidelines, which implement the policies of the General Plan by ensuring that hillside development projects use sensitive and creative engineering, architectural, and landscaping site design techniques. All cumulative projects within HMAs would be subject to the same local development standards as future projects developed under the WSGVAP in HMAs, including those identified in the County Code. As related projects would have a limited potential for conflicts related to HMAs given compliance with the guidelines, cumulative impacts related to conflicts with goals and policies of the General Plan related to HMAs would be less than significant.

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.

4.11.3 References

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4.12 Mineral Resources

This section addresses the potential impacts of the West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) on mineral resources, including the potential loss of availability of a known mineral resource or the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. 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 (refer to **Appendix A**, *Notice of Preparation & Comments Received*). Comments received did not identify any substantive issues or questions related to Mineral 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.

4.12.1 Environmental Setting

Mineral resources are defined as commercially-viable aggregate or mineral deposits, such as sand, gravel, and other construction aggregate (Los Angeles County 2015). While California is the largest consumer of sand and gravel (aggregate) in the country, the State is also a major producer of these mineral resources (Los Angeles County 2015). Los Angeles County (County) produces and consumes more construction aggregate than any other metropolitan area in the country (Los Angeles County 2015).

Existing Environmental Conditions

The California Geological Survey (CGS) provides information about California's non-fuel mineral resources and classifies lands throughout the State that contain regionally significant mineral resources as mandated by the Surface Mining and Reclamation Act of 1975 (SMARA). Non-fuel mineral resources include metals, such as gold, silver, iron, and copper; industrial metals, such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt and dimension stone; and construction aggregate, such as sand, gravel, and crushed stone.

Mineral Resource Classification

CGS' mineral resources classification process involves the determination of Production-Consumption (P-C) Region boundaries, based on identification of active aggregate operations (Production) and the market area served (Consumption). There are seven P-C regions entirely or partly within the County: San Fernando Valley P-C Region; San Gabriel Valley P-C Region; Saugus-Newhall P-C Region; Palmdale P-C Region; Claremont-Upland P-C Region; Orange County-Temescal Valley P-C Region; and the Simi P-C Region. The San Fernando Valley, San Gabriel Valley, Saugus-Newhall, and Palmdale P-C Regions are all entirely within the County and account for nearly all of its land (County of Los Angeles 2014). The San Gabriel Valley P-C Region underlies almost all of the WSGV Planning Area (County of Los Angeles 2014).

The classification of mineral resources within these P-C regions is a joint effort of the State and local governments. It is based on geologic factors and requires that the State Geologist classify the mineral

resources area as one of the four Mineral Resource Zones (MRZs), Scientific Resource Zones (SZ), or Identified Resource Areas (IRAs), described below (County of Los Angeles 2015):

- MRZ-1: A Mineral Resource Zone where adequate information indicates that no significant mineral deposits are present or likely to be present.
- MRZ-2: A Mineral Resource Zone where adequate information indicates that significant mineral deposits are present or a likelihood of their presence and development should be controlled.
- MRZ-3: A Mineral Resource Zone where the significance of mineral deposits cannot be determined from the available data.
- MRZ-4: A Mineral Resource Zone where there is insufficient data to assign any other MRZ designation.
- SZ Areas: Containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance shall be classified in this zone.
- IRA Areas: County or State Division of Mines and Geology Identified Areas where adequate production and information indicates that significant minerals are present.

Four major mineral resource recovery zones (designated as MRZ-2 of special concern by the County) identified in areas of the County include: Little Rock Creek Fan, Soledad Production Area, Sun Valley Production Area, and Irwindale Production Area (County of Los Angeles 2015). As shown in **Figure 4.12-1**, *Existing Mineral Resources within the WSGV Planning Area,* portions of East Pasadena – East San Gabriel, South Monrovia Islands, Altadena, and Kinneloa Mesa are designated as MRZ-2.

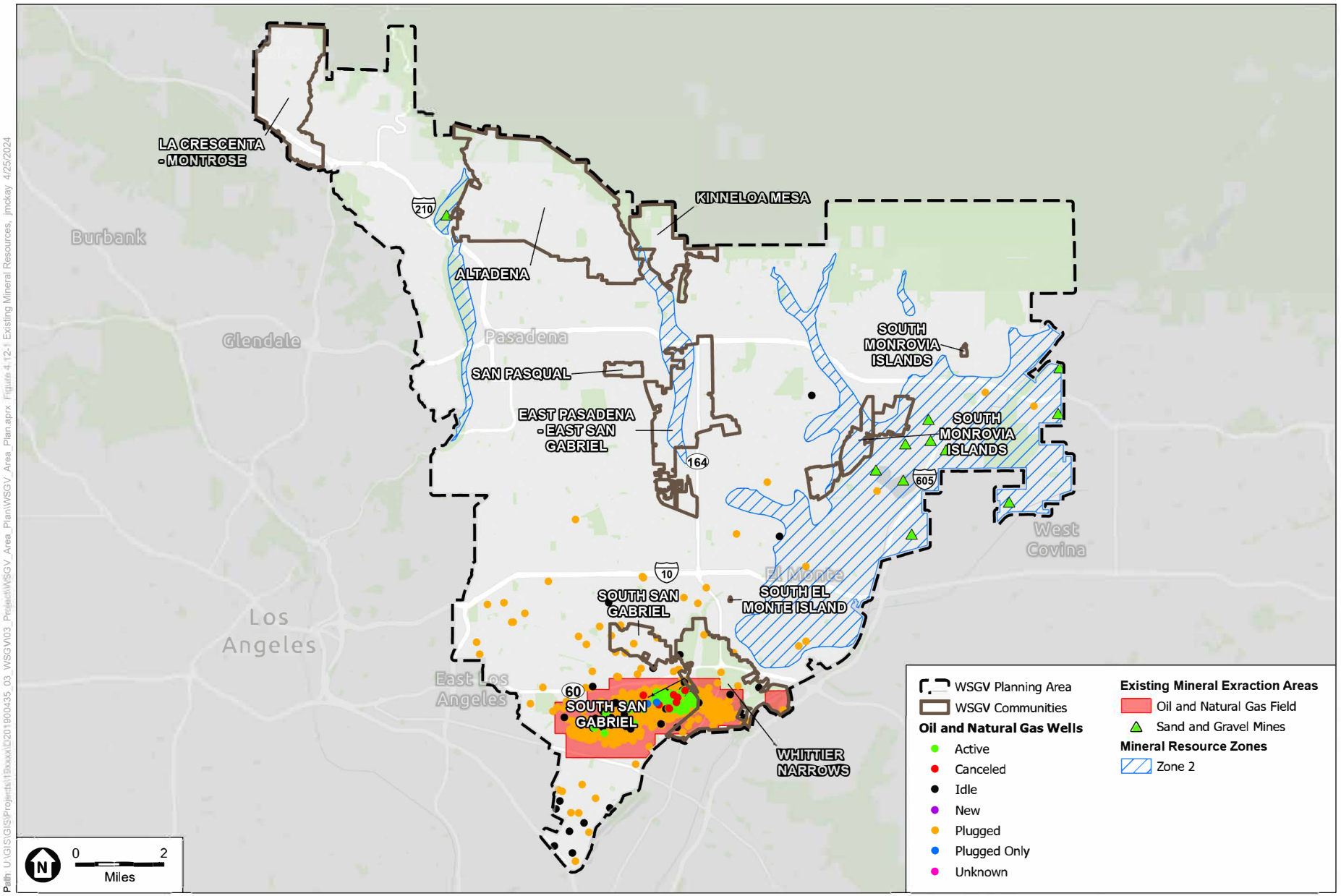
Aggregate Resources

Aggregate materials have been determined to be important resources for construction, development, and physical maintenance, from highways and bridges to swimming pools and playgrounds. The availability of aggregate affects construction costs, tax rates, and affordability of housing and commodities. The State has statutorily required the protection of aggregate mining operations. Since transportation costs are a significant portion of the cost of aggregate, the long-term availability of local sources of this resource is an important factor in maintaining the economic attractiveness of a community to residents, business, and industry.

Major aggregate extraction sites are found in the alluvial fans of the Tujunga Wash in the San Fernando Valley and in the San Gabriel River in and near Irwindale (County of Los Angeles 2015). As shown in Figure 4.12-1, there are 11 active aggregate mines within the WSGV Planning Area; however, none of these mines are located within the nine unincorporated WSGV communities.

Oil and Natural Gas Resources

Mineral resource zones also include areas that are appropriate for the drilling for and production of oil and natural gas. Oil production still occurs in many parts of the County and is regulated by the Geologic Energy Management Divisions (CalGEM). As shown in Figure 4.12-1, a designated oil and natural gas field is located in the southern portion of the WSGV Planning Area, which bisects portions of the unincorporated WSGV communities of South San Gabriel and Whittier Narrows. Within the active oil and natural gas field, there are numerous oil and gas wells within various stages of operations (e.g., active, idle, canceled, or plugged). While there are no active oil and natural gas wells within any of the nine unincorporated WSGV communities, there are eight idle oil and natural gas wells located within the communities of South San Gabriel and Whittier Narrows.



SOURCE: CalGEM, 2020; DRM, 2022; County of Los Angeles, 2022; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.12-1
Existing Mineral Resources within the WSGV Planning Area

ESA

Regulatory Setting

Federal Laws, Regulations, and Policies

There are no applicable federal policies or regulations related to mineral resources.

State Laws, Regulations, and Policies

California Department of Conservation Geologic Energy Management Division

Effective January 1, 2020, the California Department of Conservation's Division of Oil, Gas, and Geothermal Resources (DOGGR) was renamed to the Geologic Energy Management Division (also known as CalGEM) along with establishing a new focus assisting the State's goal of becoming carbon-neutral by 2045 by managing the decline of oil production and consumption within the state. To support this goal, CalGEM has established a series of initiatives to safeguard public health, emphasize environmental protection, and reduce climate impacts associated with oil production.

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act (SMARA) of 1975 provides comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. SMARA also encourages the production, conservation, and protection of the state's mineral resources. As required by SMARA, the State Geologist is to classify land into MRZs according to its known or inferred mineral potential. One of the goals of mineral land classification is to ensure that mineral potential of land is identified and considered before local government decision makers make land use decisions that could limit the ability to mine resources.

Mineral Resources and Mineral Hazard Mapping Program

CGS provides geologic expertise and information about California's diverse non-fuel mineral resources. As required by the SMARA of 1975, the State Geologist classifies these resources in an effort to locate economically significant mineral deposits and potential areas of deposits based upon scientific data. Information relating to California's non-fuel resources, naturally occurring mineral hazards, and active and historic mining activities are collected to classify land under the Mineral Resources and Mineral Hazards Mapping Program. As described above, CGS defines several geographic areas that collectively cover a single mineral classification study as P-C Regions. CGS identifies MRZs for each P-C Region, mine/quarry, or other geographic area included in a mineral classification study. MRZs are areas classified by the presence or absence of significant sand, gravel, or stone deposits which are suitable as sources of aggregate.

Regional Laws, Regulations, and Policies

County of Los Angeles General Plan

The WSGVAP is located within the Planning Area governed by the *Los Angeles County General Plan* (Los Angeles County 2015). The Conservation and Natural Resources Element of the General Plan provides goals and policies that emphasize conservation of identified mineral deposits, and protection of lands classified as MRZ-2. The goal and policies applicable to the Project are listed below:

Conservation and Natural Resources Element

Goal C/NR 10: Locally available mineral resources to meet the needs of construction, transportation, and industry.

Policy C/NR 10.1: Protect MRZ-2s and access to MRZ-2s from development and discourage incompatible adjacent land uses.

Policy C/NR 10.5: Manage mineral resources in a manner that effectively plans for access to, development and conservation of, mineral resources for existing and future generations.

Los Angeles County Code of Ordinances – Oil Well Ordinance

The Oil Well Ordinance was adopted on January 24, 2023, and became effective February 23, 2023. The Oil Well Ordinance prohibit new oil wells and production facilities in the unincorporated County areas, designate existing oil wells and production facilities in the unincorporated County as nonconforming due to use, and establish consistent regulations for existing oil wells and production facilities during the amortization period. A nonconforming use is a legally established use that is not permitted in a certain zone or area. Pursuant to Section 22.172.050 (Nonconforming Uses, Buildings and Structures) of the Zoning Code, nonconforming uses must be discontinued and removed from their sites within 20 years, except when extended or revoked as otherwise provided.

4.12.2 Environmental Impacts

Methodology

As described in Chapter 3, *Project Description*, of this Draft PEIR, the WSGVAP is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the WSGVAP would encourage development in a manner consistent with the Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the WSGV Planning Area. Rather, it assesses the impacts associated with the proposed modifications to existing land uses and zoning and the associated overall effects of buildout of the WSGVAP through 2045. Analysis at a parcel or site-specific level was not conducted, because the specific location, timing, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, where detailed analysis would be speculative and, therefore, beyond the scope of this Draft PEIR.

As detailed in Chapter 3, *Project Description*, and in this section, the WSGVAP proposes land use and zoning modifications to increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit. In addition, the WSGVAP proposes to decrease densities in hazard areas, wildland-urban interface (WUI) areas, and areas within or adjacent to natural resource areas. Table 3-1, *Land Use and Zoning Change Summary for Proposed Growth and Preservation,* in Chapter 3, *Project Description,* summarizes the WSGVAP proposed land use and zoning modifications on a community-basis. The unincorporated WSGV communities that include the proposed land use and zoning modifications include Altadena, East Pasadena – East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, and South San Gabriel.

The analysis of potential impacts related to mineral resources in this Draft PEIR is based on whether implementation of the WSGVAP would result in the loss of availability of locally or regionally important mineral resources. Impacts related to the loss of mineral resources would be considered significant if construction activities were to disrupt active mining activities and make known mineral resources unavailable, or if siting of new facilities were to preclude the future recovery of known mineral resources or adversely affect the availability of these resources for future recovery. In determining the level of significance, the analysis assumes that future projects developed under the WSGVAP would comply with all relevant federal, state, and local laws, ordinances, and regulations.

Significance Thresholds

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

a) Result in loss of availability of a known mineral resource that would be a value to the region and the residents of the state; or

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Proposed Project Characteristics and WSGVAP Goals and Policies

The WSGVAP is intended to the guide long-term growth of the WSGV Planning Area, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. Since the WSGVAP is planning for future growth within the WSGV Planning Area, no actual development is being proposed at this time. Furthermore, the WSGVAP does not propose any new mineral excavation sites or oil drilling wells/activities within the Plan Area.

WSGVAP Goals and Policies

The following WSGVAP goals and policies are relevant to mineral resources:

Land Use Element

The following goals and policies of the Land Use Element balances development with the preservation of mineral resources, within the Planning Area:

> **Goal LU-5:** A resilient and sustainable community that balances development with the conservation of natural resources.
>
> > **Policy LU-5.1: Manage idle wells responsibly.** Support proper management of idle and abandoned oil and gas wells, as defined by the California Geologic Energy Management Division, following the requirements of state law, and remediation of impacts and restoration of habitat in or near Significant Ecological Areas (SEAs) and on any lands containing sensitive biological resources.

Impact Analysis

Impact 4.12-1: Would the Project result in loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Impact 4.12-2: Would the Project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Less-Than-Significant Impacts. Implementation of future projects developed under the WSGVAP would not result in the loss of availability of a known non-fuel mineral resource that would be of value to the region and residents of the State nor result in the loss of availability of a locally important mineral resource recovery site as delineated on a general plan, specific plan, or local land use plan, as discussed in greater detail below.

Aggregate Resources

As discussed above, portions of East Pasadena – East San Gabriel, South Monrovia Islands, Altadena, and Kinneloa Mesa are designated as MRZ-2, which indicate areas that contain known mineral resources. However, there are no active sand or gravel mines within any of these unincorporated WSGV communities. Therefore, implementation of the WSGVAP would not result in the loss of availability of a known non-fuel mineral resource that would be of value to the region and residents of the State. While there are portions of East Pasadena – East San Gabriel, South Monrovia Islands, Altadena, and Kinneloa Mesa are designated as MRZ-2, the WSGVAP does not propose to modify any existing land use or zoning designations for mineral resource extraction uses or activities within the WSGV Planning Area. Future development associated with the implementation of the WSGVAP would primarily be infill development along major roadways and commercial corridors within existing urban environments, which currently don't support any mineral resource recovery sites delineated in the General Plan or any other land use plans. Therefore, implementation of the WSGVAP would not result in the loss of availability of a locally important mineral resource recovery site as delineated on a general plan, specific plan, or local land use plan. Impacts to aggregate mineral resources from implementation of the WSGVAP would be less than significant.

Oil and Natural Gas Resources

As discussed above, while there are no active oil and natural gas wells within any of the nine unincorporated WSGV communities, there are eight idle oil and natural gas wells located within the communities of South San Gabriel and Whittier Narrows. As shown on Figure 4.12-1, of the eight idle wells, one well is partially located in South San Gabriel while the other seven idle wells are located within Whittier Narrows. While these eight wells are currently designated as idle, they could become active wells in the future.[1]

As shown in **Appendix C,** *WSGV Planning Area Communities: Land Use and Zoning Modification Maps,* the WSGVAP does not propose any land use or zoning modifications within Whittier Narrows. Within the area of South San Gabriel in proximity to the existing idle oil and natural gas well, the WSGVAP proposes to rezone existing single-family residential (R-1) parcels to residential agriculture (R-

[1] This analysis assumes that no new oil or natural gas wells would be permitted within the South San Gabriel or Whittier Narrows communities in accordance with the County's Oil Well Ordinance.

A) and does not propose any land use modifications in this area. Future development under the WSGVAP in South San Gabriel would occur within existing developed parcels currently developed as residential uses and therefore implementation of the WSGVAP would not interfere with or remove existing oil and natural gas wells.

In addition, all future development under the WSGVAP would be required to comply with all applicable state and local laws, regulations, and policies, including those established by SMARA, the County, and the WSGVAP. The WSGVAP includes Goal LU-6 and Policy LU-5.1, which supports proper management of idle and abandoned oil and gas wells. 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. Specifically, Policy C/NR 10.1 protects MRZ-2s and access to them from development and discourages incompatible adjacent land uses. Policy C/NR 10.5 calls for the management of mineral resources in a manner that effectively plans for access to, development and conservation of mineral resources for existing and future generations. Future development under the WSGVAP would be required to demonstrate consistency with these goals and policies of the General Plan and WSGVAP as they relate to the protection of mineral resources.

Therefore, implementation of the WSGVAP would not result in the loss of availability of known oil or natural gas resources that would be of value to the region and residents of the State nor would result in the loss of availability of a locally important mineral resource recovery site as delineated on a general plan or local land use plan. Impacts to oil and natural gas resources from implementation of the WSGVAP would be less than significant.

Cumulative Impacts

For the purposes of this analysis of cumulative impacts related to mineral resources, the geographic area of consideration consists of Los Angeles County, inclusive of both incorporated and unincorporated areas. This geographic scope is appropriate for the analysis of mineral resources because other cumulative projects within the County, in combination with the Project, have the potential to cause significant impacts on the as mineral resources, which are a regional resource.

Impact 4.12-3: Would the Project, when combined with other past, present, or reasonably foreseeable projects, cause a significant environmental impact due to the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

Impact 4.12-4: Would the Project, when combined with other past, present, or reasonably foreseeable projects, cause a significant environmental impact due to the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Less-Than-Significant Cumulative Impacts. Implementation of related projects in conjunction with the Project could result in potentially significant cumulative impacts to mineral resources if cumulative development were to cause a loss of availability of a known mineral resource that would be a value to the region and the residents of the state or of an important mineral resources recovery site delineated in a general plan or other local land use plan.

As discussed above, implementation of the WSGVAP would not result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state nor would not change the existing land use designation of an existing mineral resources recovery site delineated in the General Plan. Future development under the WSGVAP would not preclude access to mineral resources, including aggregate or oil and gas resources, within the WSGV Planning Area. Therefore, the Project would not result in the loss of a regionally or locally important mineral resources. Furthermore, the WSGVAP does not propose growth within areas developed for mineral resource extraction. Therefore, the Project would not contribute to a cumulatively considerable impact related to the loss of availability of mineral resources. Cumulative impacts would be less than significant.

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

California Department of Conservation (DOC), 2024. CalGEM GIS, Well Finder. Available at: https://maps.conservation.ca.gov/doggr/wellfinder/. Accessed March 2024.

Los Angeles County, 2014. Los Angeles County General Plan Update Draft Programmatic Environmental Impact Report. Available at: Programmatic EIR – LA County Planning. . Accessed March 2024.

Los Angeles County, 2023. Oil Well Ordinance. Available at: https://file.lacounty.gov/SDSInter/bos/supdocs/172735.pdf. Accessed March 2024.

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4.13 Noise

This section addresses the potential impacts of the West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) on noise and vibration. 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. This evaluation uses procedures and methodologies that include those as specified by or emulate those of Caltrans and the Federal Highway Administration (FHWA). Technical information prepared to support the analysis within this section is included in **Appendix H**, *Noise Modeling Data,* of this Draft PEIR.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (refer to Appendix A, *Notice of Preparation & Comments Received*). 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.

4.13.1 Environmental Setting

Existing Environmental Conditions

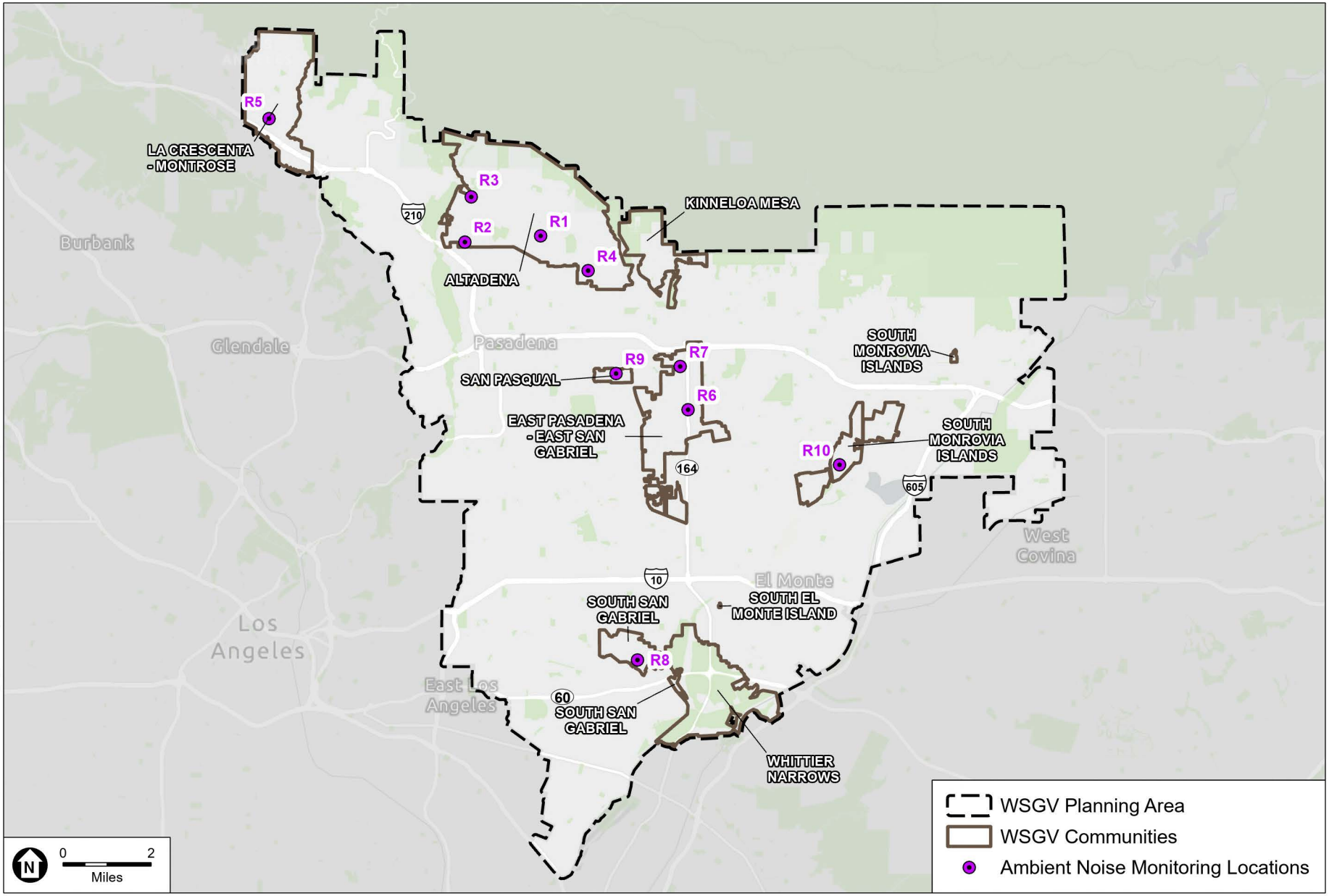
The WSGV Planning Area includes 18 incorporated cities and nine unincorporated communities, including Altadena, La Crescenta-Montrose, Kinneloa Mesa, South San Gabriel, East Pasadena-East San Gabriel, San Pasqual, South Monrovia Islands, South El Monte Island, and Whittier Narrows. The majority of the WSGV Planning Area is designated by the General Plan as residential, with some concentrated areas of open space and commercial. The zoning designations and existing land uses in the communities generally follow the General Plan designations. Existing land uses within the WSGV Planning Area, and within the surrounding areas, include residential, commercial, schools, light industrial, vacant lots, open space, and parks.

Key Concepts/Terminology

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). Noise generated from off-site mobile noise sources such as vehicular traffic is assessed with the FHWA-approved traffic noise source noise modeling guidelines.

Ambient Noise Levels

The predominant existing noise source within and surrounding the WSGV Planning Area is traffic noise on freeways and local streets. Short-term (15-minute duration) daytime ambient noise measurements were conducted at 10 locations on March 28, 2024, and are shown in **Figure 4.13-1,** *Ambient Noise Monitoring Locations within the WSGV Planning Area*.



Path: U:\GIS\GIS\Projects\19xxxx\D2019000435_03_WSGV\03_Project\WSGV_Area_Plan\WSGV_Area_Plan.aprx Figure 4.13-1 - Ambient Noise Monitoring Locations, jmckay 5/2/2024

SOURCE: ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.13-1
Ambient Noise Monitoring Locations within the WSGV Planning Area

ESA

These noise measurements represent the ambient noise environment where future development is expected to occur under the WSGVAP. A summary of noise measurements is provided in **Table 4.13-1**, *Summary of Ambient Short-Term Noise Measurements*. Average noise levels range from 65.9 dBA to 73.8 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 4.13-1
SUMMARY OF AMBIENT SHORT-TERM NOISE MEASUREMENTS

Location, Duration, and Date of Measurements	Duration	Average L_{eq}
R1, Altadena: Receptors near Lake Ave between E Mendocino St & Calaveras St	15 minutes	68.5
R2, Altadena: Receptors near Woodbury Rd between Lincoln Ave & Casitas Ave	15 minutes	71.9
R3, Altadena: Receptors near intersection of W Altadena Dr & Lincoln Ave	15 minutes	66.0
R4, Altadena: Receptors near intersection of E Elizabeth St & Allen Ave	15 minutes	69.4
R5, La Crescenta-Montrose: Receptors near the intersection of Foothill Blvd & La Crescenta Ave	15 minutes	66.9
R6, East San Gabriel: Receptors near the intersection of Rosemead Blvd & E Fairview Ave	15 minutes	73.8
R7, East San Gabriel: Receptors along Del Mar Blvd between S Rosemead Blvd & S Halstead St	15 minutes	70.0
R8, South San Gabriel: Receptors along Hill Dr between Potrero Grande Dr & San Gabriel Blvd	15 minutes	65.9
R9, San Pasqual: Receptors along Sierra Madre Blvd between E Del Mar Blvd & San Pasqual St	15 minutes	69.7
R10, South Monrovia Islands: Receptors along Live Oak Ave between Myrtle Ave & 8th Ave	15 minutes	67.5

SOURCE: ESA 2024

NOTE:

The ambient noise measurements were conducted using the Larson-Davis Soundtrack LxT1 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.

Regulatory Setting

Federal Laws, Regulations, and Policies

Noise Control Act of 1972

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 United States Environmental Protection Agency (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

The Department of Housing and Urban Development (HUD) 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 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 (Caltrans)

The criteria for environmental impact from groundborne vibration are based on the maximum levels for a single event. **Table 4.13-2**, *Construction Vibration Damage Criteria*, lists the potential vibration damage criteria associated with construction activities, as suggested in the Federal Transit Administration's (FTA's) *Transit Noise and Vibration Impact Assessment* (FTA 2018).

TABLE 4.13-2
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

SOURCE: FTA 2018, Table 7-5

NOTES:

PPV = peak particle velocity; LV = velocity in decibels; inch/sec = inches per second
a. Root-mean-square velocity in decibels (VdB) re 1 microinch per second.

Based on Table 8-3 in the FTA's *Transit Noise and Vibration Impact Assessment*, interpretation of vibration criteria for detailed analysis is 78 VdB for residential uses during daytime hours (FTA 2018). 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.

FTA guidelines show that a vibration level of up to 102 VdB (equivalent to 0.5 inch/sec in root-mean square (RMS) velocity is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage (FTA 2018). 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 4.13-3**, *Guideline Vibration Damage Potential Threshold Criteria*, which is taken from the California Department of Transportation's (Caltrans') *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020).

TABLE 4.13-3
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

SOURCE: Caltrans 2020, Table 19

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.

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 2022 version, which took effect on January 1, 2023. 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. 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. For new residential buildings, schools, and hospitals, the CCR Title 24, Part 2, Chapter 12 acceptable interior noise limit for new construction is 45 dBA CNEL.

California Environmental Quality Act

The California Environmental Quality Act (CEQA) is the principal statute governing environmental review of projects occurring in the state and is codified at Public Resources Code (PRC) Section 21000 et seq. CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources.

Regional Laws, Regulations, and Policies

Los Angeles County General Plan Goals and Policies

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, of the 2035 General Plan states that the purpose of the Noise Element of the County's General Plan is to reduce and limit the exposure of the general public to excessive noise levels (LACDRP 2022). The Noise Element sets the goals and policy direction for the management of noise in the unincorporated areas and the applicable goals and policies are discussed below:

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 1.5: 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 1.6: Ensure cumulative impacts related to noise do not exceed health-based safety margins.

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.

For analyses purposes, the 65 dBA CNEL is used as the exterior noise standard based on Policy N 1.9. This is similar to the exterior noise standard recommended for residential uses in the State's guidelines as will be discussed below in this noise impact analysis.

Los Angeles County Code of Ordinances

Chapter 12.08 – Noise Ordinance

The County's Noise Ordinance, contained in Chapter 12.08 Noise Control of the County's Code of Ordinances (County Code), 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 4.13-4**, *Exterior Noise Standards, L_{50}*.

TABLE 4.13-4
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

SOURCE: County Code Chapter 12 Section 12.08.390

As stated in the descriptions after the exterior noise levels in its Section 12.08.390, 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	Semi-residential/ 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	Semi-residential/ 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 (Caltrans 2013).

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.

4.13.2 Environmental Impacts

Methodology

Approach

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 the West San Grabiel Valley Planning Area (WSGV Planning Area or Plan Area) generally and, where applicable, the general areas of future potential land use and zoning modifications as part of implementing the WSGVAP, as those are the areas that may result in changes to the environment that were not already considered in previous environmental analyses or studies.

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 future development sites facilitated by adoption of the WSGVAP 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

Since precise descriptions and locations of activities involving the construction of future site-specific projects facilitated by the WSGVAP 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 Draft PEIR also evaluates the potential for future projects developed under the WSGVAP 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 WSGVAP 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 WSGVAP are not known at this time, it is not possible to quantitatively evaluate traffic noise on specific roadways. Therefore, this analysis considers the potential for future projects developed with implementation of WSGVAP measures and actions to contribute to localized roadway traffic volumes.

Stationary-Source Noise

Since precise descriptions and locations of future site-specific projects facilitated by the WSGVAP are not known at this time, it is not possible to quantitatively evaluate stationary-source noise. Therefore, this analysis considers the potential for future projects developed with implementation of the WSGVAP measures and actions to contribute to stationary-source noise. Stationary sources would not be exempted by Section 12.08.570 of the County Code 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 County's Noise Ordinance.

Groundborne Vibration and Groundborne Noise

While the County's Noise Ordinance establishes a perception threshold for vibration, the County does not 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. Since precise descriptions and locations of projects facilitated by the WSGVAP 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's *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's *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's 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 County Code 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.

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 4.13-2 and Table 4.13-3, above, lists the potential vibration damage criteria associated with construction activities, as suggested in the FTA's *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 4.13-3, above, which is taken from Caltrans' *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020).

Based on Table 8-3 in the FTA's *Transit Noise and Vibration Impact Assessment*, interpretation of vibration criteria for detailed analysis is 78 VdB for residential uses during daytime hours (FTA 2018). 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 County's Noise Ordinance (Section 12.08.350 of the County Code), 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 WSGVAP Goals and Policies

The WSGVAP is intended to the guide long-term growth of the WSGV Planning Area, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. Since the WSGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time.

WSGVAP Goals and Policies

The following WSGVAP goals and policies are relevant to noise and vibration:

Land Use Element

Goal LU-4: Industrials uses that are environmentally responsible and beneficial to the local economy.

> **Policy LU-4.1: Ensure protection of industrial-adjacent land uses.** Ensure that industrial developments incorporate adequate landscape and noise buffers to minimize negative impacts on surrounding neighborhoods, addressing on-site lighting, noise, odors, vibration, toxic materials, truck access, and other elements that may affect adjoining uses.
>
> **Policy LU-4.2: Protect residential uses from noise impacts.** 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 a major highway.

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?

Significant and Unavoidable Impact. Since the Project is a long-range document guiding the future growth within the WSGV Planning 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 WSGV Planning 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 WSGVAP.

Construction

In general, short-term noise impacts from future development facilitated by adoption of the WSGVAP would be associated with excavation, grading, paving, and underground construction during construction. Construction-related short-term noise levels would be higher than current existing ambient noise levels in the vicinity of each individual project within the WSGV Planning 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 WSGV Planning 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 for future development facilitated by adoption of the WSGVAP. 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 future development site, 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 4.13-5**, *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.

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 in a hard site environment. Point source noise in a relatively flat environment with absorptive vegetation decreases by 7 dBA for each doubling of distance. 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 by 4.5 dBA for each doubling of distance.

The exact locations of future projects proposed under the WSGVAP and associated construction that would be implemented are not known at this time. However, based on the land use and zoning modifications proposed under the WSGVAP, it is assumed that some of the activities would take place in close proximity to sensitive receptors given that the WSGVAP area includes a wide range of land uses and 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.

TABLE 4.13-5
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
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

SOURCE: FHWA 2006, Table 9.1

NOTES:

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.

While the details of these factors are not available for future projects proposed under the WSGVAP, it is assumed that individual projects would be implemented in compliance with County standards. Future development facilitated by adoption of the WSGVAP would be required to comply with the restrictions of the County Noise Ordinance, as feasible. In addition, future projects developed under the WSGVAP would be subject to subsequent planning and environmental review in accordance with County requirements and CEQA, which would evaluate future projects' noise impacts on a project-by-project basis. 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 mitigation would be incorporated, as feasible, to reduce impacts to the greatest extent feasible. However, since the timing and location of these future projects are unknown at this time, it would be speculative to determine if site-specific mitigation

measures are feasible and/or are able to reduce significant impacts to a less than significant level. Therefore, impacts associated with construction noise would be potentially significant.

Compliance with the County's Noise Ordinance would help to reduce impacts associated with construction noise. To comply with the County Code, construction, maintenance, or demolition activities within the County's jurisdiction would 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 WSGV Planning Area would potentially expose adjacent residences or other sensitive uses to construction noise levels exceeding the County's noise thresholds, temporary mitigation measures would be required during construction activities. Since construction noise is temporary and would cease after completion of individual project construction, the County's Noise Ordinance states that exemptions to the standards set forth in Section 12.08.440 of the County Code may be requested for construction-related events, which would be considered by the County's Department of Public Health.

Furthermore, implementation of Mitigation Measures 4.13-1 and 4.13-2 would further aid in helping to minimize the effects of construction noise. Mitigation Measure 4.13-1 requires the preparation of a noise mitigation plan for any future commercial, industrial, mixed-use, or accessory commercial unit (ACU) development projects within the WSGV Planning Area that are located within 500 feet of sensitive receptors. The noise mitigation plan shall be prepared by a sound engineer and approved by the Department of Public Health (DPH) prior to issuance of a building permit. Mitigation Measure 4.13-2 requires future projects proposed under the WSGVAP that are within 500 feet of sensitive receptors (e.g., residences, hospitals, schools) to submit a noise study to DPH for review and approval prior to issuance of a grading or building permit.

Although compliance with applicable local, state, and federal regulations, implementation of Mitigation Measures 4.13-1 and 4.13-2, and subsequent environmental review would reduce potential impacts related to construction noise, buildout of the WSGVAP could still result in significant impacts associated with construction noise. Even with mandatory compliance with the Los Angeles County Noise Ordinance, it is possible that some future projects proposed under the WSGVAP 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. While subsequent environmental review of future projects would be required in accordance with CEQA, which would require project-specific mitigation measures to address all significant impacts, since the timing and location of these future projects are unknown at this time, it would be speculative to determine if site-specific mitigation measures are feasible and/or are able to reduce potentially significant impacts to a less-than-significant level. Therefore, impacts related to construction noise associated with future projects developed under the WSGVAP are considered significant and unavoidable.

Operation

This section describes the activities relating to the operation of future projects developed under the WSGVAP, 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 WSGVAP 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. The WSGVAP proposes land use and zoning modifications to increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways, as well as in select areas near commercial corridors and transit with low existing residential density. In addition, the WSGVAP proposes to decrease densities in hazard areas, wildland-urban interface (WUI) areas, and areas within or adjacent to natural resource areas.

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 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). Furthermore, 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.

A vehicle miles traveled (VMT) analysis was prepared for the Project by Fehr & Peers for the roadways within the WSGV Planning Area (refer to Appendix I, *WSGVAP Vehicle Miles Traveled Analysis Memorandum*) and was used to obtain the Project's contribution to the traffic volumes on principal and minor arterial streets under the 2045 No Project and Future 2045 with Project scenarios.

Table 4.13-6, *2045 Roadway with and without Project Traffic Noise Levels*, lists the year 2045 baseline (future 2045 No Project) and with Project (future 2045 With Project) traffic noise levels. As shown in Table 4.13-6, adding the 2045 With Project traffic to the 2045 No Project scenario conditions would result in a maximum increase of 3.3 dBA along South Michillinda Avenue between East California Boulevard and Huntington Drive. The 2045 baseline plus Project traffic noise levels along all of the analyzed roadway segments would not increase future 2045 No 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. Therefore, traffic noise impacts under the Future 2045 With Project scenario as a result of future development that could occur from adoption and implementation of the WSGVAP would be less than significant.

TABLE 4.13-6
2045 ROADWAY WITH AND WITHOUT PROJECT TRAFFIC NOISE LEVELS

WSGVAP Community	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		
Altadena	Canada Ave between W Woodbury Rd & W Montana St	25	10	>5	57.4	57.3	-0.2
Altadena	Casitas Ave between W Altadena Dr & Ventura St	30	10	>5	57.3	57.8	0.5
Altadena	E Altadena Dr between Allen Ave & Crescent Dr	80	25	10	61.3	62.0	0.6
Altadena	E Altadena Dr between Fair Oaks Ave & N Marengo Ave	75	25	10	60.9	61.9	1.0
Altadena	E Altadena Dr between Lake Ave & N Holliston Ave	145	45	15	64.5	64.7	0.2
Altadena	E Altadena Dr between N Holliston Ave & Allen Ave	145	45	15	64.5	64.7	0.2
Altadena	E New York Dr between Lake Ave & Mar Vista Ave	335	105	35	68.0	68.3	0.3
Altadena	E New York Dr between Mar Vista Ave & N Holliston Ave	335	105	35	68.0	68.3	0.3
Altadena	E New York Dr between N Holliston Ave & N Hill Ave	340	105	35	68.0	68.3	0.3
Altadena	E Washington Blvd between Bellford Ave & Pepper Dr	40	15	>5	58.4	59.2	0.8
Altadena	E Washington Blvd between N Altadena Dr & Woodlyn Rd	30	10	>5	57.0	57.8	0.8
Altadena	E Washington Blvd between Pepper Dr & N Altadena Dr	40	15	>5	58.4	59.2	0.8
Altadena	E Woodbury Rd between E Altadena Dr & E Calaveras St	375	120	35	68.4	68.7	0.3
Altadena	E Woodbury Rd between Los Robles Ave & Lake Ave	245	75	25	66.7	66.9	0.2
Altadena	E Woodbury Rd between N Marengo Ave & Santa Anita Ave	365	115	35	68.4	68.6	0.2
Altadena	E Woodbury Rd between Santa Anita Ave & Los Robles Ave	365	115	35	68.4	68.6	0.2
Altadena	Lincoln Ave between W Woodbury Rd & Vermont St	210	65	20	65.4	66.2	0.8
Altadena	Montrose Ave between Glenda Ave & Waltonia Dr	60	20	5	60.6	60.8	0.2
Altadena	N Allen Ave between E Altadena Dr & Mendocino Ln	85	25	10	63.3	62.4	-0.9
Altadena	N Allen Ave between Mendocino Ln & Midwick Dr	110	35	10	63.9	63.4	-0.5

WSGVAP Community	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		
Altadena	N Allen Ave between Midwick Dr & New York Dr	80	25	10	63.0	62.0	-1.1
Altadena	N Allen Ave between New York Dr & E Washington Blvd	125	40	10	64.2	63.9	-0.2
Altadena	N Allen Ave between New York Dr & E Woodbury Rd	125	40	10	64.2	63.9	-0.2
Altadena	N Altadena Dr between Crescent Dr & Canyon Close Rd	145	45	15	64.9	64.7	-0.2
Altadena	N Altadena Dr between E Washington Blvd & Galbreth Rd	90	30	10	63.1	62.7	-0.4
Altadena	N Altadena Dr between Glen Canyon Rd & New York Dr	180	55	20	65.4	65.5	0.1
Altadena	N Altadena Dr between New York Dr & E Washington Blvd	50	15	5	60.4	60.2	-0.2
Altadena	N Arroyo Blvd between Weimar Ave & 210	155	50	15	64.3	64.9	0.6
Altadena	N Fair Oaks Ave between E Altadena Dr & E Calaveras St	105	30	10	62.9	63.1	0.2
Altadena	N Fair Oaks Ave between Ventura St & Figueroa Dr	60	20	5	60.4	60.6	0.2
Altadena	N Hill Ave between New York Dr & E Topeka St	25	10	>5	56.8	57.1	0.3
Altadena	N Lake Ave between E Altadena Dr & E Mariposa St	75	25	5	61.7	61.7	0.0
Altadena	N Lake Ave between E Altadena Dr & Fontanet Way	80	25	10	62.1	62.1	0.0
Altadena	N Lake Ave between E Calaveras St & New York Dr	55	15	5	60.5	60.4	-0.1
Altadena	N Lake Ave between E Mariposa St & E Mendocino St	75	25	5	61.7	61.7	0.0
Altadena	N Lake Ave between E Mendocino St & E Calaveras St	55	15	5	60.5	60.4	-0.1
Altadena	N Lake Ave between New York Dr & E Woodbury Rd	200	65	20	65.8	66.0	0.2
Altadena	N Lincoln Ave between Acacia St & W Woodbury Rd	105	35	10	62.3	63.1	0.8
Altadena	N Lincoln Ave between Figueroa Dr & Acacia St	215	65	20	65.6	66.3	0.7
Altadena	N Lincoln Ave between Ventura St & Figueroa Dr	125	40	15	63.3	64.0	0.7
Altadena	N Lincoln Ave between W Altadena Dr & Ventura St	65	20	5	60.5	61.0	0.5

WSGVAP Community	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		
Altadena	N Marengo Ave between E Altadena Dr & E Mariposa St	35	10	>5	58.8	58.3	-0.5
Altadena	N Marengo Ave between E Calaveras St & E Woodbury Rd	35	10	>5	58.8	58.3	-0.5
Altadena	N Marengo Ave between E Mariposa St & E Calaveras St	35	10	>5	58.8	58.3	-0.5
Altadena	N Windsor Ave between W Kent St & W Woodbury Rd	25	10	>5	56.4	56.9	0.5
Altadena	N Windsor Ave between Ventura St & Figueroa Dr	25	10	>5	56.4	56.9	0.5
Altadena	N Windsor Ave between W Woodbury Rd & Wiemar Ave	125	40	15	63.3	64.1	0.8
Altadena	N Yucca Ln between N Arroyo Blvd & Weimar Ave	35	10	>5	58.4	58.7	0.2
Altadena	New York Dr between Allen Ave & Pepper Dr	355	110	35	68.2	68.5	0.3
Altadena	New York Dr between N Altadena Dr & Eaton Canyon Dr	610	190	60	70.6	70.8	0.3
Altadena	New York Dr between N Hill Ave & Sinaloa Ave	180	55	20	65.6	65.5	0.0
Altadena	New York Dr between Pepper Dr & N Altadena Dr	355	110	35	68.2	68.5	0.3
Altadena	New York Dr between Sinaloa Ave & Allen Ave	185	60	20	65.7	65.7	0.0
Altadena	W Altadena Dr between Casitas Ave & Lincoln Ave	30	10	>5	57.3	57.8	0.5
Altadena	W Woodbury Rd between Canada Ave & Casitas Ave	490	155	50	69.6	69.9	0.3
Altadena	W Woodbury Rd between Casitas Ave & Lincoln Ave	490	155	50	69.6	69.9	0.3
Altadena	W Woodbury Rd between Glenrose Ave & Fair Oaks Ave	370	115	35	68.4	68.7	0.3
Altadena	W Woodbury Rd between Lincoln Ave & Glenrose Ave	430	135	45	69.1	69.4	0.3
Altadena	W Woodbury Rd between N Windsor Ave & Canada Ave	545	170	55	70.1	70.4	0.2
Altadena	Weimar Ave between N Yucca Ln & N Windsor Ave	50	15	5	60.0	60.0	0.0
East Pasadena	Duarte Rd between Rosemead Blvd & N Oak Ave	170	55	15	63.3	65.3	1.9
East Pasadena	E California Blvd between Brightside Ln & Madre St	130	40	15	63.6	64.2	0.6

WSGVAP Community	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		
East Pasadena	E California Blvd between Michigan Blvd & Woodward Blvd	230	70	25	66.5	66.6	0.1
East Pasadena	E California Blvd between Woodward Blvd & S Michilinda Ave	230	70	25	66.5	66.6	0.1
East Pasadena	E Colorado Blvd between Lotus Ave & N Rosemead Blvd	525	165	50	69.7	70.2	0.5
East Pasadena	E Colorado Blvd between Madre St & Lotus Ave	525	165	50	69.7	70.2	0.5
East Pasadena	E Colorado Blvd between Merlon Ave & Michillinda Ave	600	190	60	70.5	70.8	0.3
East Pasadena	E Colorado Blvd between N Rosemead Blvd & Merlon Ave	375	120	35	68.7	68.7	0.1
East Pasadena	E Foothill Blvd between N Rosemead Blvd & Quigley Ave	330	105	35	68.0	68.2	0.2
East Pasadena	E Foothill Blvd between Quigley Ave & S Michillinda Ave	250	80	25	66.9	66.9	0.1
East Pasadena	Huntington Dr between N Muscatel Ave & S Rosemead Blvd	710	225	70	71.4	71.5	0.1
East Pasadena	Huntington Dr between Sunny Slope Dr & N Muscatel Ave	1,330	420	135	73.9	74.2	0.4
East Pasadena	Longden Ave between N Muscatel Ave & Rosemead Blvd	75	25	5	61.8	61.7	-0.1
East Pasadena	Madre St between E Green St & E Del Mar Blvd	230	75	25	65.7	66.7	1.0
East Pasadena	Madre St between Grayburn Rd & San Pasqual St	215	70	20	65.2	66.3	1.1
East Pasadena	Madre St between San Pasqual St & E California Blvd	220	70	20	65.3	66.5	1.1
East Pasadena	N Michillinda Ave between W Foothill Blvd & 210	250	80	25	66.7	67.0	0.2
East Pasadena	N Rosemead Blvd between Corta Calle & E Colorado Blvd	795	250	80	71.7	72.0	0.3
East Pasadena	N Rosemead Blvd between Cotra Calle & Arboleda St	895	285	90	72.3	72.5	0.2
East Pasadena	N Rosemead Blvd between E Foothill Blvd & Arboleda St	625	200	65	70.8	71.0	0.2
East Pasadena	Rosemead Blvd between Duarte Rd & Callita St	950	300	95	72.3	72.8	0.5
East Pasadena	S Michillinda Ave between E California Blvd & Huntington Dr	25	10	>5	53.6	56.9	3.3
East Pasadena	S Michillinda Ave between Volante Dr & Hugo Reid Dr	135	45	15	64.5	64.4	-0.1

WSGVAP Community	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		
East Pasadena	S Rosemead Blvd between Del Mar Blvd & E California Blvd	1,085	345	110	73.4	73.4	0.0
East Pasadena	S Rosemead Blvd between E Colorado Blvd & Del Mar Blvd	1,240	395	125	73.5	74.0	0.5
East Pasadena	S San Gabriel Blvd between E California Blvd & Huntington Dr	935	295	95	72.6	72.7	0.1
East San Gabriel	Duarte Rd between N Muscatel Ave & Rosemead Blvd	85	25	10	61.1	62.2	1.2
East San Gabriel	Duarte Rd between N Vista St & N Muscatel Ave	115	35	10	61.7	63.6	1.9
East San Gabriel	Duarte Rd between San Gabriel Blvd & N Vista St	115	35	10	61.7	63.6	1.9
East San Gabriel	E Broadway between N Burton Ave & N Muscatel Ave	75	25	10	62.3	61.8	-0.5
East San Gabriel	E Broadway between N Muscatel Ave & Acacia St	395	125	40	68.6	69.0	0.4
East San Gabriel	E California Blvd between S Rosemead Blvd & Michigan Blvd	230	70	25	66.5	66.6	0.1
East San Gabriel	Huntington Dr between S Rosemead Blvd & S Michillinda Ave	760	240	75	71.8	71.8	0.1
East San Gabriel	Longden Ave between N Willard Ave & Rosemead Blvd	90	30	10	62.4	62.6	0.2
East San Gabriel	Longden Ave between San Gabriel Blvd & N Willard Ave	90	30	10	62.4	62.6	0.2
East San Gabriel	N Walnut Grove Ave between Southwind Ct & E Broadway	150	45	15	64.4	64.7	0.3
East San Gabriel	S Michillinda Ave between Hugo Reid Dr & E California Blvd	135	45	15	64.5	64.4	-0.1
East San Gabriel	S Rosemead Blvd between Del Mar Blvd & E California Blvd	1,220	385	120	73.5	73.9	0.4
East San Gabriel	S Rosemead Blvd between E California Blvd & Huntington Dr	1,145	360	115	73.2	73.6	0.4
East San Gabriel	S San Gabriel Blvd between Duarte Rd & Longden Ave	1,275	405	130	73.7	74.1	0.3
East San Gabriel	S San Gabriel Blvd between Huntington Dr & Lorain Rd	1,260	400	125	74.0	74.0	0.1
East San Gabriel	S San Gabriel Blvd between Lorain Rd & Duarte Rd	1,195	380	120	73.8	73.8	0.0
East San Gabriel	Temple City Blvd between Leroy St & E Camino Real Ave	335	105	35	67.6	68.3	0.6
East San Gabriel	Walnut Grove Ave between E Broadway & Grand Ave	270	85	25	67.2	67.4	0.2

WSGVAP Community	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		
Kinneloa Mesa	E Colorado Blvd between Northrup Ave & Madre St	185	60	20	65.6	65.6	0.0
Kinneloa Mesa	E Sierra Madre Blvd between New York Dr & Riviera Dr	100	30	10	63.0	63.1	0.1
La Crescenta-Montrose	Foothill Blvd between La Crescenta Ave & Raymond Ave	300	95	30	67.7	67.8	0.1
La Crescenta-Montrose	Foothill Blvd between Ramsdell Ave & La Crescenta Ave	385	120	40	68.7	68.9	0.2
La Crescenta-Montrose	Foothill Blvd between Raymond Ave & Rosemont Ave	80	25	10	61.8	62.1	0.2
La Crescenta-Montrose	Foothill Blvd between Rosemont Ave & Briggs Ave	505	160	50	69.8	70.0	0.2
La Crescenta-Montrose	La Crescenta Ave between Fierro Cir & Orange Ave	30	10	>5	58.8	57.7	-1.2
La Crescenta-Montrose	La Crescenta Ave between Foothill Blvd & 210	290	90	30	66.9	67.6	0.7
La Crescenta-Montrose	La Crescenta Ave between Orange Ave & Foothill Blvd	20	5	>5	56.3	55.7	-0.6
La Crescenta-Montrose	Montrose Ave between Ocean View Blvd & Glenda Ave	60	20	5	60.6	60.8	0.2
La Crescenta-Montrose	Montrose Ave between Orangedale Ave & Ocean View Blvd	20	5	>5	56.3	56.3	0.0
La Crescenta-Montrose	Montrose Ave between Rosemont Ave & Florencita Dr W	40	10	>5	58.7	58.9	0.1
La Crescenta-Montrose	Ocean View Blvd between 210 & Montrose Ave	205	65	20	66.0	66.2	0.1
La Crescenta-Montrose	Ocean View Blvd between Montrose Ave & Florencita Dr W	155	50	15	64.9	65.0	0.1
La Crescenta-Montrose	Orange Ave between Pennsylvania Ave & Ramsdell Ave	25	10	>5	57.6	57.1	-0.5
La Crescenta-Montrose	Orange Ave between Ramsdell Ave & La Crescenta Ave	25	10	>5	57.2	57.2	0.0
La Crescenta-Montrose	Pennsylvania Ave between Foothill Blvd & 210	505	160	50	70.1	70.0	0.0
La Crescenta-Montrose	Rosemont Ave between Foothill Blvd & Montrose Ave	15	>5	>5	54.5	54.9	0.5
North El Monte	Santa Anita Ave between Freer Ave & Grand Ave	790	250	80	72.0	72.0	-0.1
North El Monte	Santa Anita Ave between Kristi Ct & Freer Ave	790	250	80	72.0	72.0	-0.1
North El Monte	Tyler Ave between Freer Ave & W Hondo Pkwy	30	10	>5	57.1	58.1	0.9

WSGVAP Community	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		
North El Monte	Tyler Ave between Lynrose St & Freer Ave	35	10	>5	57.5	58.6	1.0
North El Monte	W Hondo Pkwy between Santa Anita Ave & Tyler Ave	30	10	>5	57.1	58.1	0.9
San Pasqual	Sierra Madre Blvd between E Del Mar & San Pasqual St	555	175	55	70.5	70.4	-0.1
San Pasqual	Sierra Madre Blvd between San Pasqual & E California Blvd	720	230	70	71.0	71.6	0.6
South Monrovia Islands	E Camino Real between S Myrtle Ave & California Ave	10	>5	>5	53.5	53.3	-0.2
South Monrovia Islands	S California Ave between E Camino Real St & Novice Ln	200	65	20	65.9	66.0	0.1
South Monrovia Islands	S California Ave between Hurstview Ave & E Camino Real St	135	45	15	64.3	64.4	0.1
South Monrovia Islands	S Myrtle Ave between E Altern St &E Camino Real St	980	310	100	72.8	72.9	0.1
South Monrovia Islands	S Myrtle Ave between E Camino Real St & Novice Ln	1,045	330	105	73.1	73.2	0.1
South Monrovia Islands	E Camino Real between Fairgreen Ave & S Myrtle Ave	40	10	>5	58.5	58.8	0.2
South Monrovia Islands	E Live Oak Ave between 8th Ave & S 10th Ave	865	275	85	71.9	72.4	0.5
South Monrovia Islands	E Live Oak Ave between Mayflower Ave & Myrtle Ave	760	240	75	72.1	71.8	-0.3
South Monrovia Islands	E Live Oak Ave between S 10th Ave & Mayflower Ave	975	310	100	72.4	72.9	0.5
South Monrovia Islands	E Longden Ave between Mayflower Ave & Peck Rd	105	35	10	63.2	63.1	-0.1
South Monrovia Islands	S Mayflower Ave between E Longden Ave & Live Oak Ave	>5	>5	>5	49.4	35.8	-13.6
South San Gabriel	Del Mar Ave between Graves Ave & Potrero Grande Dr	325	100	30	68.2	68.1	-0.1
South San Gabriel	E Graves Ave between Del Mar Ave & San Gabriel Blvd	15	5	>5	52.9	55.2	2.3
South San Gabriel	E Graves Ave between New Ave & Del Mar Ave	125	40	15	63.8	64.0	0.2
South San Gabriel	Hill Dr between Potrero Grande Dr & San Gabriel Blvd	290	90	30	67.4	67.6	0.2
South San Gabriel	Paramount Blvd between Hill Dr & W Arroyo Dr	535	170	55	70.1	70.3	0.2
South San Gabriel	Potrero Grande Dr between Arroyo Dr & Hill Dr	745	235	75	71.6	71.7	0.1

WSGVAP Community	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		
South San Gabriel	Potrero Grande Dr between Hill Dr & San Gabriel Blvd	490	155	50	69.7	69.9	0.3
South San Gabriel	Rosemead Blvd between Rush St & I-60	1,695	535	170	75.2	75.3	0.1
South San Gabriel	San Gabriel Blvd between Delta St & Rose Glen Ave	980	310	100	72.8	72.9	0.1
South San Gabriel	San Gabriel Blvd between Paramount Blvd & Delta St	810	255	80	72.1	72.1	0.0
South San Gabriel	San Gabriel Blvd between Rush St & Hill Dr	755	240	75	71.8	71.8	0.0
Whittier Narrows	Durfee Ave Between Rosemead Blvd & Santa Anita Ave	185	60	20	65.7	65.7	0.0
Whittier Narrows	Durfee Ave between Santa Anita Ave & Peck Rd	145	45	15	64.6	64.6	0.1
Whittier Narrows	Peck Rd between Durfee Ave & Rooks Rd	1,650	520	165	75.1	75.2	0.0
Whittier Narrows	Rosemead Blvd between San Gabriel Blvd & Gallatin Rd	1,595	505	160	75.0	75.0	0.0
Whittier Narrows	Rosemead Blvd between San Gabriel Blvd & I-60	890	280	90	72.3	72.5	0.2
Whittier Narrows	San Gabriel Blvd between Lincoln Ave & Rosemead Rd	1,050	330	105	73.2	73.2	0.1
Whittier Narrows	San Gabriel Blvd between Montebello Town Center & Plaza Dr	855	270	85	72.2	72.3	0.1
Whittier Narrows	San Gabriel Blvd between Plaza Dr & Lincoln Ave	1,065	335	105	73.2	73.3	0.1
Whittier Narrows	Santa Anita Ave between I-60 &Durfee Ave	230	75	25	66.6	66.7	0.0
Whittier Narrows	Walnut Grove Ave between Rush St & Dryaer Ln	295	95	30	67.8	67.7	-0.2

SOURCE: ESA 2024

Traffic Noise Impacts on On-site Land Uses

Policy N 1.9 of the Noise Element in the County's General Plan states that the County shall "[r]equire 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.

Since 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 roadway segments within the WSGV Planning Area that have projected 2045 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. These roadways include E Live Oak Boulevard, Huntington Drive, Peck Road, Rosemead Boulevard, S Myrtle Avenue, and San Gabriel Boulevard.

Based on the USEPA 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., heating, ventilation, and air conditioning [HVAC] systems) to ensure that windows can remain closed for prolonged periods of time. For residences proposed within the 69 dBA CNEL noise contour 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) or similar would typically be required.

Stationary Sources Noise Impacts on Off-site Land Uses

Significant and Unavoidable Impact (Stationary Source Noise). Adoption and implementation of the WSGVAP would promote the construction of new developments or redevelopments to achieve the objectives of the Project. Future projects developed under the WSGVAP 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.

In addition to compliance with the County's Noise Ordinance and General Plan Noise Element Policy N-1.3, implementation of Mitigation Measures 4.13-1 and 4.13-2 would further help to minimize the effects of stationary noise sources. Future projects developed under the WSGVAP would also be subject to subsequent environmental review, which would identify any significant impacts associated with stationary noise sources and incorporate project-specific mitigation measures, as necessary.

Although compliance with applicable local, state, and federal regulations, implementation of Mitigation Measures 4.13-1 and 4.13-2, and subsequent environmental review would reduce potential impacts related to stationary noise, buildout of the WSGVAP could still result in significant impacts associated

with stationary noise. Even with mandatory compliance with the County's Noise Ordinance, it is possible that some future projects developed under the WSGVAP 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. While subsequent environmental review of future projects would be required in accordance with CEQA, which would require project-specific mitigation measures to address all significant impacts, since the timing and location of these future projects are unknown at this time, it would be speculative to determine if site-specific mitigation measures are feasible and/or are able to reduce potentially significant impacts to a less-than-significant level. Therefore, impacts related to construction noise associated with future projects developed under the WSGVAP are considered significant and unavoidable.

Impact 4.11-2: Would the Project generate excessive groundborne vibration or groundborne noise levels?

Construction

Significant and Unavoidable Impact. As discussed above, adoption of the WSGVAP would promote the construction of new developments or redevelopments to achieve the objectives of the Project, as outlined in Chapter 3, *Project Description*. While the exact locations of future projects and construction activities that would be implemented under the WSGVAP are not known at this time, it is assumed that some of the activities would take place in close proximity to sensitive receptors given that the WSGV Planning 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 4.13-7,** *Vibration Source Amplitudes for Construction Equipment*.

Structural Damage

Based on Table 4.13-2 and Table 4.13-3, 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 is required 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 4.13-7 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 4.13-7 and may exceed the threshold levels, depending on the actual distance.

TABLE 4.13-7
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

SOURCE: FTA 2018, Table 7-4
NOTES: PPV = peak particle velocity; L_V = velocity in decibels; inch/sec = inches per second; VdB = vibration velocity decibels

Depending on the proximity of future developments to vibration-sensitive receptors, construction activities could generate excessive ground vibration. 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.

Future projects developed under the WSGVAP would be subject to subsequent planning and environmental review in accordance with the County's permitting requirements and CEQA. As part of subsequent environmental review, future projects would be required to evaluate for potentially significant vibration impacts and incorporate project-specific mitigation measures, as necessary. In addition, implementation of Mitigation Measure 4.13-3 would require all 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 WSGV Planning Area to submit a vibration impact evaluation to DPH for review and approval prior to issuance of a grading or building permit. Implementation of Mitigation Measure 4.13-3 would help to further minimize effects of construction groundborne vibration and groundborne noise levels.

However, it is possible that some future projects developed under the WSGVAP 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 vibration

levels to exceed the specified limits in the FTA *Transit Noise and Vibration Impact Assessment Manual* and Caltrans *Transportation and Construction Vibration Guidance Manual*. While subsequent environmental review of future projects would be required in accordance with CEQA, which would require project-specific mitigation measures to address all significant impacts, since the timing and location of these future projects are unknown at this time, it would be speculative to determine if site-specific mitigation measures are feasible and/or are able to reduce potentially significant impacts to a less-than-significant level. Therefore, impacts related to construction groundborne vibration and groundborne noise levels associated with future projects developed under the WSGVAP are considered significant and unavoidable.

Human Annoyance

Based on the reference vibration levels from construction equipment shown in Table 4.13-7, some types of construction equipment could exceed groundborne vibration human annoyance criteria. As previously discussed, the County's Noise Ordinance 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. Table 4.13-7 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 projects proposed under the WSGVAP 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.

Future projects developed under the WSGVAP would be subject to subsequent planning and environmental review in accordance with the County's permitting requirements and CEQA. As part of subsequent environmental review, future projects would be required to evaluate for potentially significant vibration impacts and incorporate project-specific mitigation measures, as necessary. In addition, implementation of Mitigation Measure 4.13-3 would require preparation and approval of a vibration impact evaluation prior to issuance of a grading or building permit, as described above. Implementation of Mitigation Measure 4.13-3 would help to further minimize effects of human annoyance.

However, it is possible that some future projects developed under the WSGVAP 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*. While subsequent environmental review of future projects would be required in accordance with CEQA, which would require project-

specific mitigation measures to address all significant impacts, since the timing and location of these future projects are unknown at this time, it would be speculative to determine if site-specific mitigation measures are feasible and/or are able to reduce potentially significant impacts to a less-than-significant level. Therefore, impacts related to human annoyance associated with construction groundborne vibration and groundborne noise levels associated with future projects developed under the WSGVAP are considered significant and unavoidable.

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. Furthermore, 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.

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 developed under the WSGVAP 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. Impacts are considered less than significant.

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. San Gabriel Valley Airport is located within the WSGV Planning Area, but the airport's 60, 65 and 70 dBA CNEL noise contours do not include the areas proposed for land use

and/or zoning modifications under the WSGVAP. The Hollywood Burbank Airport is located approximately six miles to the southeast of the WSGV Planning Are boundary in the City of Burbank. The WSGV Planning 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 WSGVAP would not expose people residing or working in the project area to excessive noise levels. Impacts would be less than significant.

Cumulative Impacts

For the purposes of this analysis of cumulative impacts related to noise and vibration, the geographic area of consideration consists of the WSGV Planning Area and the surrounding areas. This geographic scope of analysis is appropriate for the analysis of noise and vibration because other cumulative projects in combination and within proximity to future projects developed under the WSGVAP could have the potential to increase noise and vibration levels during construction and/or operation.

Impact 4.11-4: Would future projects facilitated by adoption of the WSGVAP 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 Cumulative Impact. 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 WSGV Planning Area and surrounding areas 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 future project developed under the WSGVAP and could last in perpetuity.

Past, present, and reasonably foreseeable future projects, including future projects implemented in accordance with General Plan and municipal code requirements, 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 future projects developed under the WSGVAP. Portions of the WSGV Planning Area and surrounding areas are noisier, and others quieter, under baseline conditions (see Table 4.13-1 for a summary of ambient noise levels measured at representative locations within the unincorporated County within the WSGV Planning Area). If the combination of the incremental noise impacts of future development under the WSGVAP 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 WSGVAP 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 developed under the WSGVAP 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 future projects developed under the WSGVAP along with other construction in the vicinity. Where projects in the vicinity adjoin the construction of future projects developed under the WSGVAP, 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. Furthermore, 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, future projects developed under the WSGVAP would be required to comply with the County's Noise Ordinance. Nonetheless, it is possible that construction of future development facilitated by adoption of the WSGVAP and other projects in the vicinity could occur at the same time and in proximity to each other and sensitive receptors. Since the timing and location of these future projects are unknown at this time, it would be speculative to determine if site-specific or cumulative mitigation measures are feasible and/or are able to reduce potentially significant impacts to a less-than-significant level. Therefore, cumulative construction noise impacts are considered significant and unavoidable.

Operation

Permanent increases in noise would occur primarily as a result of increased traffic on local roadways due to future development facilitated by adoption of the WSGVAP and ambient growth throughout the region. Related development in adjacent jurisdictions may contribute traffic to the roadway network. Table 4.13-6 shows that with the implementation of the proposed Project, the 2045 With Project scenario traffic noise level changes compared to the 2045 No Project scenario traffic noise levels would be less than an increase of 3.3 dBA, which is less than the threshold of an increase in 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. Along some roadway segments, traffic noise level would decrease from their corresponding 2045 No Project scenario conditions, due to redistribution of the area's traffic trips. As a result, it is reasonably determined that projects facilitated by adoption of the WSGVAP 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 future projects developed under the WSGVAP along with other projects in the vicinity. Where projects in the vicinity adjoin the operation of future projects developed under the

WSGVAP, 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 from projects developed under the WSGVAP would be considered speculative at this time. As discussed earlier, stationary operational noise sources at each future projects developed under the WSGVAP would be required to comply with the County's Noise Ordinance. Nonetheless, it is possible that the operation of future projects developed under the WSGVAP and other projects in the vicinity could occur in proximity to each other and sensitive receptors. Since the timing and location of these future projects are unknown at this time, it would be speculative to determine if site-specific or cumulative mitigation measures, including Mitigation Measures 4.13-1 and 4.13-2, are feasible and/or are able to reduce potentially significant impacts to a less-than-significant level. Therefore, cumulative impacts would remain significant and unavoidable.

Impact 4.11-5: Would future projects facilitated by adoption of the WSGVAP 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 Cumulative 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 future development projects developed under the WSGVAP and municipal code requirements, have affected and can be expected to continue to affect vibration levels within the WSGV Planning Area. Construction and operation of future development facilitated by adoption of the WSGVAP 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 from future projects developed under the WSGVAP would be considered speculative at this time. Nonetheless, it is possible that construction of future projects developed under the WSGVAP and other projects in the vicinity could occur at the same time and in proximity to each other and sensitive receptors. Since the timing and location of these future projects are unknown at this time, it would be speculative to determine

if site-specific or cumulative mitigation measures, including Mitigation Measure 4.13-3, are feasible and/or are able to reduce potentially significant impacts to a less-than-significant level. Therefore, cumulative construction vibration impacts are considered significant and unavoidable.

Impact 4.11-6: Would future projects facilitated by adoption of the WSGVAP make a cumulatively considerable contribution to exposing 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 Cumulative Impact. As discussed above, the WSGV Planning Area is not located within the vicinity of a private airstrip, airport land use plan, or public or public use airport. Since future projects developed under the WSGVAP would result in a less than significant impact, even if other projects were to be developed within the vicinity of an airport, impacts would still be less than significant because future development facilitated by adoption of the WSGVAP would not in construction or operational impact within the vicinity of an airport and would not increase noise impacts. Therefore, cumulative noise impacts would not expose people residing or working in the project area to excessive noise levels in the vicinity of an airport. Cumulative impacts are considered less than significant.

Mitigation Measures

Mitigation Measure 4.13-1: 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 WSGV Planning Area that are located within 500 feet of sensitive receptors, project applicant shall submit a noise mitigation plan to Department of Public Health (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 WSGV Planning Area.

Mitigation Measure 4.13-2: Construction Noise. Applicants for future development projects pursuant to implementation of the WSGVAP 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 WSGV Planning Area.

Mitigation Measure 4.13-3: 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 WSGV Planning Area, 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 or 0.04 inches per second PPV 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 applicable County of Los Angeles standard for development projects within the WSGV Planning Area.

Level of Significance After Mitigation

Project Construction

Mitigation Measure 4.13-2 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 are considered significant and unavoidable.

Mitigation measure 4.13-3 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. Furthermore, 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 are considered significant and unavoidable.

Project Operation

Mitigation measure 4.13-1 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), operational impacts are considered significant and unavoidable.

4.13.3 References

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4.14 Population and Housing

This section addresses the potential impacts of the West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) on population and housing related to inducing direct or indirect unplanned population growth or causing displacement of people or housing, 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.

During the scoping period for the PEIR, written comments were received from agencies, organizations, and the public (refer to **Appendix A**, *Notice of Preparation & Comments Received*). 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.

4.14.1 Environmental Setting

The West San Gabriel Valley Planning Area (WSGV Planning Area or Plan Area) is a subregion of the San Gabriel Valley in the southeast portion of the County and is one of the 11 planning areas identified in the County's General Plan. The WSGV Planning Area includes the following nine unincorporated communities: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. The WSGV Planning Area is currently developed with single-family residential, with some commercial corridors and some concentrated areas of open space. The zoning designations and existing land uses in the communities generally follow the General Plan Designations. The Planning Area is almost entirely developed with suburban communities made up of single-family detached homes, some of which are nestled within the foothills of the San Gabriel Mountains. 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.

Existing Environmental Conditions

The WSGV Planning Area is located within the jurisdiction of Southern California Association of Governments (SCAG), a Joint Powers Agency established under California Government Code Section 6502 et seq. Both SCAG and the County provide population, housing, and employment forecasts for the unincorporated areas of the County, including the WSGV Planning Area.

Table 4.14-1, *SCAG's Population, Households, and Employment Forecasts*, provides the existing and forecasted population, households, and employment figures for the unincorporated and overall County as well as within the Southern California Association of Governments (SCAG) region as reported in SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (hereinafter referred to as Connect SoCal 2020[1]). As shown in Table 4.14-1, population, households, and employment growth

[1] While SCAG recently adopted the Connect SoCal 2024 plan in April 2024, the horizon year of the Connect SoCal 2024 is 2050, which extends past the WSGVAP buildout horizon of 2045. Therefore, population, household, and employment numbers were used from the Connect SoCal 2020, which has a horizon year of 2045.

within the unincorporated areas of the County, which includes the WSGV Planning Area, is projected to increase at a slightly higher rate than the County overall and the SCAG region.

TABLE 4.14-1
SCAG'S POPULATION, HOUSING, AND EMPLOYMENT FORECASTS

	2019[1]	2045	Difference	Percent Change
SCAG Region				
Population	18,827,000	22,504,000	3,677,000	19.5%
Households	6,193,000	7,633,000	1,440,000	23.3%
Employment	8,976,000	10,049,000	1,073,000	12.0%
Los Angeles County				
Population	10,046,000	11,674,000	1,628,000	16.2%
Households	3,393,000	4,119,000	726,000	21.4%
Employment	5,031,000	5,382,000	351,000	7.0%
Unincorporated Los Angeles County				
Population	1,025,200	1,258,000	232,800	22.7%
Households	298,900	419,300	120,400	40.3%
Employment	276,300	320,100	43,800	15.9%

SOURCES: SCAG 2020a, Tables 13 and 14; SCAG 2024a

NOTES:

1. 2019 was chosen instead of 2020 or 2024 because data for Unincorporated Los Angeles was based on 2019, while data for 2020 and 2025 was not available.

N/A = Not available

As part of the development of the WSGVAP, Fehr and Peers prepared transportation modeling based on SCAG's population, households and employment data; refer to Appendix I, *VMT Analysis Memorandum,* of this Draft PEIR for more detail. **Table 4.14-2**, *Existing Projected Growth*, prepared by Fehr and Peers, provides population, households and employment data for the WSGVAP area, inclusive of both the incorporated and unincorporated areas. It should be noted that the 2045 population, households, and employment projections are based on existing conditions and do not include implementation of the WSGVAP.

Table 4.14-3, *WSGV Unincorporated Communities Population and Housing Characteristics*, includes current population levels and density for the nine unincorporated WSGV communities. The nine unincorporated WSGV communities is home to approximately 111,718 people, representing 11.2 percent of the County unincorporated population. Existing population levels within the nine unincorporated WSGV range from 18 to approximately 42,099 people, and population density ranges from 8 to 9,526 persons per square mile. It should be noted that the County and SCAG have slightly different population and housing estimates.

TABLE 4.14-2
EXISTING PROJECTED GROWTH

	2024	2045	Difference
Unincorporated Communities of WSGV Planning Area			
Population	125,833	135,726	9,893
Households	43,205	47,350	4,145
Employment	17,499	19,035	1,536
Incorporated Areas of WSGV Planning Area			
Population	839,414	903,850	64,436
Households	279,614	303,131	23,517
Employment	411,407	472,089	60,682
Total Planned Buildout of WSGV Planning Area			
Population	965,247	1,039,576	74,329
Households	322,819	350,481	27,662
Employment	428,906	491,124	62,218

SOURCE: Fehr and Peers 2024

NOTES:

1. The 2024 Existing Conditions socioeconomic data (SED) was interpolated between 2012 SED and 2040 SED in SCAG 2016 RTP, and adjusted to match WSGV Planning Area Boundary and unincorporated community boundaries.
2. The 2045 Planned Buildout was Extrapolated between 2012 SED and 2040 SED in SCAG 2016 RTP, and adjusted to match WSGV Planning Area Boundary and unincorporated community boundaries.

TABLE 4.14-3
UNINCORPORATED WSGV COMMUNITIES POPULATION AND HOUSING CHARACTERISTICS

Unincorporated WSGV Communities	Population (2023)	Pop. Density (persons/sq. mile)	No. of Housing Units	Homeowner-ship Rate	Renter Rate	Rent Burden
Altadena	42,099	4,953	15,334	74.3%	25.6%	49%
East Pasadena- East San Gabriel	26,807	6,702	9,517	58.4%	41.6%	57.2%
Kinneloa Mesa	845	528	457	94.2%	5.8%	0%
La Crescenta-Montrose	19,893	5,766	7,375	59.5%	40.5%	53.7%
San Pasqual	1,919	7,381	907	59.6%	40.6%	46.3%
South Monrovia Islands	12,385	9,526	3,712	66.2%	33.9%	44.8%
South San Gabriel	7,615	7,615	2,317	73.7%	26.3%	45.7%
South El Monte Island	137	1,370	33	N/A	N/A	N/A
Whittier Narrows	18	8	6	N/A	N/A	N/A
Total	**111,718**	**-**	**39,658**	-	-	-

SOURCE: DRP 2023

NOTES: N/A = Data not available.

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

Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department (HCD) estimates the relative share of California's projected population growth that would occur in each county based on California Department of Finance (DOF) population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, HCD provides the RHNA to the council, which for the region is the SCAG. SCAG then assigns a share of the regional housing need to each of its cities and counties.

State law recognizes the vital role local governments play in the supply and affordability of housing. California Government Code requires that the housing element achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including persons with disabilities.
- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes, including those with disabilities.
- Assist in the development of adequate housing to meet the needs of low and moderate income households.
- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing.
- Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.
- Preserve for lower-income households the publicly assisted multifamily housing developments in each community.

The State of California housing element laws (Sections 65580 to 65589 of the California Government Code) require that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs.

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 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.).

Government Code Section 7260 – 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.

Sustainable Communities and Climate Protection Act of 2008 (Chapter 728, Statutes of 2008)

The Sustainable Communities and Climate Protection Act of 2008, otherwise known as SB 375, requires the integration of land use, housing, and transportation planning to achieve regional greenhouse gas (GHG) emission reductions, adopted by the California Air Resources Board (CARB). SB 375 requires Metropolitan Planning Organizations (MPOs) to develop a Sustainable Communities Strategy (SCS)—a new element of the regional transportation plan (RTP)—to plan for achieving these GHG reduction targets. The SCS must demonstrate the attainment of the regional GHG emissions reduction targets while accommodating the full projected population of the region.

Regional Laws, Regulations, and Policies

Southern California Association of Governments

Pursuant to federal and state law, SCAG serves as a Council of Governments, a Regional Transportation Planning Agency, and the MPO for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. SCAG's mandated responsibilities include developing plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development. Specifically, SCAG is responsible for preparing the Regional Comprehensive Plan (RCP), RTP/SCS, and the Regional Housing Needs Allocation (RHNA), in coordination with other state and local agencies. These documents include population, employment, and housing projections for the region and its 15 subregions. Subregions play an important role as a conduit between SCAG and cities and counties of the region by participating and providing input on SCAG's planning activities, which helps the Regional Council and its committees make better-informed decisions. The WSGV Planning Area is located within the San Gabriel Valley Council of Governments (SGVCOG) Subregion.

SCAG is tasked with providing demographic projections for use by local agencies and public service and utility agencies in determining future service demands. SCAG data is also periodically updated to reflect changes in development activity and provisions of local jurisdictions (e.g., zoning changes), such as those proposed under the WSGVAP. Through these updates, public agencies have advance information regarding changes in growth that must be addressed in planning for their provision of services. Changes in the growth rates are reflected in the new projections for service and utilities planning through the long-term time horizon.

Connect SoCal 2020

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 WSGV 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 SCS.

Connect SoCal 2020 was adopted on September 3, 2020 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 CARB (SCAG 2020). Since Connect SoCal 2020 was the adopted RTP/SCS at the time of distribution of the Notice of Preparation for the Project in November 2023 and has the same buildout horizon as the WSGVAP, projections in Connect SoCal 2020 serve as the bases for demographic estimates in this analysis of the WSGVAP's consistency with regional growth projections.

Connect SoCal 2024

On April 4, 2024, the SCAG adopted Connect SoCal 2024, which presents the transportation vision for the region through the year 2050 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 2024 includes new initiatives related to land use, transportation, and technology to reach the State's GHG reduction goals. Connect SoCal 2024 also includes a forecasted development pattern that demonstrates how the region can sustainably accommodate needed housing. Connect SoCal 2024 includes goals that fall into four core categories: mobility, communities, environment, and economy (SCAG 2024b).

SCAG Regional Housing Needs Assessment

The RHNA is mandated by state housing law as part of the periodic process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods, or cycles. In prior cycles, factors such as household growth and household income distribution were the primary factors considered in determining a jurisdiction's RHNA allocation. SCAG's 6th Cycle RHNA quantifies the regional need for housing and then allocates the regional need to each jurisdiction for a planning period between October 2021 and October 2029. The 6th Cycle RHNA is focused on existing need (current housing shortages and overcrowding) plus projected growth, which takes into account factors beyond what was used to determine the Connect SoCal 2020's projected growth (SCAG 2020). Therefore, the 6th Cycle RHNA allocation for the County results in a higher allocation of housing than what is represented in Connect SoCal 2020, which is focused solely on projected or future growth. For the 6th RHNA Cycle, SCAG considers other factors in addition to household growth. These factors include transit accessibility, job accessibility, and indicators that influence a community's environmental, educational, and economic resource accessibility.

Consistent with the state housing law, the primary objectives the 6th Cycle RHNA allocation plan are:

- Increase the housing supply and mix of housing types, tenure and affordability within each region in an equitable manner

- Promote infill development and socioeconomic equity, the projection of environmental and agricultural resources, and the encouragement of efficient development patterns
- Promote an improved interregional relationship between jobs and housing
- Allocating a lower proportion of housing need in income categories in jurisdictions that have a disproportionately high share in comparison to the county distribution
- Affirmatively furthering fair housing

Local jurisdictions are required to plan and zone to accommodate their respective RHNA allocation (housing units) by income categories through the process of updating the Housing Elements of their General Plans. Communities use the RHNA in land use planning, prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment and housing unit growth. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that collectively the region and sub region can grow in ways that enhance quality of life, improve access to jobs, promotes transportation mobility, addresses social equity, and fair share housing needs.

HCD provided SCAG a final regional determination of 1,341,827 units for the 6th cycle RHNA on October 15, 2019. Following the formal distribution of draft RHNA allocations based on the Final RHNA methodology and a separate appeals phase described in Government Code 65584.05 et seq., RHNA allocations were adopted on March 4, 2021 by the SCAG Regional Council and approved by HCD on March 22, 2021, and later modified on July 1, 2021. **Table 4.14-4**, *SCAG's 6th Cycle Final Regional Housing Needs Allocations*, shows the assigned RHNA for the County as a whole, the unincorporated areas of the County, the SGVCOG Subregion, and the WSGV Planning Area. As shown in Table 4.14-4, the WSGV Planning Area has been assigned a RHNA of 7,479 units for the 6th Cycle.

TABLE 4.14-4
SCAG'S 6TH CYCLE FINAL REGIONAL HOUSING NEEDS ALLOCATIONS

Area	Total	Very Low Income	Low Income	Moderate	Above Moderate
Los Angeles County	812,060	217,273	123,022	131,381	340,384
Unincorporated Los Angeles County	90,052	25,648	13,691	14,180	36,533
San Gabriel Valley COG	89,616	25,208	13,400	14,074	36,934
WSGV Planning Area[1]	7,479	--	3,244	--	4,235

SOURCE: SCAG 2021

NOTES: COG = Council of Governments.

1. The County's Housing Element determined the RHNA allocation for each Planning Area based on SCAG's allocation for unincorporated Los Angeles. SCAG did not provide a RHNA allocation specifically for the WSGV Planning Area.

Los Angeles County General Plan and Housing Element

The 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 County's Housing Element is one of seven mandatory elements of the General Plan. The Housing Element provides an overview of demographics, household, housing

stock, economic, and regulatory factors affecting housing development and affordability within the 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 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 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 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 Code of Ordinances

Zoning Ordinance

The County Code Title 22 (Planning and Zoning Code) sets forth zoning requirements for the County, including the WSGV Planning Area.

Inclusionary Housing Ordinance

The 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).

Interim and Supportive Housing Ordinance

The 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 2020b).

San Gabriel Valley Council of Governments 2022 Strategic Plan Update

The SGVCOG is a joint powers authority that includes 31 incorporated cities, unincorporated communities in the 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 WSGV Planning Area. The SGVCOG Strategic Plan contains goals related to transportation, homelessness and housing, water, environment, collaboration (SGVCOG 2022).

4.14.2 Environmental Impacts

Methodology

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. Socio-Economic data (SED) was used as the input data for population modeling and establishes the buildout for Table 4.14-2 above and Table 4.14-5 below. To develop the SED forecasts, the SCAG Model base year (2012) and horizon year (2040) data and Los Angeles County unincorporated dwelling unit vacancy rates were used. Table 4.14-2 above represents SCAG RTP/SCS cumulative year conditions. Per the County's guidance, SCAG Model SED of base year (2012) and horizon year (2040) extrapolated to year 2045 was used for Table 4.14-2. Table 4.14-5 integrated the WSGVAP buildout data for unincorporated areas. Refer to Appendix I, *VMT Analysis Memorandum,* of this Draft PEIR for more detail on the methodology.

The WSGV Planning Area's population and housing characteristics were examined in the context of comparing existing and projected data and policies for the WSGV Planning Area, as well as the County as a whole. The unplanned population growth analysis considers whether implementation of the WSGVAP would result in a significant population increase in areas not planned for such increases. Also considered is whether the policies and land use and zoning modifications as part of the WSGVAP 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 under the Area Plan would support population growth in the region, even while the WSGVAP would not directly lead to the construction of housing units.

Additionally, an analysis of whether the WSGVAP could potentially result in substantial displacement of residents would be completed by presenting information about causes for displacement and risks along with the WSGVAP goals and policies aimed at minimizing the potential for displacement.

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 WSGVAP Goals and Policies

As a policy document, adoption of the WSGVAP would not result in a direct increase in population or housing development. However, adoption of the WSGVAP would increase allowable housing density and preservation areas in the WSGV Planning Area, which would lead to long-term increased housing development and therefore population growth. Specifically, implementation of the WSGVAP would increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways through infill development and redevelopment as well as within a select few areas near commercial corridors and transit with low existing residential density. These land use and zoning modifications would help in achieving the WSVG Planning Area and the County's RHNAs by allowing higher residential densities, which would encourage increased housing development through the buildout horizon. **Table 4.15-5**, *WSGVAP Projected Growth,* shows the projected population, household, and employment growth with implementation of the WSGVAP.

TABLE 4.14-5
WSGVAP PROJECTED GROWTH THROUGH 2045

	2024	2045	Net Increase
Nine Unincorporated WSGV Communities			
Population	125,833	151,787	25,954
Households	43,205	54,079	10,874
Employment	17,499	33,742	16,243
Buildout of Total WSGV Planning Area			
Population	965,247	1,055,637	90,390
Households	322,819	357,210	34,391
Employment	428,906	505,831	76,925

SOURCE: ESA 2024

NOTES:

Incorporated areas of the WSGV Planning Area are not proposed for growth under the WSGVAP and therefore are not included in this table. Refer to Table 4.15-2 for projected growth in the incorporated areas of the WSGV Planning Area.

As shown in Table 4.14-5, the total buildout of the WSGVAP is projected to result a population increase of 25,954 new residents, a net increase of 10,874 new households, and 16,243 additional jobs in the nine unincorporated WSGV communities through the buildout horizon year of 2045. This would result in approximately 54,079 total households, a total population of 151,787 people, and 33,742 total jobs in the nine unincorporated WSGV communities through 2045. With implementation of the WSGVAP, the WSGV Planning Area is forecasted to support a total population of 1,055,637 residents, 357,210 households, and 505,831 jobs.

The majority of this growth has been planned through the County's Housing Element, where the WSGVAP would assist in achieving the County's 6th Cycle RHNA. The primary land use strategy of the WSGVAP is to increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways through infill development and redevelopment as well as within a select few areas near commercial corridors and transit with low existing residential density.. In addition, the WSGVAP would also reduce land use intensities in areas with hazards or within or adjacent

to natural resources and in WUI areas, which would help to reduce increased population growth on the fringes of the unincorporated WSGV communities, which could require new or extension of infrastructure or utilities.

WSGVAP Goals and Policies

The following WSGVAP goals and policies are relevant to population and housing:

Land Use Element

Goal LU-1: Growth facilitates sustainable development patterns and is targeted to areas with existing and future transit access, proximity to commercial services and employment centers, and is aligned with supportive infrastructure and access to public facilities.

Policy LU-1.1: Foster sustainable growth patterns. Concentrate growth within one mile from major transit stops, one-half mile from high-quality transit corridors, and one-quarter mile from commercial corridors and commercial areas where there is access to existing or proposed transit and everyday services within walking and biking distance.

Policy LU-1.2: Increase land use diversity. Enable a diverse land use pattern to meet the needs of residents and employees, including increased proximity between housing and commercial uses, job centers, parks and open spaces, and community services and amenities to support the well-being of the community.

Policy LU-1.3: Foster walkable communities. Bring everyday needs and amenities such as public transit, parks, schools, and commercial services within walking distance of neighborhoods.

Policy LU-1.4: Prioritize investments in growth areas and disadvantaged communities. Prioritize capital improvements and public facilities in targeted growth areas and disadvantaged communities to enhance and support equity and quality of life in the built environment.

Policy LU-1.5: Ensure compatible land uses. Ensure compatible land uses between Cities and unincorporated communities in the Planning Area.

Goal LU-2: Sustainable and resilient growth patterns effectively consider local hazards and safeguard the well-being of all community members.

Policy LU-2.1: Direct growth away from hazard areas. Direct future growth and development away from designated environmental hazard areas, including Fire Hazard Severity Zones, high-flood-risk areas, areas prone to landslides, and polluting uses.

Policy LU-2.3: Limit expansion of the wildland/urban interface. Direct future growth and development away from wildland/urban interface areas along the San Gabriel Mountains and foothills to minimize exposure to future hazards and habitat impacts.

Goal LU-3: A community with attainably priced and diverse housing options, and vibrant mixed-use environments that combine residential, commercial, and community-oriented spaces to enhance livability.

Policy LU-3.1: Promote diverse housing options. Promote development of duplex, fourplex, accessory dwelling units and cottage court housing in low-density housing areas.

Policy LU-3.2: Allow compatible uses in residential neighborhoods. Allow uses on or near the edges of residential neighborhoods that bring amenities closer to homes, such as child and adult day-care centers, educational facilities and corner markets.

Policy LU-3.3: Preserve and expand commercial space. Provide sufficient commercially designated land equitably throughout the WSGV to serve local needs and reduce travel by car to access daily services and goods. Prioritize communities that have been historically redlined.

Policy LU-3.7: Encourage mixed-use development. Incentivize ground-floor commercial uses and pedestrian-oriented amenities in mixed-use development, to facilitate proximity between residences, businesses, employers, and amenities.

Policy LU-3.8: Foster public-private harmony in mixed-use development. Promote harmonious integration of private development with public spaces in mixed-use zones, blending residential, commercial, and recreational areas.

Economic Development Element

Policy ED-1.4: Support for older adults aging in place. Support older adults aging in place and provide assistance to ensure their economic wellbeing.

Impact Analysis

Impact 4.14-1: 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. The purpose of the WSGVAP is to address local planning issues, guide long-term development, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. While the WSGVAP itself does not include any physical development as a policy document, adoption of the WSGVAP would increase land use and zoning densities and development intensity, which could result in population growth within the nine unincorporated WSGV communities. **Table 4.14-6,** *Comparison of Existing and WSGVAP Projected Growth Buildout Scenarios Through 2045,* shows the population, employment, and housing forecasts under the existing projected and WSGVAP projected growth scenarios as well as the net and percent differences between the two scenarios.

TABLE 4.14-6
COMPARISON OF EXISTING AND WSGVAP PROJECTED GROWTH BUILDOUT SCENARIOS THROUGH 2045

	Existing (2024)	Existing Projected Growth (2045)	WSGVAP Projected Growth (2045)	Net Difference	Percent Difference
Population	965,247	1,039,576	1,055,637	16,061	1.5%
Employment	322,819	350,481	357,210	6,729	1.9%
Households	428,906	491,124	505,831	14,707	3.0%

SOURCE: ESA 2024

As shown in Table 4.14-6, implementation of the WSGVAP is projected to result in an additional 16,061 residents, 6,729 jobs, and 14,707 housing units in the WSGV Planning Area compared to existing projections. The projected growth under the WSGVAP would occur within the nine unincorporated WSGV communities. Compared to existing projections, implementation of the WSGVAP is anticipated to increase population by 1.5 percent, the number of jobs by 1.9 percent, and the number of housing units by three percent. Therefore, implementation of the WSGVAP would not substantially increase growth compared to existing projections for the WSGV Planning Area.

Implementation of the WSGVAP would support SCAG and other regional plans' goal of focusing growth along major transportation corridors with access to alternative transportation and through higher-density infill development within urban areas. The WSGVAP aims to create more defined community centers with neighborhood-serving small business commercial uses integrated with mixed-used development along existing commercial corridors, where residents would be able to easily access commercial, retail, and community-serving uses, such as plazas and urban open spaces. The WSGVAP would also be consistent with SCAG'S Connect SoCal goals by providing higher-density development in commercial areas, increasing walkability and neighborhood connectivity, and promoting infill development within walking distance of a transit or alternative transportation.

The WSGVAP would also accommodate growth through land use and zoning modifications that focus growth in identified targeted areas, provide development standards and regulations, and establish goals and policies to encourage high-quality development. In addition to these areas of focused growth, land use strategies would also focus on improving and maintaining existing infrastructure, creating multi-purpose community-serving spaces and other amenities in communities, promoting urban greening, attracting and supporting local businesses, and preserving sensitive natural resources and large open spaces. Furthermore, the WSGVAP would also increase the County's potential to achieve its RHNA by increasing the land use and zoning densities within the unincorporated WSGV communities, which would allow for increased housing unit production through buildout of the Area Plan. While the WSGVAP would result in increases in density and development intensity, which would result in population growth, this growth would not be unplanned and would be consistent with the County's adopted Housing Element and RHNA.

Implementation of the WSGVAP would not require new construction or expansion of existing roadway infrastructure. As part of the development of the WSGVAP, the County accounted for accessibility to existing infrastructure and utilities when developing the proposed WSGVAP land use and zoning modifications. Therefore, implementation of the WSGVAP 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 WSGVAP. Therefore, implementation of the WSGVAP would not result in unplanned population or housing growth in areas not targeted for growth or at unanticipated levels. Impacts are considered less than significant.

Impact 4.14-2: 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. Implementation of the WSGVAP would encourage infill development along commercial corridors and major roadways, as well as in a select few areas near commercial corridors and transit with low existing residential density, enabling additional development of mixed use,

commercial, and residential land uses. As described above in Table 4.14-4, implementation of the WSGVAP is projected to result in an additional 25,954 residents, 10,874 jobs, and 16,243 housing units in the unincorporated areas of the WSGV Planning Area through the buildout horizon of 2045. As shown in Table 4.14-6, the projected population, housing, and employment increases under the WSGVAP are considered minimal compared to the existing planned growth of the WSGV Planning Area. The majority of this growth has been planned within the County's Housing Element, where implementation of the WSGVAP would assist in achieving the County's 6th Cycle RHNA.

The WSGVAP goals and policies combined with the County's recent housing initiatives related to inclusionary housing and interim and supportive housing would minimize the potential for exclusionary displacement and displacement pressures. The WSGVAP contains goals and policies that protect residents from physical displacement and encourages a diverse housing mix to ensure communities retain their character, amenities, and access to services and infrastructure while providing housing for all socioeconomic levels.

While the WSGVAP itself does not include any physical development as a policy document, future projects developed under the WSGVAP may result in temporary displacement of residents during construction activities. However, future projects developed under the WSGVAP would occur sporadically on a parcel-by-parcel basis, where future projects would be subject to subsequent planning and environmental review in accordance with the County's permitting requirements and CEQA. In accordance with CEQA, any significant displacement impacts would be required to be mitigated at the project level. In addition, the WSGVAP aims to increase housing production within the unincorporated WSGV communities through the proposed land use and zoning modifications and guided by the goals and policies of the Area Plan. Therefore, impacts associated displacement of people or housing is considered less than significant.

Cumulative Impacts

The geographic context for an analysis of cumulative impacts is the County, inclusive of the unincorporated and incorporated areas. This geographic scope of analysis is appropriate for the analysis of population and housing because other cumulative projects have the potential to exceed the County's regional population, housing, and employment projections or cause displacement of people or housing within the County.

Impact 4.14-3: 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).

Impact 4.14-4: 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 Cumulative Impact. Future development in the County, including growth anticipated under the WSGVAP, would not induce substantial unplanned population growth in the area as future development would have to be consistent the County's General Plan and Zoning Ordinance, or the general plans and zoning codes of other local jurisdictions in the area, and therefore would not be unplanned. In addition, future development in the County, including growth anticipated under the

WSGVAP, would not result in the displacement of substantial numbers of existing people or housing as future development would be required to follow existing state law governing relocation of residents. Therefore, the WSGVAP would not contribute to cumulative impacts related to population and housing, and cumulative impacts would be less than significant.

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

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4.15 Public Services

This section addresses the potential impacts of the West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) on public services including fire protection and emergency services, law enforcement, school services, and library services. 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. Impacts related to recreational facilities and parkland are addressed in Section 4.16, *Recreation,* of this Draft PEIR.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (refer to **Appendix A**, *Notice of Preparation Comments*). Comments received did not identify substantive issues or questions related to Public Services. 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.

4.15.1 Environmental Setting

Fire Protection and Emergency Services

The Los Angeles County Fire Department (LACoFD) serves 60 cities and the unincorporated areas of Los Angeles County (County). The LACoFD provides safety, fire, and emergency medical services to the County's 3.9 million residents, across 2,311 square miles (LACoFD 2023a). The LACoFD is comprised of 175 fire stations, 228 engine companies, 113 paramedic units and 35 truck companies. Specialized resources include 4 hazardous materials squads, 6 swift water rescue units, 2 urban search and rescue squads, and 2 fire boats (LACoFD 2023a). According to the LACoFD statistical summary, as of 2023, there were a total of 4,953 personnel employed across all divisions. The LACoFD service area is divided into three regions: North, Central, and East. Within these regions there are 9 divisions and 22 battalions (LACoFD 2023a). The East and North Regions serve the WSGV Planning Area and consists of Divisions II, III, IV, V, VIII, and IX (LACoFD 2024a and 2024b).

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 2022).

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 County's General Plan EIR: 5 minutes or less for urban areas; 8 minutes or less for suburban areas; and 12 minutes or less for rural areas (DRP 2014). In addition, CAL FIRE provides firefighting services in the Angeles National Forest and in State Responsible Areas (SRAs).

Table 4.15-1, *Fire Stations within the WSGV Planning Area,* lists the LACoFD stations within the nine unincorporated WSGV communities as well as those located within the surrounding incorporated cities, which could provide fire protection services in the event of an emergency. **Figure 4.15-1**, *LACoFD Stations within the WSGV Planning Area,* shows the location of the various stations within the WSGV Planning Area.

TABLE 4.15-1
FIRE DEPARTMENT STATIONS SERVING THE WSGV PLANNING AREA

Fire Station	Address	WSGV Community / Incorporated City
LACoFD Fire Station #11	2521 El Molino Ave, Altadena, CA 91001	Unincorporated WSGV community of Altadena
LACoFD Fire Station #12	2760 N Lincoln Ave, Altadena, CA 91001	Unincorporated WSGV community of Altadena
LACoFD Fire Station #63	4526 Ramsdell Ave. La Crescenta, CA 91214	Unincorporated WSGV community of La Crescenta-Montrose
LACoFD Fire Station #5	7225 Rosemead Blvd, San Gabriel, CA 91775	Unincorporated WSGV community of East San Gabriel
LACoFD Fire Station #82	352 Foothill Blvd, La Cañada Flintridge, CA 91011	City of La Cañada Flintridge
LACoFD Fire Camp #2	4810 Oak Grove Dr, La Cañada Flintridge, CA 91011	City of La Cañada Flintridge
LACoFD Fire Station #19	1729 W. Foothill Blvd. La Canada Flintridge, CA 91011	City of La Cañada Flintridge
LACoFD Fire Station #82	352 W. Foothill Blvd. La Canada Flintridge, CA 91011	City of La Cañada Flintridge
LACoFD Fire Station #66	2764 Eaton Canyon Dr, Pasadena, CA 91107	City of Pasadena
LACoFD Fire Station #42	9319 E. Valley Blvd. Rosemead, CA 9177	City of Rosemead
LACoFD Fire Station #47	4575 Huntington Dr, Los Angeles, CA 90032	City of Temple City
LACoFD Fire Station #167	11567 Bryant Rd, El Monte, CA 91732	City of El Monte
LACoFD Fire Station #90	10115 Rush St, South El Monte, CA 91733	City of El Monte
LACoFD Fire Station #168	3207 Cogswell Rd, El Monte, CA 91732	City of El Monte
LACoFD Fire Station #4	2644 N San Gabriel Blvd, Rosemead, CA 91770	City of Rosemead
LACoFD Fire Station #166	3615 Santa Anita Ave, El Monte, CA 91731	City of El Monte
LACoFD Fire Station #169	5112 Peck Rd, El Monte, CA 91732	City of El Monte
LACoFD Fire Station #87	140 S. Second Ave. Industry, CA 91746	City of Industry
Pasadena Fire Department Fire Station #36	1140 N Fair Oaks Ave, Pasadena, CA 91103	City of Pasadena
Pasadena Fire Department Fire Station #33	515 N Lake Ave, Pasadena, CA 91101	City of Pasadena
Pasadena Fire Department Fire Station #32	2424 E Villa St, Pasadena, CA 91107	City of Pasadena
Pasadena Fire Department Fire Station #37	3430 E Foothill Blvd, Pasadena, CA 91107	City of Pasadena
Pasadena Fire Department Fire Station #38	1150 Linda Vista Ave. Pasadena, CA 91103	City of Pasadena
Pasadena Fire Department Fire Station #34	1360 E Del Mar Blvd, Pasadena, CA 91106	City of Pasadena
Pasadena Fire Department Fire Station #31	135 S Fair Oaks Ave, Pasadena, CA 91105	City of Pasadena
City of Arcadia Fire Department Station #107	79 W. Orange Grove Ave. Arcadia, CA 91006	City of Arcadia
City of Arcadia Fire Department Station #106	630 S. Baldwin Ave. Arcadia, CA 91007	City of Arcadia
City of San Gabriel Fire Department Station #51	1303 S Del Mar Ave, San Gabriel, CA 91776	City of San Gabriel
City of San Gabriel Fire Department Station #2	115 N. Del Mar Ave. San Gabriel, CA 91775	City of San Gabriel
Monrovia Fire Department Station #102	2055 S Myrtle Ave, Monrovia, CA 91016	City of Monrovia

Fire Station	Address	WSGV Community / Incorporated City
City of Sierra Madre Fire Department	242 W Sierra Madre Blvd, Sierra Madre, CA 91024	City of Sierra Madre

SOURCE: LACoFD 2024c

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 provides police services for 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's jail system, which has approximately 18,000 daily inmates in 7 custody facilities (LASD 2022). LASD includes nearly 18,000 budgeted personnel, consisting of approximately 10,000 budgeted sworn sheriff's deputies and 8,000 professional staff (civilians) (LinkedIn 2024). Adding to the full-time personnel are 840 reserve sheriff's deputies, over 400 youth explorers, and 3,500+ civilian volunteers, totaling about 5,000 community volunteers (LinkedIn 2024).

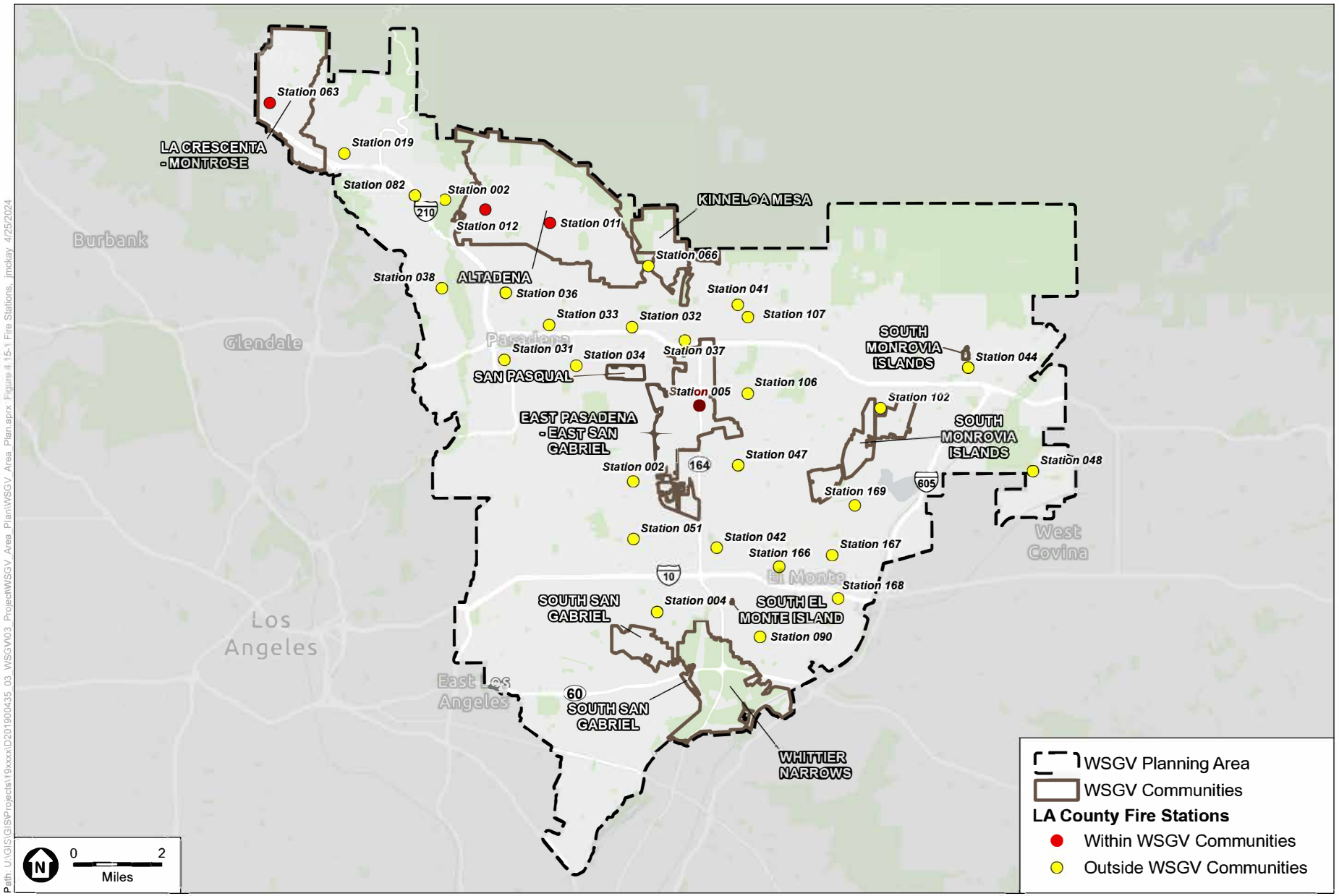
According to the County's General Plan EIR, in order to provide sufficient services to its service area, an officer to population ratio of one officer for every 1,000 residents is desired. With approximately 10,000 budgeted sworn sheriff's deputies and a service population of approximately 10 million, the service ratio is approximately 1:1000. 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 standard response time is 10 minutes or less. For a crime that is currently occurring but not a life-or-death situation, the standard response time is 20 minutes or less. The standard 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.

Table 4.15-2, *County Sheriff's Stations within the WSGV Planning Area,* lists the County Sheriff's stations within the nine unincorporated WSGV communities as well as those located throughout the WSV Planning Area, which could provide fire protection services in the event of an emergency. Figure 4.15-1 shows the location of the various stations within the WSGV Planning Area.

TABLE 4.15-2
SHERIFF'S DEPARTMENT PATROL STATIONS SERVING THE WSGV PLANNING AREA

Sheriff's Station	Address	WSGV Community / Incorporated City
Altadena Sheriff's Station	780 E Altadena Dr, Altadena, CA 91001	Unincorporated WSGV community of Altadena
Crescenta Valley Sherrif's Station	4554 Briggs Ave. La Crescenta, CA 91214	Unincorporated WSGV community of La Crescenta-Montrose
Temple Sheriff's Station	8838 Las Tunas Dr. Temple City, CA 91780	City of Temple City

SOURCE: LASD 2024



Path: U:\GIS\GIS\Projects\19xxxx\D201900435_03_WSGVV03_ProjectWSGV_Area_Plan\WSGV_Area_Plan.aprx Figure 4.15-1 Fire Stations_jmckay 4/25/2024

SOURCE: LA County, 2022; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.15-1
Fire Stations within the WSGV Planning Area

ESA

School Services

While local school districts are largely responsible for developing and managing educational facilities, the Los Angeles County Office of Education (COE) is responsible for mediation between the California Department of Education and local school districts. The COE is the largest regional education agency in the nation serving 1.3 million students across the County (COE 2023). The County has 80 K-12 school districts, 26 elementary schools, and 5 high schools. Throughout the 80 school districts there are 2,185 schools, 373 charters, and 73,737 teachers.

The WSGV Planning Area primarily includes, but is not limited to, the following school districts: Duarte Unified School District, El Monte City School District, Garvey Elementary School District, Glendale Unified School District, Monrovia Unified School District, Montebello Unified School District, Pasadena Unified School District, San Gabriel Unified School District, San Marino Unified School District, and Valle Lindo Elementary School District (Greatschools 2024).

The COE also assesses facility needs and monitors opportunities for facility development. To financially aid the COE, the County 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. Development impact fees are collected and distributed before building permits are issued.

Parks

Parks and Recreation services are described in Section 4.16, *Recreation,* of this Draft PEIR.

Libraries

The County has one of the largest public library systems in the country, where the County's library system is a special fund County department, which operates under the supervision of the Board of Supervisors. The County's Library system serves over 3.2 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 2023a and 2024a). The County's library system has 86 libraries and a 4.4 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).

However, the majority of the 86 libraries do not meet the standards needed to properly serve the County. The County's 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 or community libraries, and 1.0 public access computer per 1,000 people served (DRP 2015). According to the County's General Plan EIR, many existing library facilities are located in areas with little or no new residential development, and therefore, no mitigation fees or other reliable sources of capital funding are available to replace or expand existing library resources and/or services (DRP 2014).

In efforts to keep up with population increases and new developments impact on the library system, the County implemented a library mitigation fee, codified as Chapter 22.246 (formerly Chapter 22.72) of the Los Angeles County Code in December 1998, which applies to new residential development in the

unincorporated areas of the County. In order to ensure all areas of the County received similar funding, seven library planning areas with property values and geography were created as follows: 1) Santa Clarita Valley, 2) Antelope Valley, 3) West San Gabriel Valley, 4) East San Gabriel Valley, 5) Southeast County, 6) Southwest County and 7) Santa Monica Mountains (County of Los Angeles 2023b). The WSGV Planning Area is included in Library Planning Area 3, West San Gabriel Valley.

In addition to the County's public library system, the Altadena Library District, which is a special library district, serves the unincorporated WSGV community of Altadena. The Altadena Library District became an independent special district in December 1926 under the provision of Sections 19600-19734 of the California Education Code. Presently, the Altadena Library District serves approximately 51,737 people within the eight square miles of the unincorporated WSGV community of Altadena (Altadena Library District 2024).

Table 4.15-3, *Libraries within the WSGV Planning Area,* lists the County libraries within the nine unincorporated WSGV communities as well as those located throughout the WSV Planning Area, which could provide additional library services and resources.

TABLE 4.15-3
LIBRARIES WITHIN THE WSGV PLANNING AREA

Library	Address	WSGV Community / Incorporated City
Altadena Library District Main Library	600 E. Mariposa Street, Altadena, California 91001	Unincorporated WSGV community of Altadena
Altadena Library District - Bob Lucas Branch	2659 Lincoln Avenue, Altadena, California 91001	Unincorporated WSGV community of Altadena
County Library - La Crescenta	2809 Foothill Blvd, La Crescenta, CA 91214	Unincorporated WSGV community of La Crescenta-Montrose
County Library - South El Monte	1430 North Central Avenue, South El Monte, CA 91733	Unincorporated WSGV community of South El Monte
County Library - El Monte	3224 Tyler Ave, El Monte, CA 91731	City of El Monte
County Library - Duarte	1301 Buena Vista St, Duarte, CA 91010	City of Duarte
County Library - San Gabriel	500 S Del Mar Ave, San Gabriel, CA 91776	City of San Gabriel
County Library - Montebello	1550 W Beverly Blvd, Montebello, CA 90640	City of Montebello
County Library - Temple City	5939 Golden West Ave., Temple City, CA 91780	City of Temple City

SOURCE: Altadena Library District 2024; LA County Library 2024

Other Public Facilities

In addition to fire, sheriff, school, and library services and facilities, the WSGV Planning Area also includes other public facilities, such as senior centers, daycare facilities, community centers, and open space recreational areas.

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.

Occupational Safety and Health Administration

The Federal Occupational Safety and Health Administration (OSHA) as well as California OSHA (Cal/OSHA) enforce the provisions of the federal and state Occupational Safety and Health Acts, respectively, which collectively require safety and health regulations for construction under Part 1926 of Title 29 Code of Federal Regulations (CFR). The fire-related requirements of the Federal Occupational Safety and Health Act are specifically contained in Subpart F, Fire Protection and Prevention, of Part 1926. Examples of general requirements related to fire protection and prevention include maintaining fire suppression equipment specific to construction on-site; providing a temporary or permanent water supply of sufficient volume, duration, and pressure; properly operating the on-site fire-fighting equipment; and keeping storage sites free from accumulation of unnecessary combustible materials.

Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) was established in 1979 via executive order and is an independent agency of the federal government. In March 2003, FEMA became part of the U.S. Department of Homeland Security with the mission to lead the effort in preparing the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

Disaster Mitigation Act of 2000

Disaster Mitigation Act (42 United States Code [USC] Section 5121) provides the legal basis for FEMA mitigation planning requirements for state, local, and Indian Tribal governments as a condition of mitigation grant assistance. It amends the Robert T. Stafford Disaster Relief Act of 1988 (42 USC Sections 5121–5207) by repealing the previous mitigation planning provisions and replacing them with a new set of requirements that emphasize the need and creates incentives for state, tribal, and local agencies to closely coordinate mitigation planning and implementation efforts. This Disaster Mitigation Act reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide and the streamlining of the administration of federal disaster relief and programs to promote mitigation activities. Some of the major provisions of the Disaster Mitigation Act include the following:

- Funding pre-disaster mitigation activities
- Developing experimental multi-hazard maps to better understand risk
- Establishing state and local government infrastructure mitigation planning requirements

- Defining how states can assume more responsibility in managing the Hazard Mitigation Grant Program (HMGP)
- Adjusting ways in which management costs for projects are funded.

The mitigation planning provisions outlined in Section 322 of the Disaster Mitigation Act establish performance-based standards for mitigation plans and require states to have a public assistance program (Advance Infrastructure Mitigation [AIM]) to develop county government plans. The consequence for counties that fail to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the damaged facility has been damaged on more than one occasion in the preceding 10-year period by the same type of event.

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 2022 and refers to the California Fire Code, which outlines fire safety related building standards, see below.

2022 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.

In addition to the building construction requirements in the California Building Code and California Residential Code, Chapter 49 Requirements for Wildland-Urban Interface Areas contains requirements

for development and construction in Local Responsibility Areas (LRA) designated as Very High Fire Hazard Severity Zones (VHFHSZ) and areas designated by the Board of Forestry and Fire Protection as State Responsibility Areas (SRA). The chapter includes mitigation strategies to reduce the hazards of fire originating within a structure spreading to wildland and fire originating in wildland spreading to structures. These strategies are included in the following requirements: 1) Development of fire protection plans; 2) Development of landscape plans and long-term vegetation management; and 3) Creation and maintenance of defensible space to protect structures and subdivisions.

California Public Resource Code, Section 4201–4204

California Public Resource Code, Section 4201–4204, was amended in 1982 and requires all land within SRAs to be classified into fire hazard severity zones (FHSZ). 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 (CAL FIRE) in 2021. These regulations are the basis for basic wildfire protection standards in California. Title 14 establishes minimum wildfire protection to support building and development in SRAs. 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 Constitution Article XIII, Section 35

Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: “The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.” Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on police protection services, as well as other public safety services. In City of Hayward v. Board of Trustee of California State University (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including police protection services, and that it is reasonable to conclude that the County will comply with that provision to ensure that public safety services are provided.

Mutual Aid Agreements

The California Disaster and Civil Defense Master Mutual Air Agreement, as provided by the California Emergency Services Act, provides statewide mutual aid between and among local jurisdictions and the state. The statewide mutual aid system exists to ensure that adequate resources, facilities, and other supports are provided to jurisdictions whenever resources prove to be inadequate for a given situation. Each jurisdiction controls its own personnel and facilities but can give and receive help whenever needed.

California Vehicle Code

Section 21806 of the California Vehicle Code (CVC) pertains to emergency vehicles responding to Code 3 incident/calls. This section of the CVC states the following:

> *Upon the immediate approach of an authorized emergency vehicle which is sounding a siren and which has at least one lighted lamp exhibiting red light that is visible, under normal atmospheric conditions, from a distance of 1,000 feet to the front of the vehicle, the surrounding traffic shall, except as otherwise directed by a traffic officer, do the following: (a)(1) Except as required under paragraph. (2), the driver of every other vehicle shall yield the right-of-way and shall immediately drive to the right-hand edge or curb of the highway, clear any intersection, and thereupon shall stop and remain stopped until the authorized emergency vehicle has passed. (2) A person driving a vehicle in an exclusive or preferential use lane shall exit that lane immediately upon determining that the exit can be accomplished with reasonable safety … (c) All pedestrian upon the highway shall proceed to the nearest curb or place of safety and remain there until the authorized emergency vehicle has passed.*

California Governor's Office of Emergency Services

In 2009, the State of California passed legislation creating the California Governor's Office of Emergency Services (Cal OES) and authorized it to prepare a Standard Emergency Management System (SEMS) program (Government Code Section 8607; Title 19 CCR Section 2401 et seq.), which sets forth measures by which a jurisdiction should handle emergency disasters. In California, SEMS provides the mechanism by which local government requests assistance. Non-compliance with SEMS could result in the State withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster. Cal OES coordinates the State's preparation for, prevention of, and response to major disasters, such as fires, floods, earthquakes, and terrorist attacks. During an emergency, Cal OES serves as the lead state agency for emergency management in the state. It also serves as the lead agency for mobilizing the State's resources and obtaining federal resources. Cal OES coordinates the State response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as they are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the state through the statewide mutual aid system (see discussion of Mutual Aid Agreements, above). California Emergency Management Agency (Cal-EMA) maintains oversight of the State's mutual aid system.

California Penal Code

All law enforcement agencies in California are organized and operated in accordance with the applicable provisions of the California Penal Code. This code sets forth the authority, rules of conduct, and training for peace officers. Under state law, all sworn municipal and county officers are state peace officers.

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.

California Education Code

Educational services and school facilities are subject to the rules and regulations of the California Education Code, the California Department of Education (CDE) and governance of the State Board of Education (SBE) (Gov. Code Section 33000, et seq.). The CDE is the government agency responsible for

public education throughout the state. With the State Superintendent of Public Instruction, the CDE is responsible for enforcing education law and regulations and for continuing to reform and improve public elementary school, secondary school, childcare programs, adult education, and preschool programs. The CDE oversees funding, student testing, and achievement levels for all state schools. A sector of the CDE, the SBE is the 11-member governing and policymaking body of the CDE that sets Kindergarten through 12th Grade (K–12) education policy in the areas of standards, instructional materials, assessment, and accountability. The State also provides funding through a combination of sales and income taxes.

In addition, pursuant to Proposition 98, the State is also responsible for the allocation of educational funds that are acquired from property taxes. Furthermore, the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities in accordance with Section 17620(a)(1) of the California Education Code.

Open Enrollment Policy (California Education Code Sections 48350, et seq)

The Open Enrollment Policy is a state-mandated policy that enables students to apply to any regular, grade-appropriate school with designated "open enrollment" seats. Open enrollment seats are granted through an application process that is completed before the school year begins. Under the Open Enrollment Policy, students living in a particular school's attendance area are not displaced by a student requesting an open enrollment transfer to that school.

Senate Bill 50 (Chapter 407, Statutes of 1998)

The Leroy F. Greene School Facilities Act of 1998 (known as the Greene Act), enacted in 1998, is a program for funding school facilities largely based on matching funds. For new school construction, grants provide funding on a 50/50 State and local match basis. For school modernization, grants provide funding on a 60/40 State and local match basis. Districts that are unable to provide some, or all, of the local match requirement and are able to meet the financial hardship provisions may be eligible for additional State funding (State of California 2012).

The Greene Act permits the local district to levy a fee, charge, dedication, or other requirement against any development project within its boundaries, for the purpose of funding the construction or reconstruction of school facilities. The Act also sets a maximum level of fees a developer may be required to pay. Pursuant to Government Code Section 65996, the payment of these fees by a developer serves to mitigate all potential impacts on school facilities that may result from implementation of a project to a less-than-significant level pursuant to Sections 65996 and 65997 of the California Government Code.

Class Size Reduction Kindergarten – University Public Education Facilities Bond Act of 1998

Proposition 1A, the Class Size Reduction Kindergarten – University Public Education Facilities Bond Act of 1998 (Ed. Code, Section 100400–100405) is a school construction funding measure that was approved by the voters on the November 3, 1998 ballot. This Act created the School Facility Program where eligible school districts may obtain state bond funds.

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.

Regional Laws, Regulations, and Policies

Los Angeles County General Plan

The following goals and policies from the Land Use Element of the General Plan are relevant to Public Services:

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 1.10: Prohibit plan amendments that increase density of residential land uses within mapped fire and flood hazard areas unless generally surrounded by existing built development and the County determines the adjoining major highways and street networks can accommodate evacuation as well as safe access for emergency responders under a range of emergency scenarios, as determined by the County.

Policy LU 3.2: Discourage development in areas with high environmental resources and/or severe safety hazards.

The following goals and policies from the Safety Element of the General Plan are relevant to Public Services:

Goal S 2: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to climate hazards and climate-induced secondary impacts.

Policy S 2.2: Plan for future climate impacts on critical infrastructure and essential public facilities.

Policy S 2.3: Require new residential subdivisions and new accessory dwelling units within hazard areas to meet required evacuation standards.

Goal S 3: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to flood and inundation hazards.

Policy S 3.4: 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.

Goal S 4: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to fire hazards.

Policy S 4.1: Prohibit new subdivisions in VHFHSZs unless: (1) the new subdivision is generally surrounded by existing or entitled development or is located in an existing approved specific plan or is within the boundaries of a communities facility district adopted by the County prior to January 1, 2022, including any improvement areas and future annexation areas identified in the County resolution approving such district; (2) the County determines there is sufficient secondary egress; and (3) the County determines the adjoining major highways and street networks are sufficient for evacuation as well as safe access for emergency responders under a range of emergency scenarios, as determined by the County. Discourage new subdivisions in all other FHSZs.

Policy S 4.2: New subdivisions shall provide adequate evacuation and emergency vehicle access to and from the subdivision on streets or street systems that are evaluated for their traffic access

or flow limitations, including but not limited to weight or vertical clearance limitations, dead-end, one-way, or single lane conditions.

Policy S 4.4: Reduce the risk of wildland fire hazards through meeting minimum State and local regulations for fire-resistant building materials, vegetation management, fuel modification, and other fire hazard reduction programs.

Policy S 4.6: Ensure that infrastructure requirements for new development meet minimum State and local regulations for ingress, egress, peak load water supply availability, anticipated water supply, and other standards within FHSZs.

Policy S 4.8: Support the retrofitting of existing structures in FHSZs to meet current safety regulations, such as the building and fire code, to help reduce the risk of structural and human loss due to wildfire.

Policy S 4.9: Adopt by reference the County of Los Angeles Fire Department Strategic Fire Plan, as amended.

Policy S 4.12: Support efforts to incorporate systematic fire protection improvements for open space, including the 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 4.13: Encourage the siting of major landscape features, including but not limited to large water bodies, productive orchards, and community open space at the periphery of new subdivisions to provide strategic firefighting advantage and function as lasting firebreaks and buffers against wildfires, and the maintenance of such features by respective property owners.

Policy S 4.14: Encourage the strategic placement of structures in FHSZs that conserves fire suppression resources, increases safety for emergency fire access and evacuation, and provides a point of attack or defense from a wildfire.

Policy S 4.16: Require local development standards to meet or exceed SRA Fire Safe Regulations, which include visible home and street addressing and signage and vegetation clearance maintenance on public and private roads; all requirements in the California Building Code and Fire Code; and Board of Forestry Fire Safe Regulations.

Policy S 4.17: Coordinate with agencies, including the Fire Department and ACWM, to ensure that effective fire buffers are maintained through brush clearance and fuel modification around developments.

Policy S 4.18: Require Fire Protection Plans for new residential subdivisions in FHSZs that minimize and mitigate potential loss from wildfire exposure and reduce impact on the community's fire protection delivery system.

Policy S 4.19: Ensure all water distributors providing water in unincorporated Los Angeles County identify, maintain, and ensure the long-term integrity of future water supply for fire suppression needs, and ensure that water supply infrastructure adequately supports existing and future development and redevelopment, and provides adequate water flow to combat structural and wildland fires, including during peak domestic demand periods.

Policy S 4.20: Prohibit new and intensification of existing general assembly uses in VHFHSZs unless: (1) the use is located in an existing approved specific plan or (2) the County determines there is sufficient secondary egress and the County determines the adjoining major highways and

street networks are sufficient for evacuation, as well as safe access for emergency responders under a range of emergency scenarios, as determined by the County. Discourage new general assembly uses in all other FHSZs.

Goal S 7: Effective County emergency response management capabilities.

Policy S 7.1: Ensure that residents are protected from the public health consequences of natural or human-made disasters through increased readiness and response capabilities, risk communication, and the dissemination of public information.

Policy S 7.2: Support County emergency providers in reaching their response time goals.

Policy S 7.3: 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 7.4: Encourage the improvement of hazard prediction and early warning capabilities.

Policy S 7.5: Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.

Policy S 7.6: Ensure that essential public facilities are maintained during disasters, such as flooding, wildfires, extreme temperature and precipitation events, drought, and power outages.

Policy S 7.7: Locate essential public facilities, such as hospitals, where feasible, outside of hazard zones identified in the Safety Element to ensure their reliability and accessibility during disasters.

Policy S 7.8: Adopt by reference the County of Los Angeles All-Hazards Mitigation Plan, as amended.

Policy S 7.9: Work cooperatively with public agencies with responsibility for flood and fire protection, and with stakeholders in planning for flood and fire hazards.

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: A 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.

Los Angeles County Operational Area Emergency Response Plan

The County's Operational Area Emergency Response Plan, updated in November 2023, identifies the County's various emergency management phases, incident management systems, and identifies operational priorities as well as how the County's emergency response plan aligns with other local, state, and federal authorities' emergency plans and procedures.

2023 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 SRAs. LACoFD has the responsibility as a contract County to implement the State's Strategic Fire Plan and functionally operates as a unit of CAL FIRE and is responsible for Strategic Fire Plan activities in the county. The 2023 LACoFD Strategic Plan includes eight goals focused on enhancing the protection of lives, property, and natural resources from wildland fire, as well as improving environmental resilience to wildland fires (LACoFD 2023b).

Los Angeles County Code of Ordinances

Chapter 2.68

The Office of Emergency Management (OEM), established by Chapter 2.68 of the County Code, is responsible for organizing and directing emergency preparedness efforts, as well as the day-to-day coordination efforts, for the County's Emergency Management Organization. The OEM's broad responsibilities include, among others, planning and coordination of emergency services on a County-wide basis.

The County organizes a formal mutual aid agreement between all police departments within its jurisdiction to provide police personnel and resources to assist other member agencies during emergency and/or conditions of extreme peril. Formal mutual aid requests between police departments can be made under the purview of LASD; however, additional informal agreements may be made directly between the police agencies. The Mutual Aid Operations Plan provides a structure of response should an emergency

arise which requires immediate response by more law enforcement personnel than would be available using all other available resources.

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 County's Planning and Public Works Departments 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).

Library Facilities Mitigation Fee

New residential development in the unincorporated areas of the 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. The WSGV Planning Area is within Library Planning Area 3, West San Gabriel Valley, and has a fee of $1,108.00 per dwelling unit (County of Los Angeles 2022b).

School Facilities Master Plans

Each school district develops a Facilities Master Plan to serve as a guide for future campus facility development. Typically, these Facilities Master Plans are based on comprehensive information regarding current and future demographics, observations of facility usage patterns, and input from the community on goals and objectives.

Special Tax for the Consolidated Fire Protection District of Los Angeles County

Approved by voters in 1997, the Special Tax is billed on the Annual Property Tax Bill at a rate dependent on the size of the property/commercial address and its function. For example, the 2023/24 rate for a single-family residential dwelling is $75.15, whereas a special use, such as refineries and major chemical handlers would pay $138.42 plus $.0933 per sq. ft. over 1,555 sq. ft (LACoFD 2024e). The Special Tax pays for LACoFD's essential fire suppression and emergency medical services in addition to the County's General Fund.

4.15.2 Environmental Impacts

Methodology

As described in Chapter 3, *Project Description*, of this Draft PEIR, the WSGVAP is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the WSGVAP would encourage development in a manner consistent with the Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the WSGV Planning Area. Rather, it assesses the impacts

associated with the proposed modifications to existing land uses and zoning and the associated overall effects of buildout of the WSGVAP through 2045. Analysis at a parcel or site-specific level was not conducted, because the specific location, timing, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, where detailed analysis would be speculative and, therefore, beyond the scope of this Draft PEIR.

As detailed in Chapter 3, *Project Description*, and in this section, the WSGVAP proposes land use and zoning modifications to increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit. In addition, the WSGVAP proposes to decrease densities in hazard areas, wildland-urban interface areas, and areas within or adjacent to natural resource areas. Table 3-1, *Land Use and Zoning Change Summary for Proposed Growth and Preservation,* in Chapter 3, *Project Description,* summarizes the WSGVAP proposed land use and zoning modifications on a community-basis. The unincorporated WSGV communities that include the proposed land use and zoning modifications include Altadena, East Pasadena – East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, and South San Gabriel.

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 WSGVAP measures and actions would comply with relevant federal, state, and local laws, ordinances, and regulations.

Significance Thresholds

Consistent with the California Environmental Quality Act (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

Impacts to recreational facilities and parkland services are analyzed in Section 4.16, *Recreation*, of this Draft PEIR.

Proposed Project Characteristics and Relevant WSGVAP Goals and Policies

The WSGVAP is intended to the guide long-term growth of the WSGV Planning Area, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. Since the WSGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time.

WSGVAP Goals and Policies

The following WSGVAP goals and policies are relevant to public services:

Land Use Element

Goal LU-1: Growth facilitates sustainable development patterns and is targeted to areas with existing and future transit access, proximity to commercial services and employment centers, and is aligned with supportive infrastructure and access to public facilities.

Policy LU-1.2: Increased land use diversity. Enable a diverse land use pattern to meet the needs of residents and employees, including increased proximity between housing and commercial uses, job centers, parks and open spaces, and community services and amenities to support the well-being of the community.

Policy LU-1.3: Foster walkable communities. Bring everyday needs and amenities such as public transit, parks, schools, and commercial services within walking distance of neighborhoods.

Goal LU-2: Sustainable and resilient growth patterns effectively consider local hazards and safeguard the well-being of all community members.

Policy LU-2.1: Direct growth away from hazard areas. Direct future growth and development away from designated environmental hazard areas, including Fire Hazard Severity Zones, high-flood-risk areas, areas prone to landslides, and polluting uses.

Policy LU-2.2: Prohibit development without adequate fire protection. In fire hazard areas, prohibit development where there is insufficient access, water pressure, fire flow rates, or other accepted means of adequate fire protection.

Policy LU-2.3: Limit expansion of the wildland/urban interface. Direct all future growth and development away from wildland/urban interface areas along the San Gabriel Mountains and foothills to minimize exposure to future hazards and habitat impacts.

Policy LU-2.4: Ensure adequate road access. Ensure new development is designed to be accessible from existing public roads and provides direct access to multiple primary roads to support community members' safety and aid in efficient evacuation during hazard events.

Policy LU-2.6: Limit fuel modification and preserve 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.

Policy LU-2.7: Manage vegetation. Proactively manage vegetation in fire hazard areas under the guidance of a biologist to avoid impacts on sensitive resources, sensitive species, and fire-resistant native species.

Policy LU-2.8: Prioritize site developments to ensure safety. 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. In addition, sites and structures must be adjacent to existing development perimeters and avoid incorporating long driveways.

Policy LU-2.10: Ensure Crime Prevention through Environmental Design (CPTED). Incorporate principles of CPTED in site development to improve safety and emergency access through WSGV communities.

Goal LU-5: A resilient and sustainable community that balances development with the conservation of natural resources.

Policy LU-5.7: Expand community recreation spaces. Prioritize the development of vacant land owned by Los Angeles County (County) for recreational uses and other facilities that enhance public well-being and community engagement.

Policy LU-5.8: Expand parks, open spaces, and trails. Ensure that existing neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, pathways, transit, and bikeways and within walking distance of residents.

Policy LU-5.9: Address park needs. Support additional resources to provide park space in areas identified as having high and very high park needs.

Goal LU-10: Resilient and sustainable communities that are adapted to climate change and provide equitable access to essential resources, thereby securing a healthy, vibrant, and sustainable future for all residents.

Policy LU-10.2: Provide community cooling centers. Provide cooling centers in areas that are highly vulnerable to climate hazards and have limited access to such facilities.

Policy LU-10.4: Provide support for climate-vulnerable populations. Support public facilities and parks to operate as spaces of refuge from high heat, offering hydration, sanitation, shade, and cooling among other health-supportive features.

Public Services and Facilities Element

Goal PSF-1: Public and private services and facilities are accessible and effectively meet the diverse needs of residents.

Policy PSF-1.1: Partner for the joint use of public facilities. Enhance community access to recreational and educational amenities through partnerships with local schools for the joint use of facilities, prioritizing neighborhoods with high park needs.

Policy PSF-1.2: Support opportunities for collocated facilities. Prioritize the collocation of County services, parks, and libraries and integrate County information centers into libraries to coordinate services.

Policy PSF-1.3: Support the development of library-park joint programming and partnerships. Support the County libraries in creating joint programming between libraries and parks by providing resources for collaboration.

Goal PSF-3: Accessible, safe, and inclusive community parks and facilities.

Policy PSF-3.1: Encourage multipurpose infrastructure. In WSGV areas with the highest parks need, support multipurpose infrastructure such as pavilions and stages to accommodate a wide range of cultural and community events like concerts, theatrical performances, and outdoor movie nights.

Impact Analysis

Impact 4.15-1: 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. As discussed in the *Environmental Setting* section above, fire protection services within the WSGV Planning Area are provided by LACoFD in combination with incorporated cities' fire departments, as listed in Table 4.15-1 above. As summarized in Table 4.15-1, there are four LACoFD stations within the nine unincorporated WSGV communities and an approximately 22 other LACoFD and other jurisdictions' fire stations in the in the vicinity of the nine unincorporated WSGV communities. In addition, there are numerous other stations outside of the WSGV Planning Area that could provide fire protection services in an emergency, as necessary. Figure 4.15-1 shows the locations of the various fire stations within the WSGV Planning Area. In addition, CAL FIRE provides firefighting services in the Angeles National Forest and in SRAs.

While the WSGVAP itself does not include any physical development, future projects developed under the WSGVAP could increase population growth within the WSGV Planning Area, which in turn would increase demand on fire protection services. However, as discussed in greater detail in Section 4.14, *Population and Housing,* while adoption of the WSGVAP would increase land use and zoning densities and development intensity, which could result in population growth, this growth would be consistent with the anticipated growth accounted for in the County's adopted Housing Element and within the Southern California Association of Governments' (SCAG's) population growth forecast for the region through 2045. While the timing, location, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, growth under the WSGVAP within the WSGV Planning Area is anticipated to be gradual throughout the buildout horizon of 2045.

Generally, adoption of the WSGVAP would increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways through infill development and redevelopment as well as within a select few existing low-density residential areas near commercial corridors and transit. The areas identified for growth under the WSGVAP are already in urban, developed areas that are served by the LACoFD and would not extend its service area. In addition, the WSGVAP would also reduce land use intensities in areas with hazards or within or adjacent to natural resources and in WUI areas, which would help to reduce demand for LACoFD and CAL FIRE services in the more remote, fringe areas of the WSGV Planning.

Nevertheless, future growth within the WSGV Planning Area associated with implementation of the WSGVAP would increase demand on existing fire protection services and facilities. Future projects developed under the WSGVAP would be required to comply with all applicable federal, State, and local laws, regulations, and policies related to fire safety and ensuring adequate fire protection services. Future projects developed under the WSGVAP would be required to demonstrate consistency with the goals and policies of the General Plan related to fire protection and safety, as listed above. Consistency with the relevant goals and polices of the General Plan would encourage high-quality development in low fire risk areas, collaboration between developers, the County, and fire protection services, and the installation and maintenance of adequate firefighting and suppression infrastructure and systems to support fire protection providers.

Moreover, existing County policies and regulations are intended to minimize impacts to performance objectives of fire protection services (i.e., standard response times). LACoFD is a special district that receives most of its revenue from the unincorporated areas through a portion of the property tax paid by the owners of all taxable properties. As new development occurs under the WSGVAP, these payments would fund services to maintain acceptable service ratios, response times or other performance objectives, such as the hiring of fire protection services personnel, the construction of new stations, and the funding of certain capital equipment. Operational funding for the LACoFD is also supported by the County's General Fund. The County's Board of Supervisors allocates funding for various County-provided public services, including LACoFD, to address staffing and equipment needs to serve the communities, including the WSGV Planning Area.

In addition, the WSGVAP also aims to minimize demand on fire protection providers and services. A primary land use strategy of the WSGVAP is to avoid development or decrease intensities in hazard areas, wildland urban interface (WUI) areas, and areas within or adjacent to natural resource areas, these areas would not be developed in the future under the WSGVAP. In addition to the Area Plan's preservation land use strategy, the WSGVAP also includes goals and policies that direct growth away from areas prone to fire hazards. Proposed WSGVAP Policy LU-2.1 encourages all new development to be directed away from environmental hazard areas, including FHSZs. Proposed WSGVAP Policy LU-2.2 prohibits development without adequate fire protection, including insufficient access, water pressure, and fire flow rates. Proposed WSGVAP Policy LU-2.3 encourages all new development to be directed away from WUI areas along the San Gabriel Mountains and foothills to minimize exposure to future hazards, including wildfires and resulting air quality impacts, and to minimize habitat impacts. Proposed WSGVAP Policy LU-2.4 requires 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 hazard events. Proposed WSGVAP Policy LU-2.8 requires that development sites and structures in fire hazard areas 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 long driveways. Proposed WSGVAP Policy Therefore, with adoption of the WSGVAP, future development would be located outside of fire hazard areas in areas with adequate infrastructure to support firefighting providers and services.

Future projects developed under the WSGVAP would be subject to subsequent planning and environmental review in accordance with County permitting requirements and CEQA. As part of subsequent planning and environmental review, future projects developed under the WSGVAP would

also be required to comply with the Fire Code and CBC, which require fire hydrants, sprinkler systems, smoke detectors, fire extinguishers, and adequate access for emergency vehicles, which would reduce potential impacts of the future development on fire protection and emergency services. In addition, all future projects would be required to demonstrate adequate water flow and properly placed fire hydrants to support firefighting services as required by the Los Angeles County Fire Code (Chapter 12.14 of the County Municipal Code). These project design elements would be reviewed and approved by the County Public Works and LACoFD prior to the issuance of building permits for each future project developed under the WSGVAP. Compliance with the applicable fire and building codes and the County permitting procedures would ensure implementation of fire safety and suppression features within future project developments in the WSGV Planning Area, which would minimize potential impacts to fire protection services.

Moreover, implementation of the WSGVAP would occur gradually throughout the buildout horizon of 2045, during which time LACoFD would add staff and equipment to the existing stations on an as-needed basis to accommodate increased demand. Due to the existing stations serving the WSGV Planning Area, the differing funding mechanisms available to LACoFD for new stations, staff and equipment, and the anticipated development over the 20-year buildout horizon under the WSGVAP, implementation of the WSGVAP would result in less than significant impacts related to fire protection and emergency services.

ii) Sheriff Protection

Less-Than-Significant Impact. As discussed in the *Environmental Setting* section above, the WSGV Planning Area is served by the LASD, which has three patrol stations within the WSGV Planning Area, as listed in Table 4.15-2 above. The LASD is currently meeting its officer to population ratio of one officer for every 1,000 residents by providing approximately 10,000 officers to approximately 10 million residents. In addition, there are numerous other police stations outside of the WSGV Planning Area that could provide police protection services in the event of an emergency as necessary or warranted. **Figure 4.15-2**, *County Sheriff's Stations within the WSGV Planning Area,* shows the locations of the various LASD stations within the WSGV Planning Area.

While the WSGVAP itself does not include any physical development, future projects developed under the WSGVAP could increase population growth within the WSGV Planning Area, which in turn would increase demand on Sheriff protection services. However, as discussed in greater detail in Section 4.14, *Population and Housing,* while adoption of the WSGVAP would increase land use and zoning densities and development intensity, which could result in population growth, this growth would be consistent with the anticipated growth accounted for in the County's adopted Housing Element and within the SCAG's population growth forecast for the region through 2045. While the timing, location, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, growth under the WSGVAP within the WSGV Planning Area is anticipated to be gradual throughout the buildout horizon of 2045.

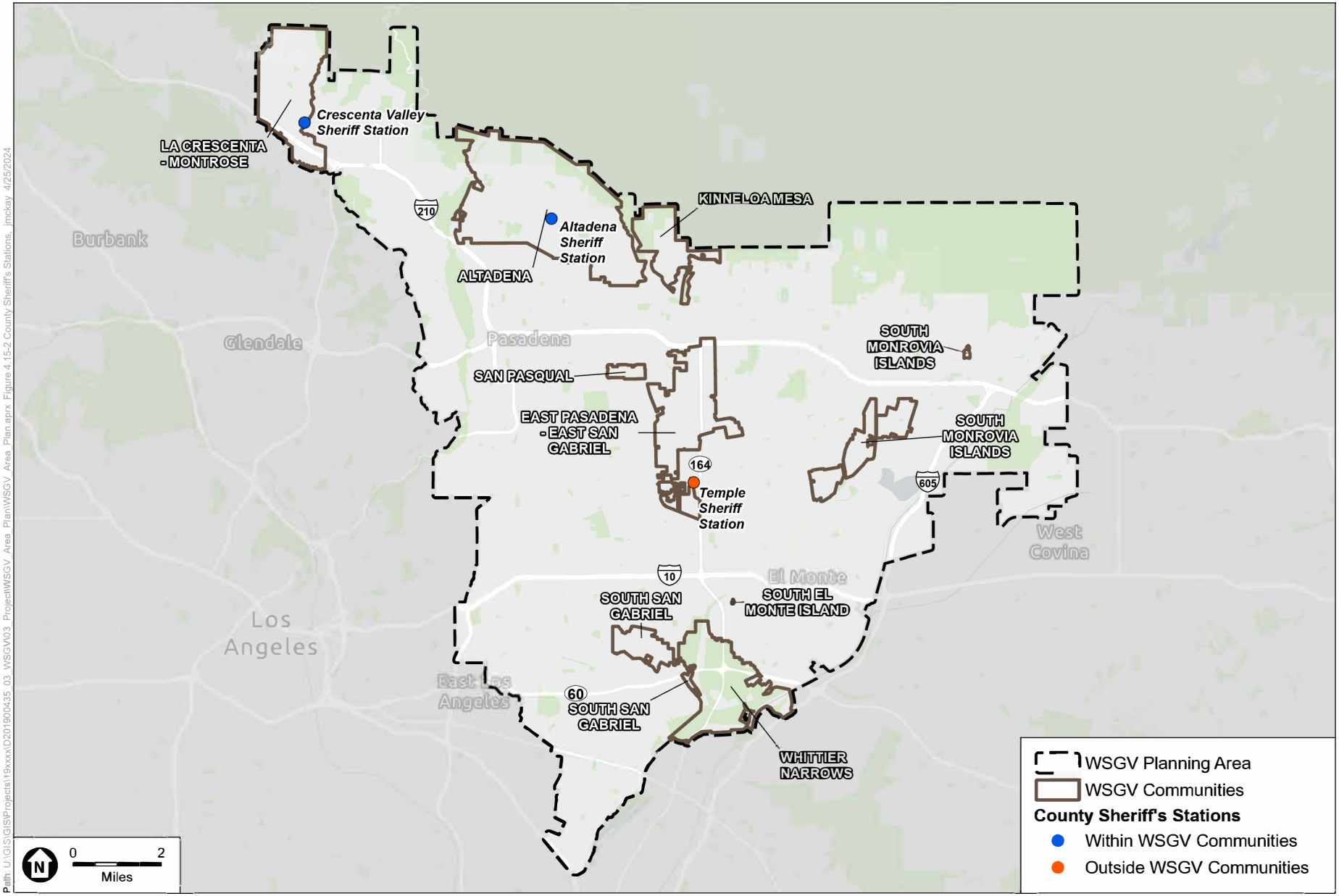
Generally, adoption of the WSGVAP would increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways through infill development and redevelopment as well as within a select few existing low-density residential areas near commercial corridors and transit. The areas identified for growth under the WSGVAP are already in urban, developed areas that are served by the LASD and would not extend its service area. In addition, the WSGVAP

would also reduce land use intensities in areas with hazards or within or adjacent to natural resources and in WUI areas, which would help to reduce demand for LASD services in the more remote or fringe areas of the WSGV Planning.

Nevertheless, future growth within the WSGV Planning Area associated with implementation of the WSGVAP would increase demand on existing LASD services and facilities. Future projects developed under the WSGVAP would be required to comply with all applicable federal, State, and local laws, regulations, and policies related to sheriff protection services. Future projects developed under the WSGVAP would be required to demonstrate consistency with the goals and policies of the General Plan related to safety and Sheriff services, as listed above. Consistency with the relevant goals and polices of the General Plan would help to minimize impacts to LASD.

In addition, existing County policies and regulations are intended to minimize impacts to performance objectives of LASD services (i.e., standard response times). Operational funding for the LASD is derived from various types of tax revenue (property taxes, sales taxes, user taxes, vehicle license fees, deed transfer fees, etc.), which are deposited in the County's General Fund. The County's Board of Supervisors allocates the revenue for various County-provided public services, including LASD's services. As future projects are developed under the WSGVAP, tax revenues from property and sales taxes would be generated and deposited in the County's General Fund and the State Treasury. A portion of these revenues would be allocated to the LASD during the County's annual budgeting process, as is the case in current conditions, to address staffing and equipment needs to serve the communities, including WSGV Planning Area. Development, population and law enforcement demands are all considered when determining funding, which would ensure that each County department has the necessary resources to provide sufficient services.

Future projects developed under the WSGVAP would also be subject to subsequent planning and environmental review in accordance with County permitting requirements and CEQA. As part of subsequent planning and environmental review, individual projects proposed under the WSGVAP would be reviewed by County and LASD staff prior to the obtaining project approval and relevant permits to ensure that appropriate security measures are included in each development (i.e., the general principles of Crime Prevention Through Environmental Design [CPTED]). CPTED would reduce opportunities for criminal activities by employing physical design features that discourage anti-social behavior while encouraging the legitimate uses of the site including defensible space, territoriality, surveillance, lighting, landscaping, and physical security. Through subsequent environmental review, future projects' impacts to the regional and local circulation systems, including construction-related traffic congestion and emergency access issues, would be identified and mitigated to the greatest extent feasible, as necessary. Therefore, subsequent planning and environmental review by the County and LASD staff prior to obtaining project approval and relevant permits would ensure all appropriate security measures are implemented and all applicable law enforcement mitigation fees are paid. These requirements, along with County revenues that would be allocated to the LASD through the annual budgeting process, would ensure that acceptable service ratios, response times or other performance objectives for Sheriff protection services would be maintained.



SOURCE: LA County, 2022; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.15-2
County Sheriff's Stations within the WSGV Planning Area

ESA

Moreover, implementation of the WSGVAP would occur gradually throughout the buildout horizon of 2045, during which time LASD would add staff and equipment to the existing stations on an as-needed basis to accommodate increased demand. Due to the existing stations serving the WSGV Planning Area, the differing funding mechanisms available to LASD for new stations, staff and equipment, and the anticipated development over a 20-year period allowed under the WSGVAP, implementation of the WSGVAP would result in less than significant impacts related to f law enforcement services.

iii) Schools

Less-Than-Significant Impact. As discussed above, the WSGV Planning Area includes, but is not limited to, the following school districts: Duarte Unified School District, El Monte City School District, Garvey Elementary School District, Glendale Unified School District, Monrovia Unified School District, Montebello Unified School District, Pasadena Unified School District, San Gabriel Unified School District, San Marino Unified School District, and Valle Lindo Elementary School District (Greatschools 2024). The available student capacity of each school district could change year-to-year over the 20-year buildout horizon of the WSGVAP and therefore, has not been included in this analysis.

As discussed above, while the adoption and implementation of the WSGVAP could increase population growth in the WSGV Planning Area associated with the proposed increased land use and zoning densities and development intensity, this growth would be consistent with the anticipated growth accounted for in the County's adopted Housing Element and within SCAG's population growth forecast for the region through 2045. While the timing, location, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, growth under the WSGVAP within the WSGV Planning Area is anticipated to be gradual throughout the buildout horizon of 2045.

Nevertheless, future growth within the WSGV Planning Area associated with implementation of the WSGVAP would increase demand on existing schools within the WSGV Planning Area. Future projects developed under the WSGVAP would be subject to subsequent planning and environmental review in accordance with County permitting requirements and CEQA. As part of subsequent planning and environmental review, future projects proposed under the WSGVAP would be required to pay all applicable development fees associated with schools, which would lessen the impact of population growth on existing and future school facilities in accordance with Sections 65995 and 66000 of the California Government Code. Additionally, in accordance with the Chapter 4 of the County's Code of Ordinances, future projects within an identified geographic area of concern for schools would be subject to pay a developers 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). Such developer fees or land made available must be used for interim classrooms and facilities. These development fees would be determined on a project-by-project basis and would be used to expand school facilities and services on an as needed-basis as determined by the applicable school district. Payment of developer fees and/or providing land would prevent future development under the WSGVAP from overwhelming the existing schools and school districts within the WSGV Planning Area.

Furthermore, future projects developed under the WSGVAP would be required to demonstrate consistency with all relevant General Plan goals and policies to minimize the impact of new development on schools. Such goals and policies include, but are not limited to, Goal PS/F 7, Policy PS/F 7.2, and PS/F

7.3, as listed above. Therefore, consistency with the General Plan and payment of all applicable developer fees in accordance with Sections 65995 and 66000 of the California Government Code and Chapter 4 of the County's Code of Ordinances would ensure impacts to schools would be less than significant.

iv) Parks

Impacts associated with recreational facilities and parkland are discussed in Section 4.16, *Recreation*, of this Draft PEIR. Refer to Section 4.16 for additional details.

v) Libraries

Less-Than-Significant Impact. As discussed above, the County's Library System and the Altadena Library District provide library services to the nine unincorporated WSGV communities, as listed in Table 4.15-3 above. While the Altadena Library District is adequately serving its community, the majority of the County's libraries do not meet the standards needed to properly serve the County.

Although the WSGVAP itself does not include any physical development, future projects developed under the WSGVAP could increase population growth within the WSGV Planning Area, which in turn would increase demand on library services. While the adoption and implementation of the WSGVAP could increase population growth in the WSGV Planning Area associated with the proposed increased land use and zoning densities and development intensity, this growth would be consistent with the anticipated growth accounted for in the County's adopted Housing Element and within SCAG's population growth forecast for the region through 2045. While the timing, location, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, growth under the WSGVAP within the WSGV Planning Area is anticipated to be gradual throughout the buildout horizon of 2045.

Operational funding for the County's Library System is supported by the County's General Fund, Library Mitigation Fees, property taxes, and special taxes levied onto surrounding cities utilizing County library facilities. The County's Board of Supervisors allocates funding for various County-provided public services, including the County's Library System. during the County's annual budgeting process to address staffing and equipment needs for library services as needed.

To minimize the impact of residential projects on County-provided library services, the County's Library System collects a one-time Library Facilities Mitigation Fee in accordance with Section 22.246.060 of the County Code prior to the issuance of building permits for all new residential dwellings located within unincorporated areas of the County, including the WSGV Planning Area. The fee is intended to supplement facility needs and mitigate the impact that new residential development would have on the County's Library System. The County's Library Facility Mitigation Fee differs across the seven library planning areas. In Library Planning Area 3, West San Gabriel Valley, the current fee is $1,108.00 per dwelling unit; however, future projects would be required to pay the applicable fee at the time of project approval (County of Los Angeles 2023b). Payment of this fee would mitigate the burden of new development on existing County library services and its library standards.

Similar to the County's Library System, operational funding for the Altadena Library District is supported by property taxes and special taxes levied onto the community of Altadena. Future projects developed

under the WSGVAP in Altadena would be required to pay any applicable developers fees and/or property taxes, which would support the Altadena Library District's services. Payment of such fees and taxes would mitigate the burden of new development on the Altadena Library District's services.

Furthermore, future projects developed under the WSGVAP would be required to demonstrate consistency with all relevant General Plan goals and policies to minimize the impact of new development on libraries. Such General Plan goals and policies include, but are not limited to, Goal PS/F 8, Policy PS/F 8.1, and Policy PS/F 8.2, as listed above. Therefore, consistency with the General Plan and payment of all applicable developer fees relevant to library services would ensure impacts to libraries would be less than significant.

Cumulative Impacts

For the purposes of this analysis of cumulative impacts related to public services, the geographic area of consideration consists of the County, inclusive of both unincorporated and incorporated areas. This geographic scope of analysis is appropriate for the analysis of public services because other cumulative projects have the potential to cause significant impacts on the County's public services if they significantly contribute to or exceed the capacity of current and projected public services and facilities.

Impact 4.15-2 (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 Cumulative Impact. Cumulative growth and development within the County, inclusive of both incorporated and unincorporated area, are anticipated to occur throughout the 20-year buildout horizon of the WSGVAP, which would generate an increased demand for fire protection and emergency services. The development of future projects under the WSGVAP in combination with other cumulative projects throughout the County may result in the need for increased staffing for existing facilities, additional fire protection facilities, and relocation of present fire protection facilities. With regard to facilities and equipment, all existing and future projects would be required to implement applicable requirements regarding structural design, building materials, site access, fire-flow, storage and management of hazardous materials, and alarm and communications systems.

With regard to cumulative impacts on fire protection, consistent with *City of Hayward v. Board Trustees of California State University* (2015) 242 Cal.App.4th 833 ruling and the requirements stated in the California Constitution Article XIII, Section 35(a)(2), the obligation to provide adequate fire protection service is the responsibility of a City or County. Through the regular budgeting efforts for the County, LACoFD resource needs, including staffing, equipment, trucks and engines, ambulances, other special apparatuses and possibly station expansions or new station construction, would be identified and allocated according to the priorities at the time, as appropriate. If LACoFD determines that new facilities are necessary at some point in the future, such facilities (1) would occur where allowed under the designated land use, (2) would be expected to be located on parcels that are infill opportunities on lots that are typically between approximately 0.5 to 2 acres in size, and (3) would likely qualify for a Categorical Exemption under CEQA Guidelines Section 15332 or Mitigated Negative Declaration and would not be expected to result in significant impacts. Further analysis, including a specific location for a new fire

station or expansion or alteration of the existing fire stations which would service the WSGV Planning Area and the greater County, would be speculative and, therefore, beyond the scope of this Draft EIR.

The necessity for constructing new or expanded fire protection facilities to serve cumulative demands would be assessed by the LACoFD, the County's Board of Supervisors, or similar entities in adjacent jurisdictions. This would occur during the annual budgetary process and would comply with relevant State and local environmental laws, including evaluations pursuant to CEQA. Operational funding for LACoFD and other fire departments serving related cumulative projects in adjacent areas comes from a variety of sources, including property taxes, sales taxes, user taxes, vehicle license fees, and deed transfer fees. These funds are allocated annually in a manner designed to provide for adequate staffing levels and facilities to serve future developments throughout Los Angeles County. As discussed above, all future projects developed under the WSGVAP would be required to pay all applicable developer fees and comply with relevant federal, State, and local laws and regulations to minimize impacts related to fire protection services. Therefore, the Project's incremental contribution to impacts on fire protection services would not be cumulatively considerable. Cumulative impacts are considered less than significant.

Impact 4.15-2 (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 Cumulative Impact. Cumulative development in the County would incrementally increase the demand for law enforcement services to serve new population and development. This increase in demand for law enforcement services from implementation of related plans and projects would have the potential to effect existing service levels and response times for the LASD and other police departments from surrounding jurisdictions. Although the WSGV Planning Area relies on the LASD for law enforcement services, the Plan Area borders various jurisdictions that may not have contracts with LASD or mutual aid agreements with the County. As such, the Project could increase demand on departments in adjacent jurisdictions. This could potentially lead to the future need for new or expanded facilities in adjacent jurisdictions; however, the potential need for future facilities is unknown and would be speculative at this time.

The need for construction of new or expanded law enforcement facilities to serve cumulative demands would be assessed by the LASD, the County's Board of Supervisors, or similar entities in adjacent jurisdictions. This would take place during the annual budgetary process and would comply with relevant state and local environmental laws, including subsequent planning and environmental review and evaluations pursuant to CEQA. Operational funding for LASD and other police departments serving related projects in adjacent areas comes from a variety of sources, including property taxes, sales taxes, user taxes, vehicle license fees, and deed transfer fees. These funds are allocated annually in a manner to provide for appropriate staffing levels and facilities to serve future developments within the County. As discussed above, all future projects developed under the WSGVAP would be required to pay all applicable developer fees and comply with relevant federal, State, and local laws and regulations to minimize impacts related to Sheriff's services. Therefore, the Project's incremental contribution to impacts on Sheriff services would not be cumulatively considerable. Cumulative impacts are considered less than significant.

Impact 4.15-2 (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 Cumulative Impact. Cumulative development in the County would incrementally increase the demand on the various school districts within the County in order to serve new population and development. This increase in demand on schools from implementation of related plans and projects would have the potential to result in a significant cumulative impact.

As discussed above, implementation of the WSGVAP would be gradually implemented through 2045 and where new students would be added to the school districts in the WSVG Planning Area over the 20-year buildout horizon of the Area Plan. Related residential development would incrementally increase the student population in Los Angeles County and could affect student/facility ratios and require the construction or expansion of school facilities to maintain adequate service ratios, which would have the potential to create a potentially significant impact on the environment. However, State law requires residential development projects to pay established school impact fees in accordance with Sections 65995 and 66000 of the California Government Code prior to the issuance of a building permit. The funding program established by Section 65995 of the California Government Code has been found by the legislature to constitute "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]). Therefore, the fees authorized for collection this section are conclusively deemed full and adequate mitigation of impacts on school district facilities. Therefore, the Project's incremental contribution to impacts on school services would not be cumulatively considerable. Cumulative impacts are considered less than significant.

Impact 4.15-2 (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 Cumulative Impact. Cumulative development in the County would incrementally increase the demand on the County's Library System to serve new population and development. This increase in demand for library services from implementation of related plans and projects would have the potential to effect existing library services.

As discussed above, the Project's impacts associated with increased demand for library services and facilities would be reduced to less than significant with payment of library facilities mitigation fees. Future projects developed under the WSGVAP would be required to pay all applicable library fees to reduce the impacts that new development would have on the library system by funding the expansion or construction of new of library facilities, as needed. Furthermore, since the WSGVAP 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. Therefore, the Project's incremental contribution to impacts on library services would not be cumulatively considerable. Cumulative impacts are considered less than significant.

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.

4.15.3 References

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4.16 Recreation

This section addresses the potential impacts of the West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) on recreational facilities and parkland within the West San Gabriel Valley Planning Area (WSGV Planning Area or Plan 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 (refer to **Appendix A,** *Notice of Preparation & Comments Received*). These comments identified various substantive issues and questions related to recreation. The comments suggested that the Draft PEIR include the following:

- Evaluation of the unincorporated areas within the WSGV Planning Area that currently have high levels of park needs;
- Consideration of certain County of Los Angeles (County) Department of Parks and Recreation (DPR) planning documents;
- Include a mitigation measure requiring future projects notify DPR if construction activities may affect parks, trails, and other facilities operated and maintained by DPR; and
- Inclusion of a map identifying the locations of all existing open space and recreation lands within the WSGV Planning Area.

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 County operates and maintains parks and recreational facilities in both unincorporated areas and cities in Los Angeles County. The County's park system totals approximately 70,000 acres. The system includes local and regional parks, natural areas, special use facilities, and multi-use trails (DPR 2016a; 2022a). These facilities serve the local needs of communities in the unincorporated areas, including the nine unincorporated WSGV communities, and regional needs Countywide. The WSGV Planning Area contains a variety of recreational options and open space resources, including regional parks, local parks, trails, outdoor recreation, and natural open spaces.

Key Concepts/Terminology

For purposes of this analysis, recreational facilities are defined as either being active or passive facilities, based on the following definitions:

Active: Active recreational facilities include organized play areas such as sports facilities for softball, baseball, football, and soccer fields; volleyball, tennis, and basketball courts; swimming pools; and forms of playground equipment.

Passive: Passive recreational facilities 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.

In addition, for the purposes of this analysis, parks within the WSGV Planning Area are identified as either local or regional, which are defined as follows:

Local: Local park 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 can 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 WSGV Planning Area include trails, equestrian parks, natural areas, and golf courses.

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.

Existing Environmental Conditions

Existing Park and Recreational Facilities

Recreational facilities, parks, and open space resources within the WSGV 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. Parkland within the WSGV Planning Area includes recreational options and open space resources, including regional parks, local parks, trails, outdoor recreation, and natural open spaces. Regional recreation facilities include trails, trailheads, equestrian parks, and natural areas. There are also other parks within the WSGV Planning Area which are owned and operated by incorporated cities, conservancies, and Federal and State agencies.

As of December 2022, the County provides a total of 998,301 acres of regional recreation and conservation areas, including approximately 16,619 acres of existing local parks; 26,225 acres of existing regional recreation parks; 713,058 acres of existing nature-based recreation areas; 25,570 acres of existing regional specialized recreation areas; 163,160 acres of existing conversation areas; 3,306 miles of regional trails; and 70,259 acres of other public and semi-public open space (LACDPR 2022a).

Within the WSGV Planning Area, there is a total of 17,558 acres of regional facilities, including 3,484 acres of regional recreation parks; 9,663 acres of nature-based recreation areas; 1,755 acres of regional

specialized recreation areas; 1,672 acres of conservation areas; 149 miles of regional trails; and 985 acres of other public and semi-public open space (LACDPR 2022a). In addition, the WSGV Planning Area currently includes approximately 150 miles of regional trails, which are mostly maintained by DPR, and traverse regional parks, conservancy lands, and open spaces.

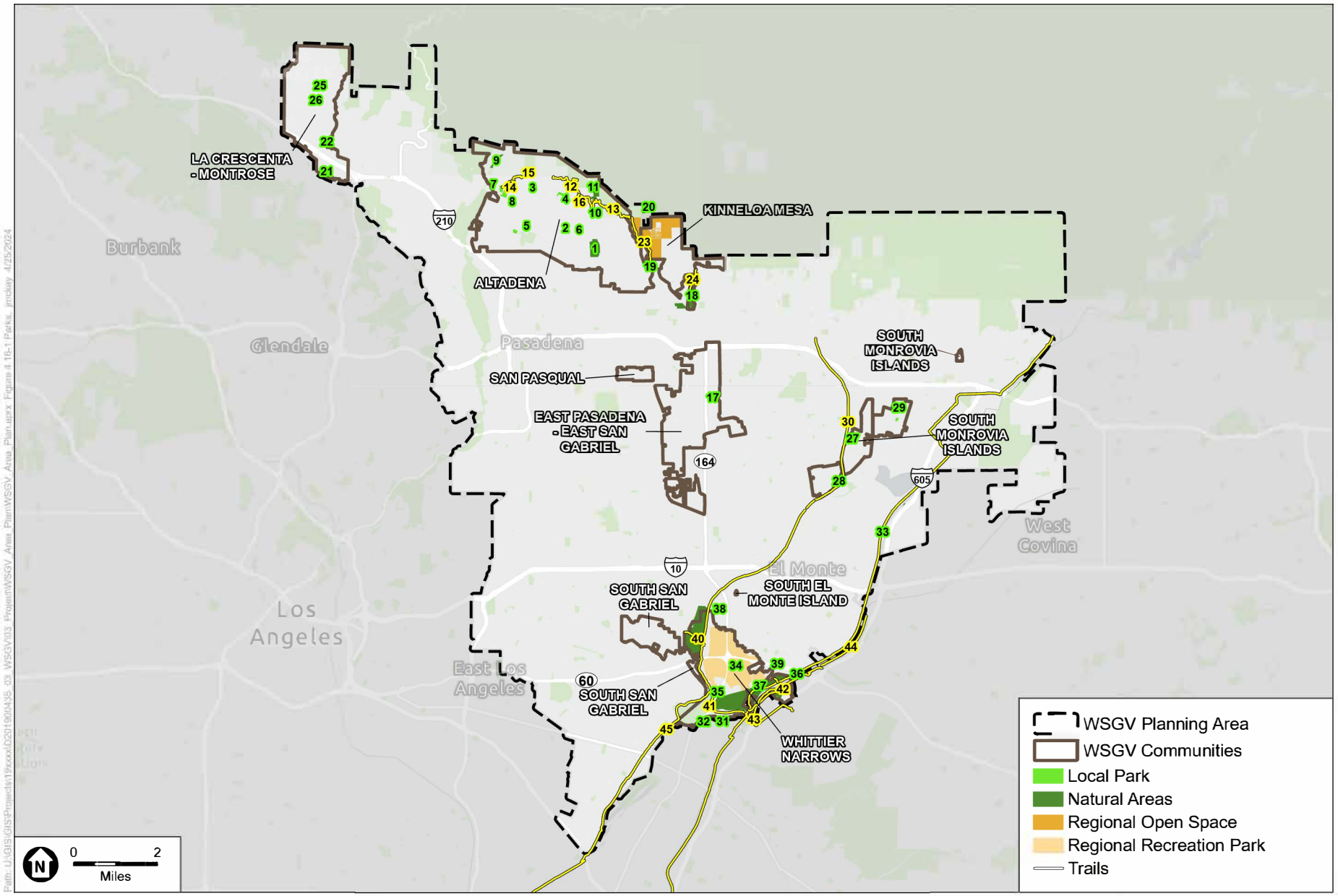
Within the WSGV Planning Area, there are nine unincorporated communities, some of which contain recreational facilities, parkland, and trails. **Table 4.16-1**, *Parks, Recreation, and Open Space Resources within the Unincorporated WSGV Communities,* lists the County parks located within the nine unincorporated WSGV communities. **Figure 4.16-1**, *Parks, Recreation, and Open Space Resources within Unincorporated WSGV Communities,* shows the corresponding location of each of the recreational facilities, parks, and open space resources listed in Table 4.16-1.

TABLE 4.16-1
PARKS, RECREATION, AND OPEN SPACE RESOURCES IN THE UNINCORPORATED WSGV COMMUNITIES

Parks, Recreation, Open Space Resources	Type	Location/Jurisdiction	Acres	Location (see Figure 4.14-1)
Unincorporated WSGV Community of La Crescenta-Montrose				
Pickens Canyon Park	Local Park	Unincorporated Los Angeles County	0.18	22
Two Strike County Park	Local Park	Unincorporated Los Angeles County	8.19	26
Mira Vista Park	Local Park	Unincorporated Los Angeles County	0.27	21
Rosemont Preserve	Regional Park	Arroyos and Foothills Conservancy	7.7	25
Unincorporated WSGV Community of Altadena				
Altadena Golf Course	Regional	Unincorporated Los Angeles County	60	1
Altadena Triangle Park	Local Park	Unincorporated Los Angeles County	0.51	2
Chaney Trail Open Space and Chaney Trail	Regional and Trail	Unincorporated Los Angeles County	1.54	3, 15
Charles S. Farnsworth Park	Local Park	Unincorporated Los Angeles County	14.76	4
Charles White Park	Local Park	Unincorporated Los Angeles County	5.47	5
Ganesha Park	Local Park	Unincorporated Los Angeles County	0.06	6
Loma Alta Park and Staging Area	Local Park	Unincorporated Los Angeles County	21.15	7, 8
Millard Canyon Open Space	Natural Area	Arroyos and Foothills Conservancy	13.59	9
Rubio Canyon and Rubio Canyon Open Space	Regional and Natural Area	Arroyos and Foothills Conservancy	2.84 and 42.63	10, 11
Altadena Crest Access Trail and Altadena Crest Trail	Trail	Unincorporated Los Angeles County	Not Applicable	12, 13
Altadena Crest Trail Connector	Trail	Unincorporated Los Angeles County	Not Applicable	14
Echo Glen Dr Connector	Trail	Unincorporated Los Angeles County	Not Applicable	16
Unincorporated WSGV Community of Kinneloa Mesa				
Eaton Canyon Natural Area, Nature Center, and Open Space	Regional	Unincorporated Los Angeles County	190	19, 20
Eaton Canyon Golf Course	Regional	Unincorporated Los Angeles County	72.02	18

Parks, Recreation, Open Space Resources	Type	Location/Jurisdiction	Acres	Location (see Figure 4.14-1)
Eaton Canyon Trail	Trail	Unincorporated Los Angeles County	Not Applicable	23
Hastings Debris Basin Trail	Trail	Unincorporated Los Angeles County	Not Applicable	24
Unincorporated WSGV Community of East Pasadena-East San Gabriel				
Michillinda Park	Local Park	Unincorporated Los Angeles County	2.18	17
Unincorporated WSGV Community of South Monrovia Islands				
Longden Avenue Park	Local Park	City of Arcadia	1	27
Pamela County Park	Local Park	Unincorporated Los Angeles County	3.05	29
Santa Anita Wash Trail	Trail	Unincorporated Los Angeles County	Not Applicable	30
San Gabriel River and Bike Trail	Trail	Unincorporated Los Angeles County	Not Applicable	33
Unincorporated WSGV Community of Whittier Narrows				
Pico Rivera Golf Course	Regional	United States Army Corps of Engineers	26.31	31
Whitter Narrows Recreation Area	Regional	United States Army Corps of Engineers	778.18	34
Whitter Narrows Natural Area and Nature Center	Regional	United States Army Corps of Engineers	348.55	39
Streamland Park	Local Park	United States Army Corps of Engineers	14.1	32
Bosque del Rio Hondo	Regional	Unincorporated Los Angeles County	2.77	35
Blackwill Equestrian Park	Regional	Unincorporated Los Angeles County	8.39	36
Whittier Narrows Equestrian Center	Regional	United States Army Corps of Engineers	20.50	37
Whittier Narrows Golf Course	Regional	United States Army Corps of Engineers	250.02	38
Rio Hondo River Trail - Walnut Grove Ave Connector	Trail	Multiple	Not Applicable	40
Rio Hondo San Gabriel River Trail Connector	Trail	Multiple	Not Applicable	41
Rooks Rd Connector	Trail	Multiple	Not Applicable	42
San Gabriel River - Schabarum Connector	Trail	Multiple	Not Applicable	43
San Gabriel River Trail	Trail	Multiple	Not Applicable	44
San Gabriel River Trail - Eastern Bank	Trail	Multiple	Not Applicable	45
Whitter Narrows Recreation Area Nature Center Trail	Trail	United States Army Corps of Engineers	Not Applicable	46
Rio Hondo River Trail	Trail	Multiple	Not Applicable	47

SOURCE: County of Los Angeles 2022.



SOURCE: LA County, 2022; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.16-1
Parks, Recreation, and Open Space Resources within the Unincorporated WSGV Communities

ESA

Recreation Programs

In addition to parkland and open space, the availability of recreation programs contributes to the quality of the parks and recreation facilities in the WSGV Planning Area. Recreational programs include organized sports, classes, and events, as well as activities such as family picnics, walking, and hiking. Examples of programs provided by DPR include community and cultural events, Every Body Explores, Every Body Plays, Every Body Swims, Our Spot, and LA County Senior Centers, Programs and Activities. In addition, golf lessons and junior golf programs are offered at DPR golf courses (LACDPR 2024).

Facilities Service and Maintenance

The County maintains approximately 17,558 acres of regional facilities within the WSGV Planning Area, which includes regional recreation parks, nature-based recreation areas, regional specialized recreation areas, conservation areas and other public and semi-public open space (LACDPR 2022b). Maintenance of parkland includes standard inspections, service of all buildings and parklands, and addressing complaints regarding issues such as graffiti removal and equipment repairs. As mentioned above, the majority of the communities within the WSGV Planning Area would continue to maintain and expand existing facilities to meet the County's local and regional parkland requirement and accommodate future growth.

Existing Park Needs

The County's General Plan establishes the County's parkland standards, which is four acres of local parkland per 1,000 residents in the unincorporated areas of the County and six acres or regional parkland per 1,000 residents of the total population of the County.

In December 2022, the County adopted the Parks Needs Assessment Plus (PNA+), which built upon the Parks Needs Assessment previously adopted in 2016, to help assess how the County is doing in achieving its parkland standard and to provide recommendations of how to meet these goals. The PNA+ provided 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 County.

Based on the PNA+, the County is providing an average of 3.3 acres of parkland per 1,000 residents, which is slightly below its parkland standard, and an average of 0.33 mile of trails per 1,000 residents (LACDPR 2022a). Within the WSGV Planning Area, there is a total of 3,480 acres of regional facilities; 9,660 acres of nature-based recreation areas; and 150 miles of regional trails (LACDPR 2022a). In addition, the WSGV Planning Area includes 150 miles of trails, which equates to 0.16 miles of trails per 1,000 residents, which is below the County's average (LACDPR 2022a).

As part of the PNA, the parkland needs of each unincorporated community within the County was evaluated to determine if each community was meeting the County's parkland standards (refer to Appendix A, *Regional Study Area Profiles*, of the PNA[1]). Based on the 2016 population of each of the

[1] The PNA+ did not update the community-specific profiles of the PNA; however, updated regional information for the WSGV Planning Area was based on the PNA+.

unincorporated WSGV communities[2], none of the communities are currently meeting the County's parkland standards and are below the County's average acreage of parkland and recreational facilities. Each of the unincorporated WSGV communities are discussed in greater detail below.

Unincorporated WSGV Community of Altadena

As outlined in the PNA Study Area Profile of Unincorporated Altadena, the unincorporated WSGV community of Altadena is served by three local parks, Charles S. Farnsworth Park (14.76 acres), Charles White Park (5.47 acres), and Loma Alta Park (17.86 acres), totaling 38.1 acres of parkland. There are no trails inside parks and 3.7 miles of trails outside of parks. The majority of amenities and conditions at parks within this community are rated good (LACDPR 2016b). This community is providing 0.9 acres of parkland per 1,000 residents, which is below the Countywide average and the General Plan's parkland standard for unincorporated areas. In this study area, 32 percent of the population live within 0.5-miles of a park. The PNA identifies this study area as having a low park need.

Unincorporated WSGV Community of East San Gabriel

As outlined in the PNA Study Area Profile of East San Gabriel – Arcadia, the unincorporated WSGV community of East San Gabriel is served by two parks, Michillinda Park (2.18 acres) and Roosevelt Tennis Courts (0.44 acres), totaling 2.6 acres of parkland. There are no trails within this study area. The majority of amenities and conditions at parks within this community are rated fair (LACDPR 2016c). This study area provides 0.1 acres of parkland per 1,000 residents, which is below the Countywide average and the General Plan's parkland standard for unincorporated areas. In this study area, 15 percent of the population live within 0.5-miles of a park. The PNA has designated this study area as having a very high park need.

Unincorporated WSGV Communities of San Pasqual and East Pasadena

As outlined in the PNA Study Area Profile of San Pasqual – East Pasadena, the unincorporated WSGV communities of San Pasqual and East Pasadena are served by two parks, Hugo Reid Park[3] (4.76 acres) and Michillinda Park (2.18 acres), which provide a total of 6.9 acres of parkland. There are no trails inside or outside of parks. The majority of amenities and conditions at parks within this community are rated good (LACDPR, 2016d). This study area provide 0.8 acres of parkland per 1,000 residents, which is below the Countywide average and the General Plan's parkland standard for unincorporated areas. In this study area, 28 percent of the population live within 0.5-miles of a park. The PNA has designated this study area as having a very low park need.

Unincorporated WSGV Community of Kinneloa Mesa

As outlined in the PNA Study Area Profile of City of Pasadena (Eastside) / Unincorporated Kinneloa Mesa, the unincorporated WSGV community of Kinneloa Mesa is served by two regional parks: the Eaton Canyon Natural Area, Nature Center, and Open Space (190 acres) and the Eaton Canyon Golf Course (72.02 acres). Kinneloa Mesa is also served by the Eaton Canyon Trail and the Hastings Debris Basin Trail. The majority of amenities and conditions at parks within this community are rated good (LACDPR, 2016e).

[2] It should be noted that the population of the nine unincorporated WSGV communities have not substantially changed since 2016. Therefore, the parkland acreages from the PNA are still applicable to the nine unincorporated WSGV communities.

[3] It should be noted that Hugo Reid Park is adjacent to East Pasadena, but within the boundaries of the City of Arcadia.

This study area provides 1.4 acres of parkland per 1,000 residents, which is below the Countywide average and the General Plan's parkland standard for unincorporated areas. In this study area, 51 percent of the population live within 0.5-miles of a park. The PNA has designated this study area as having a moderate park need.

Unincorporated WSGV Community of La Crescenta – Montrose

As outlined in the PNA Study Area Profile of Unincorporated La Crescenta – Montrose, the unincorporated WSGV community of La Crescenta – Montrose is served by three parks, including Crescenta Valley Park (37.36 acres), Pickens Canyon Park (0.18 acres), and Two Strike County Park (8.19 acres), totaling 45.7 acres of parkland. There are no trails inside parks and no trails outside of parks. The majority of amenities and conditions at parks within this community are rated fair (LACDPR 2016f). This study area provides 2.3 acres of parkland per 1,000 residents, which is below the Countywide average and the General Plan's parkland standard for unincorporated areas. In this study area, 18 percent of the population live within 0.5-miles of a park. The PNA has designated this study area as having a very low park need.

Unincorporated WSGV Communities of South Monrovia Islands

As outlined in the PNA Study Area Profile of Unincorporated El Monte – Monrovia, the unincorporated WSGV community of South Monrovia Islands is served by two parks, including Longden Avenue Park (1 acre) and Pamela County Park (3.05 acres), totaling 4 acres of parkland. There are no miles of trails inside parks and 0.3 miles of trails outside of parks. The majority of amenities and conditions at parks within this community are rated good (LACDPR 2016g). This study area provides 0.2 acres of parkland per 1,000 residents, which is below the Countywide average and the General Plan's parkland standard for unincorporated areas. In this study area, 56 percent of the population live within 0.5-miles of a park. The PNA has designated this study area as having a low park need.

Unincorporated WSGV Communities of South San Gabriel and Whittier Narrows

As outlined in the PNA Study Area Profile of Unincorporated Sunrise Village - South San Gabriel - Whittier Narrows, the unincorporated WSGV communities of Whittier Narrows and South San Gabriel are served by three parks, including Streamland Park (14.1 acres), and Whittier Narrows Recreation Area (1,418.23 acres), totaling 51.2 parkland and 1,418.2 acres of regional park acres. There are 5 miles of trails inside parks and 0.4 miles of trails outside of parks. The majority of amenities and conditions at parks within this community are rated fair (LACDPR 2016h). This study area provides 5.7 acres of parkland per 1,000 residents, which is above the Countywide average and the General Plan's parkland standard for unincorporated areas. In this study area, 19 percent of the population live within 0.5-miles of a park. The PNA has designated this study area as having a low park need.

Unincorporated WSGV Community of South El Monte Island

As outlined in the PNA Study Area Profile of the City of South El Monte/Unincorporated El Monte – Whittier Narrows, the unincorporated WSGV communities of South El Monte Island is served by six parks, including Lashbrook Park (0.19 acres), Mary Van Dyke Park (1.56 acres), Mini Center (0.33 acres), New Temple Park (5.68 acres), Shiveley Park (5.91 acres), and South El Monte Community Center (0.12 acres), totaling 15.7 acres of parkland. There are 0.3 miles of trails inside parks and no trails outside of parks. The majority of amenities and conditions at parks within this community are rated fair (LACDPR, 2016i). This study area

Provides 0.7 acres of parkland per 1,000 residents, which is below the Countywide average and the General Plan's parkland standard for unincorporated areas. In this study area, 36 percent of the population live within 0.5-miles of a park. The PNA has designated this study area as having a low park need.

Planned Parks and Recreational Facilities

Future dedications of parkland are anticipated to be made from new residential subdivisions within the County's Planning Area. These future dedications and planned parks would count towards meeting the Los Angeles County General Plan parkland standards. As established in the PNA+, a measure of progress for the WSGV Planning Area would be to expand acreage of land conserved and restored within Priority Areas for Environmental Conservation and nature-based recreation areas, increase in percentage land for regional recreation and conservation areas and increase in regional trail mileage (LACDPR 2022a).

Communities within the WSGV Planning Area have potential park projects, dependent on available funding, consisting of expansion of existing facilities and additional amenities to meet the County's local and regional parkland requirement. Altadena identified the following potential amenities as part of the PNA: a new neighborhood park inclusive of a community and recreation center and a dog park. East Pasadena-East San Gabriel identified the following potential amenities as part of the PNA: a park with fitness zones and picnic shelters; a new park with aquatic facilities and basketball courts; and a new park with multipurpose field-grass and a senior center. South Monrovia Islands also has a potential park project consisting of a soccer field, aquatic facilities, and multipurpose fields. South El Monte and Whittier Narrows also have two potential park projects consisting of dog parks, fitness zones, skate parks, and outdoor track, and a new park with trails and picnic shelters. Furthermore, although not within the WSGV Planning Area, the Puente Hills Landfill Park Master Plan seeks to transform over 140 acres of the former landfill into a regional park. Located at the southern edge of the San Gabriel Valley, this future regional park will serve the residents across San Gabriel Valley and beyond (LACDPR 2020).

In addition to the planned acres of parkland, there are two major planned projects for trails within the WSGV Planning Area. The Watershed Conservation Authority's Emerald Necklace Implementation Phase 1 will provide a 17-mile loop of multi-use trails and green-ways connecting 10 cities in East Los Angeles County. Additionally, 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 (LACDPR 2022a).

Regulatory Setting

Federal Laws, Regulations, and Policies

There are no federal regulations pertaining to recreation that would apply to the WSGVAP.

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.

Public Park Preservation Act

The primary instrument for protecting and preserving parkland is California's Public Park Preservation Act of 1971, California Public Resources Code Sections 5400 through 5409 (the Act). Under the Public Park Preservation Act, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation, land, or both are provided to replace the parkland acquired. The Public Park Preservation Act only applies when a public agency both acquires real property that is in use as a public park and the public agency uses the property for non-park purposes.

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

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.

Policy P/R 1.10: Ensure a balance of passive and recreational activities in the development of new park facilities.

Policy P/R 1.11: Provide access to parks by creating pedestrian and bicycle-friendly paths and signage regarding park locations and distances.

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.

Policy P/R 2.7: Increase communication and partnerships with local law enforcement, neighborhood watch groups, and public agencies to improve safety in parks.

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.

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 percent 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.

Los Angeles County Code of Ordinances

Title 21 – Subdivisions (Quimby Requirements)

The County Code of Ordinances (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 DPR's 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.

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

Los Angeles Countywide Parks and Recreation Needs Assessment Plus

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 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 WSGV. 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.

4.16.2 Environmental Impacts

Methodology

As described in Chapter 3, *Project Description*, the WSGVAP is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the WSGVAP would encourage development in a manner consistent with the WSGVAP, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the Project area. Rather, it assesses the impacts associated with the proposed modifications to existing land uses and zoning and the associated overall effects of buildout of the WSGVAP through the buildout horizon of 2045, where reasonably foreseeable physical changes to the environment could occur. Analysis at a parcel or site-specific level was not conducted at this time, because the specific location, timing, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, where detailed analysis would be speculative and, therefore, beyond the scope of this Draft PEIR.

As detailed in Chapter 3, *Project Description*, and in this section, the WSGVAP proposes land use and zoning modifications to increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit. In addition, the WSGVAP proposes to decrease densities in hazard areas, wildland-urban interface (WUI) areas, and areas within or adjacent to natural resource areas. Table 3-1, *Land Use and Zoning Change Summary for Proposed Growth and Preservation,* in Chapter 3, *Project Description,* summarizes the WSGVAP proposed land use and zoning modifications on a community-basis. The unincorporated WSGV communities that include the proposed land use and zoning modifications include Altadena, East Pasadena – East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, and South San Gabriel.

The County's General Plan and information obtained from DPR were used to evaluate potential impacts to recreation facilities located in the nine unincorporated WSGV communities. The County has established its parkland standard in the General Plan, which is four acres of local parkland per 1,000 residents in the unincorporated areas of the County and six acres or regional parkland per 1,000 residents

of the total population of the County. The County's parkland standard is greater than the Quimby Act standard, which 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.

Approach

This analysis section evaluates the potential impacts of the proposed WSGVAP's policies on existing parks and recreational facilities within the WSGV Planning Area using the California Environmental Quality Act (CEQA) thresholds of significance. While the WSGVAP 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 WSGV Planning Area.

As mentioned previously, seven out of the nine communities in the WSGV Planning Area have low to very low park needs, while the unincorporated WSGV communities of East San Gabriel and Kinneloa Mesa have a very high park need and moderate park need, respectively. In addition, other than the Whittier Narrows WSGV community, all other unincorporated WSGV communities are below the General Plan's parkland standard for unincorporated areas and the County average. However, it should be noted, that due to the small size of the nine unincorporated WSGV communities, there is limited area to provide additional parkland and recreational facilities; however, additional recreational facilities and parkland within the WSGV Planning Area provide additional resources to the nine unincorporated WSGV communities.

Based on the PNA community study areas and as detailed above in Table 4.16-1, the nine unincorporated WSGV communities currently have 70.9 acres of local parkland and 1,768.82 acres of regional park acres. Based on the 2023 population of the nine unincorporated WSGV communities, which was 111,718 residents (refer to Chapter 4.14 *Population and Housing*, Table 4.14-3), a total of 447 acres of local parkland would be required to meet the General Plan goal of 4 acres per 1,000 residents. Since the nine unincorporated WSGV communities currently have 70.9 acres of local parkland, an additional 376.1 acres of local parkland would be required to meet the County's parkland standard. However, the regional parkland standard is currently being exceeded.

In determining the level of significance, the analysis assumes that projects facilitated by the WSGVAP measures and actions would comply with relevant 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 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 WSGVAP Goals and Policies

The WSGVAP is intended to respond to local planning issues, guide long-term development, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. Since the WSGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time.

The WSGVAP addresses parks, open space, and recreation facility policies in its Land Use Element, Conservation and Open Space Element, and Public Services and Facilities Element. Policies support strong social and cultural cohesion, maintenance and expansion of existing and new parks, and recreational areas to meet recreational resources demands within the WSGV Planning Area. As outlined in Chapter 3, *Project Description*, of this Draft EIR, Objective 6 of the WSGVAP is to establish more accessible, multi-purpose public spaces and create walkable communities linked by paths and urban greenways.

WSGVAP Goals and Policies

The following WSGVAP goals and policies are relevant to recreation:

Land Use Element

Goal LU-1: Growth facilitates sustainable development patterns and is targeted to areas with existing and future transit access, proximity to commercial services and employment centers, and is aligned with supportive infrastructure and access to public facilities.

> **Policy LU-1.2: Increased land use diversity.** Enable a diverse land use pattern to meet the needs of residents and employees, including increased proximity between housing and commercial uses, job centers, parks and open spaces, and community services and amenities to support the well-being of the community.

> **Policy LU-1.3: Foster walkable communities.** Bring everyday needs and amenities such as public transit, parks, schools, and commercial services within walking distance of neighborhoods.

Goal LU-3: A community with attainably priced and diverse housing options, and vibrant mixed-use environments that combine residential, commercial, and community-oriented spaces to enhance livability.

> **Policy LU-3.8: Foster public-private harmony in mixed-use development.** Promote harmonious integration of private development with public spaces in mixed-use zones, blending residential, commercial, and recreational areas.

Goal LU-5: A resilient and sustainable community that balances development with the conservation of natural resources.

> **Policy LU-5.8: Expand parks, open spaces, and trails.** Ensure that existing neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, pathways, transit, and bikeways and within walking distance of residents.

Policy LU-5.9: Address park needs. Support additional resources to provide park space in areas identified as having high and very high park needs.

Goal LU-8: A cohesive built environment that nurtures community well-being, inclusivity, and a shared sense of belonging among all residents.

Policy LU-8.1: Maintain the public realm. Support additional funding and resources to maintain public spaces and infrastructure to deter deterioration and promote a clean environment and foster sense of community pride.

Conservation and Open Space Element

Goal COS-4: Open spaces that meet multiple needs and are expanded through acquiring land that protects biologically sensitive resources, supports resource-sensitive lands and provides community access to recreation as appropriate.

Policy COS-4.1: Support the acquisition of resource-sensitive lands. Support acquisition of land for open space preservation and passive recreational use, as appropriate. Prioritize acquiring land in SEAs and other resource-sensitive lands.

Policy COS-4.2: Provide multi-benefit open spaces. Ensure the creation and enhancement of open space and recreational areas that deliver multiple environmental and community benefits. These spaces should integrate water quality improvements, support groundwater recharge, provide native habitat, enable habitat connectivity, enhance biodiversity, and offer means of equitable access.

Policy COS-4.3: Minimize habitat fragmentation in open space design. Design open spaces, including trails and public access recreation areas, to minimize habitat fragmentation and avoid impacts to sensitive habitat areas, while optimizing available space for passive recreation.

Goal COS-5: Large open spaces, recreation areas and trails are enhanced and maintained to ensure habitat protection and a safe and pleasurable experience for the community.

Policy COS-5.1: Prioritize the protection of biological resources. In biologically sensitive areas, designate and manage open spaces and trails such that protection of biological resources and sensitive habitats takes precedence over recreational access. **Policy COS-5.3: Initiate conservation and open space volunteer programs.** Collaborate with local community-based organizations, agencies, and local schools to promote community and youth involvement in trail maintenance, habitat restoration, and educational activities.

Policy COS-5.3: Initiate conservation and open space volunteer programs. Collaborate with local community-based organizations, agencies, and local schools to promote community and youth involvement in trail maintenance, habitat restoration, and educational activities.

Public Services and Facilities Element

Goal PSF-1: Public and private services and facilities are accessible and effectively meet the diverse needs of residents.

Policy PSF-1.1: **Partner for the joint use of public facilities.** Enhance community access to recreational and educational amenities through partnerships with local schools for the joint use of facilities, prioritizing neighborhoods with high park needs.

Policy PSF-1.2: Support opportunities for collocated facilities. Prioritize the collocation of County services, parks, and libraries and integrate County information centers into libraries to coordinate services.

Policy PSF-1.3: Support the development of library-park joint programming and partnerships. Support the County libraries in creating joint programming between libraries and parks by providing resources for collaboration.

Goal PSF-3: Accessible, safe, and inclusive community parks and facilities.

Policy PSF-3.1: Encourage multipurpose infrastructure. In WSGV areas with the highest parks need, support multipurpose infrastructure such as pavilions and stages to accommodate a wide range of cultural and community events like concerts, theatrical performances, and outdoor movie nights.

Policy PSF-3.2: Maintain existing community gardens. Support the maintenance of existing community gardens by providing resources for waste and water management and regular upkeep of interior features.

Policy PSF-3.3: Promote new community gardens. Support the creation of community gardens through innovative site selection such as collocation of community gardens in underutilized areas including parkways, utility corridors, and parking lots.

Goal PSF-4: Public facilities and services are cost-effective, sustainable, and resilient.

Policy PSF-4.1: Increase green spaces and tree canopy cover in underserved communities. Increase green spaces in underserved communities through tree canopy, rooftop greenspaces, community gardens, and/or vertical gardens, and native vegetation.

Policy PSF-4.2: Incorporate green stormwater infrastructure. Integrate green infrastructure into parks and open space designs for effective stormwater management, such as rain gardens, bioswales, permeable pavements, and other groundwater retention features.

Impact Analysis

Impact 4.16-1: 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. As mentioned above, the County currently provides a total of 998,301 acres of regional recreation and conservation areas. Within the WSGV Planning Area, there is a total of 3,480 acres of regional facilities; 9,660 acres of nature-based recreation areas; and 150 miles of regional trails (LACDPR 2022a). According to the PNA+, the WSGV Planning Area, inclusive of both unincorporated areas and incorporated cities, is currently providing 3.81 acres of parkland per 1,000 residents, which exceeds the County's average (LACDPR 2022a).

As discussed above, Table 4.16-1 lists the County parks and recreational facilities serving the nine unincorporated WSGV communities while Figure 4.16-1 shows the corresponding location of each park and recreational facility listed in the table. However, the PNA+ identified that the majority of the nine unincorporated WSGV communities are not currently meeting the County's parkland standard, with the exception of unincorporated WSGV communities of South San Gabriel and Whittier Narrows (which is a

recreational area itself). Together, the nine unincorporated WSGV communities would need an additional 376.1 acres of parkland to meet the County's parkland standard. However, the regional parkland standard is currently being exceeded.

While the WSGVAP itself does not include any physical development, future projects developed under the WSGVAP could increase population growth within the WSGV Planning Area, which in turn would increase demand on existing neighborhood and regional parks or other recreational facilities. However, as discussed in greater detail in Section 4.14, *Population and Housing,* while adoption of the WSGVAP would increase land use and zoning densities and development intensity, which could result in population growth, this growth would be consistent with the anticipated growth accounted for in the County's Housing Element and within the Southern California Association of Governments' (SCAG's) population growth forecast for the region through 2045. Therefore, implementation of the WSGVAP would not induce unplanned population growth, which would exacerbate the deterioration of existing recreational facilities. Furthermore, while the timing, location, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, growth under the WSGVAP within the WSGV Planning Area is anticipated to be gradual throughout the buildout horizon of 2045.

Generally, adoption of the WSGVAP would increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways through infill development and redevelopment as well as within a select few areas near commercial corridors and transit with low existing residential density. The areas identified for growth under the WSGVAP are already in urban, developed areas that are served by a range of neighborhood and regional parks and other recreational facilities.

Nevertheless, future growth associated with implementation of the WSGVAP would increase demand on existing local and regional parks and other recreational facilities within the WSGV Planning Area. The WSGV Planning Area is mostly urbanized, with limited vacant parcels. The majority of the nine unincorporated WSGV communities have very little to no vacant land that could be developed as parkland in the future to accommodate the projected growth under the WSGVAP and to help meet the County's parkland requirement. While many of the unincorporated communities within the WSGV Planning Area may not have a significant number of parks and recreational resources within their community boundaries, residents of these communities would also be served by parks and recreational facilities in adjacent cities and jurisdictions as well as the County's regional parks within the larger WSGV Planning Area.

While there is limited potential to create new parks or recreational facilities within the nine unincorporated WSGV communities, future residential subdivisions developed under the WSGVAP would be required to contribute to the maintenance and expansion of the County's parks and recreational facilities through dedication of parkland, in-lieu fees, or both, as required by County Code Sections 21.24.340 and 21.28.140. The extent to which the County can develop additional parks, trails, and other recreational facilities is related to the availability of funding for land acquisition, construction, operations, and maintenance, and programming. In accordance with the Quimby Act (Government Code Section 66477), the County can require parkland dedication or payment of in-lieu fees as a condition of approval of residential subdivisions. The Quimby Act specifies acceptable uses and expenditures of such funds,

such as allowing developers to set aside land, donate conservation easements, or pay direct fees for park improvements. This ensures that when new residential subdivisions are developed, there is an increase in parkland and/or funding for park improvement and/or development proportional to increases in population.

Additionally, future residential subdivisions proposed under the WSGVAP would be required to comply with the requirements of Section 21.24.340 of the County Code, which requires that a subdivider of a residential subdivision provide a local park space to serve the subdivision or pay a mitigation fee in lieu of the provision of such park land. Section 21.28.140 of the County Code requires subdividers to provide local park space containing less than the required obligation but develop amenities equal in value to the park fee or a combination of both in accordance with the requirements of the titles. Therefore, payment of the applicable in-lieu fees would ensure impacts to parkland and recreational facilities would be minimized in accordance with the requirements of the County Code and/or Quimby Act.

The WSGVAP includes the Conservation and Open Space Element, which includes various goals and policies aimed at creating and enhancing recreational facilities, open space, and trails to increase the amount of parkland and recreational facilities within the WSGV Planning Area as well as to deliver multiple environmental and community benefits. In addition, the WSGVAP promotes the creation of community centers with public-serving amenities, such as plazas, and urban greening within the urban areas to create more passive recreational opportunities. Furthermore, future projects developed under the WSGVAP would be required to demonstrate consistency with all relevant General Plan and WSGVAP goals and policies to minimize the impact of new development on parks and recreation facilities.

Future projects developed under the WSGVAP would also be subject to subsequent planning and environmental review in accordance with County permitting requirements and CEQA. As part of subsequent planning and environmental review, individual projects proposed under the WSGVAP would be evaluated to determine if significant impacts to parks and recreational facilities would occur and project-level mitigation would be required to reduce impacts to the greatest extent feasible. Compliance with all existing State and local laws, regulations, and requirements would further minimize impacts. In addition, all future projects developed under the WSGVAP would be required to pay all applicable fees prior to obtaining project approval and permits in accordance with the County's permitting requirements.

Additionally, construction of the potential parks and recreational facilities identified by the communities in the PNA in combination with the WSGVAP goals, policies, and implementation programs to support the acquisition of resource-sensitive lands for permanent open space and provision of multi-benefit open spaces would further reduce impacts to parks and recreation facilities. Future residential developments 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 County standards. Therefore, the Project would have a less-than-significant impact to parks and recreation.

Impact 4.16-2: 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 shown in Appendix A, *Notice of Preparation & Comments Received*, a comment letter from DPR notes two study areas within the WSGV Planning Area which have moderate to high levels of park needs, namely Kinneloa Mesa and East San Gabriel, respectively. As discussed above under Threshold 4.16-1, the population growth anticipated with implementation of the Project would increase the use of existing and planned parks and recreational facilities in and near the WSGV Planning Area.

While the WSGVAP itself does not include any physical development, the WSGVAP includes goals and policies centered around creating new recreational facilities and/or parks, which could be developed in the future. 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 at this time and are outside the scope of this Draft PEIR.

As analyzed in Impact 4.14-1 above, the residential subdivisions encouraged by the WSGVAP would be required to pay in-lieu fees or dedicate a portion of their development to parkland or related facilities as required by County Code Sections 21.24.340 and 21.28.140. Additionally, the WSGVAP proposes land use and zoning modifications specific to open space and parks in areas along the boundary with the Angeles National Forest in the unincorporated WSGV communities of Altadena and Kinneloa Mesa and adjacent with Loma Alta Park in Altadena, thus contributing to additional park, open space, and recreation areas within the WSGV Planning Area (refer to Table 3-1 in Chapter 3).

In addition, as future projects are planned, their design would be refined in accordance with the WSGVAP and County General Plan policies listed above, which include providing additional active and passive recreation opportunities (General Plan Policy P/R 1.2) 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).

Future projects developed under the WSGVAP would also be subject to subsequent planning and environmental review in accordance with County permitting requirements and CEQA. As part of subsequent planning and environmental review, individual projects proposed under the WSGVAP would be evaluated to determine if significant impacts to parks and recreational facilities would occur and project-level mitigation would be required to reduce impacts to the greatest extent feasible. Compliance with all existing State and local laws, regulations, and requirements would further minimize impacts. In addition, all future projects developed under the WSGVAP would be required to pay all applicable fees prior to obtaining project approval and permits in accordance with the County's permitting requirements.

Moreover, implementation of the WSGVAP would occur gradually throughout the buildout horizon of 2045, during which time the County would be able to add parkland and recreational facilities on an as-needed basis to accommodate increased demand. Due to the existing parks and recreational facilities within the WSGV Planning Area, the funding mechanisms available to the County for new parks and

recreational facilities, and the anticipated development over a 20-year period allowed under the WSGVAP, implementation of the WSGVAP would result in less than significant impacts related to causing an adverse environmental effect due to the expansion or creation of new parks or recreational facilities.

Impact 4.16-3: Would the Project interfere with regional trail connectivity?

Less-Than-Significant Impact. While the WSGVAP itself does not include any physical development, future projects developed under the WSGVAP could increase population growth within the WSGV Planning Area, which has the potential to result in future development that may interfere with regional trails.

Generally, adoption of the WSGVAP would increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways through infill development and redevelopment as well as within a select few areas near commercial corridors and transit with low existing residential density. The areas identified for growth under the WSGVAP are already in urban, developed areas.

The WSGVAP includes goals, policies, and implementation programs which support the acquisition of resource-sensitive lands for permanent open space and provision of multi-benefit open spaces, including trails. 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 objectives and goals of the WSGVAP are to support the acquisition of resource-sensitive lands for permanent open space and provision of multi-benefit open spaces and growth would be concentrated primarily along commercial corridors and major roadways locations, it is not anticipated that future growth would interfere with existing or proposed regional trails. Furthermore, the WSGVAP promotes the creation of new trails within the WSGV Planning Area, which would help to increase the amount of trails and access within the Plan Area.

In addition, the land use and zoning modification proposed under the WSGVAP specific to open space and parks in areas along the boundary with the Angeles National Forest and adjacent with Loma Alta Park in Altadena would not interfere with existing regional trail connectivity in the area. The WSGVAP proposed to reduce land use intensities in areas with hazards or within or adjacent to natural resources and in WUI areas, which would preserve more open space, which could be used for future trails.

Furthermore, future projects developed under the WSGVAP would be subject to subsequent planning and environmental review by the County and in accordance with CEQA. As part of subsequent environmental review, potential impacts on regional trail connectivity would be analyzed and mitigated, if required, on a project-by-project basis in compliance with CEQA. Therefore, implementation of the WSGVAP would not result interference with regional trail connectivity. Impacts are considered less than significant.

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 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 result in development that would impact the County's ability to comply with Quimby Act or County park standards thereby resulting in deterioration of parks and recreational resources or the need for new or expanded resources. Cumulative projects also have the potential to impact parks and recreational facilities if they would interfere with regional trail connectivity.

Impact 4.16-4: 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 Cumulative Impact. As described above, the WSGVAP provides the planning framework to allow for increased residential density in various communities within the WSGV 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 the development of new parks and recreational facilities. Cumulative projects that would affect parks and recreational resources within the WSGV 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, the WSGV Planning Area is exceeding the County average for regional parkland. Deterioration that may occur to local parks and recreational facilities from regional population growth may be offset with funding from new residential subdivision projects 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 parkland standard. Future residential 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 for compliance with the Quimby Act and County standards. 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. In addition, existing regulations, General Plan policies, WSGVAP 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 cumulative impacts would be less than significant.

Impact 4.16-5: 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 Cumulative Impact. The WSGVAP does not directly 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, and although development of the Project would indirectly result in the construction or expansion of recreational facilities to accommodate increased population, the construction or expansion of recreational facilities would be subject to project-specific CEQA review. It is speculative to determine the location of future park and recreational facilities

in the WSGV 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. Compliance with existing federal, state, and local regulations would minimize potential adverse impacts to the environment that may result from the expansion of parks, recreational facilities, and trails. Therefore, the WSGVAP would not result in a cumulatively considerable contribution to a significant cumulative impact associated with construction recreational facilities. Cumulative impacts are considered less than significant.

Impact 4.16-6: When combined with other past, present, or reasonably foreseeable projects, interfere with regional trail connectivity.

Less-Than-Significant Cumulative Impact. As described above, the WSGVAP 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 objectives of the WSGVAP. Therefore, as the WSGVAP is not anticipated to have a significant impact on regional trail connectivity, it would not contribute to a cumulative impact on regional trail connectivity. In addition, planned resources within the WSGV Planning Area including Emerald Necklace Park and the San Gabriel Valley Greenway Network Strategic Implementation Plan would enhance regional trail connectivity within the WSGV Planning Area and surrounding region.

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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4.17 Transportation

This section addresses the potential for the West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) to result in transportation impacts, including conflicts with applicable plans, programs, or policies; inconsistency with the California Environmental Quality Act (CEQA) Guidelines Section 15064.3, subdivision (b); increasing roadway hazards; and resulting in inadequate emergency access. 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 *West San Gabriel Valley Area Plan Vehicle Miles Traveled Analysis Memorandum*, prepared by Fehr and Peers in April 2024. A copy of this report is provided in **Appendix I** to this Draft PEIR.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (refer to **Appendix A**, *Notice of Preparation & Comments Received*). Comments received did not identify any substantive issues or questions related to transportation. 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

The WSGV Planning Area includes 23.2 square miles comprised of incorporated cities and nine unincorporated communities within the southeast portion of Los Angeles County (County). The WSGV Planning Area is loosely bound by Glendale and the City of Los Angeles to the west; the San Gabriel Mountains and the Angeles National Forest to the north; the Cities of Azusa, Irwindale, and West Covina to the east; and the City of Pico Rivera to the south. The unincorporated WSGV communities are linked together by the existing roadway network which includes four interstates and two freeways on the State Highway Network, as well as several key arterials discussed in further detail below under *Existing Environmental Conditions*.

Mobility and the existing transportation network are fundamentally tied to the variety of land uses within the WSGV Planning Area, which include residential, commercial, industrial, and recreation and open space areas as well as designated significant ecological areas. Within the WSGV Planning Area, arterial streets funnel traffic through the nine unincorporated WSGV communities.

Existing Environmental Conditions

The County's Highway Plan includes the following roadway classifications that apply to roadways within the WSGV 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 the 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 the 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 the 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.

Existing Roadway Network

The WSGV Planning Area contains a comprehensive highway network throughout the overall Plan Area as well as within the unincorporated areas of the County. Listed below are prominent freeways which extend throughout the WSGV Planning Area:

- ***Interstate 605*** is a north-south freeway that runs through the WSGV Planning Area from Whitter Narrows up to South Monrovia Islands.
- ***Interstate 10*** is an east-west freeway that runs through the southern portion of the WSGV Planning Area, just north of South San Gabriel and South El Monte Island.
- ***Interstate 210*** is an east-west freeway that runs through the WSGV Planning Area from La Crescenta to South Monrovia Islands.
- ***Interstate 710*** is a north-south freeway which runs through the WSGV Planning Area to the west of the South San Gabriel and South El Monte Island communities, just south of Pasadena.

- ***State Route 164*** is a north-south freeway which runs through the WSGV Planning Area and connects East Pasadena - East San Gabriel down through South San Gabriel and Whittier Narrows.
- ***State Route 60*** is an east-west freeway that extends through the southern portion of the WSGV Planning Area through South San Gabriel and Whitter Narrows.

Collision Corridors

As indicated in the Los Angeles County Vision Zero Action Plan, several street segments within the unincorporated WSGV communities 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 4.17-1**, *Vision Zero Collision Corridors Within the* WSGV *Planning Area*, below.

TABLE 4.17-1
VISION ZERO COLLISION CORRIDORS WITHIN THE WSGV PLANNING AREA

Community	Corridors
Altadena	Altadena Drive, El Molino Avenue, Lake Avenue
South Monrovia Islands	Live Oak Avenue
Whittier Narrows	Rosemead Boulevard (North), Rosemead Boulevard (South)

SOURCE: Vision Zero 2019

Transit Network

LA Metro provides Metro Rail service throughout the WSGV Planning Area, including through its A and E Lines which provide access to the communities of Monterey Park, South Pasadena, East Pasadena, Arcadia, Monrovia, Bradbury, Duarte, and Irwindale (LA Metro 2024). Additionally, the Foothill Transit bus line provides access to the communities of Monterey Park, Montebello, Rosemead, El Monte and South El Monte, Sierra Madre, Arcadia, Monrovia, Bradbury, Duarte, and Irwindale. Transit services vary in frequency, with Rail and Bus lines providing service in 15-minute or more increments.

Bicycle Network

The Los Angeles County 2012 Bicycle Master Plan provides a list of existing and proposed bikeways within the WSGV Planning Area. Bikeways within the WSGV Planning Area are classified according to the California Department of Transportation (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 4.17-2**, *Existing Bicycle Network*, for a list of existing County-maintained bikeways within the WSGV Planning Area.

TABLE 4.17-2
EXISTING BICYCLE NETWORK (COUNTY-MAINTAINED BIKEWAYS)

Community	Segment	From	To	Class	Miles
Altadena	Allen Avenue	New York Drive	Washington Boulevard	3	0.7
Altadena	Elizabeth Street	Oxford Avenue	Allen Avenue	3	0.2
Cities of Arcadia and El Monte	Santa Anita Wash Bicycle Path	Live Oak Avenue	Rio Hondo Bicycle Path	1	1.0
Cities of Arcadia, El Monte, Rosemead and South El Monte, and Whittier Narrows	Upper Rio Hondo Bicycle Path	Rio Hondo Parkway	San Gabriel Boulevard	1	6.9
City of Irwindale	San Gabriel River Bicycle Path	Huntington Drive	Ramona Boulevard	1	8.2
City of Montebello and Whittier Narrows	Rio Hondo Bicycle Path	San Gabriel Boulevard	0.2 miles north of Washington Boulevard	1	3.7
East Pasadena-East San Gabriel	Madre Street	Del Mar Boulevard	Green Street	3	0.2
East Pasadena-East San Gabriel	Madre Street	Thorndale Road	San Pasqual Street	3	0.2
East Pasadena-East San Gabriel	San Pasqual Street	0.1 miles west of Oneida Drive	Madre Street	3	0.1
San Pasqual	San Pasqual Street	Berkeley Avenue	San Gabriel Boulevard	3	0.9
San Pasqual	Sierra Madre Boulevard	0.1 miles south of Del Mar Boulevard	0.1 miles north of California Boulevard	3	0.3
Whitter Narrows	Rio Hondo-San Gabriel River Connector	Upper Rio Hondo Bicycle Path	San Gabriel River Bicycle Path	1	1.0
Whittier Narrows	San Gabriel River Bicycle Path	0.1 miles south of Fineview Street	0.2 miles south of Siphon Road	1	2.5
Total Miles of County-Maintained Bikeways within the WSGV Planning Area					**25.9**

SOURCE: Los Angeles County Bicycle Master Plan

Regulatory Setting

Federal Laws, Regulations, and Policies

Americans with Disabilities Act of 1990

Titles I, II, III, and V of the Americans with Disabilities Act (ADA) have been codified in Title 42 of the United States Code (U.S.C.), beginning at Section 12101. Title III prohibits discrimination based on disability in "places of public accommodation" (businesses and non-profit agencies that serve the public) and "commercial facilities" (other businesses). The regulation includes Appendix A through Part 36 (Standards for Accessible Design), establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines

include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travel way, and a vibration-free zone for pedestrians.

America's Transportation Infrastructure Act of 2019

America's Transportation Infrastructure Act of 2019 authorizes $287 billion for the Highway Trust Fund over five years in investments to maintain and repair America's roads and bridges. The legislation includes provisions to improve road safety, accelerate project delivery, improve resiliency to disasters, reduce highway emissions, and grow the economy.

State Laws, Regulations, and Policies

California Department of Transportation

Caltrans implements state planning priorities in all plans, programs, and activities. Caltrans has the responsibility to coordinate and consult with local jurisdictions when proposed local land use planning and development may impact state highway facilities. Pursuant to Public Resources Code (PRC) Section 21092.4, for projects of statewide, regional, or area-wide significance, the lead agency must consult with transportation planning agencies and public agencies that have transportation facilities which could be affected by a project.

California Transportation Plan 2050

The California Transportation Plan (CTP 2050) was published in 2021 in accordance with the requirements of Senate Bill 391. Within the context of growing climate concerns and a global pandemic affecting the way we live, work, and travel, CTP 2050 reinforces transportation and land use strategies that aim to improve the movement of people and goods. The plan demonstrates how California can achieve a transportation system that meets Statewide policy objectives to meet goals around climate, equity, public health, and more.

The plan includes specific goals and objectives for eight interrelated transportation priorities, including:

- **Safety:** Provide a safe and secure transportation system
- **Climate:** Achieve statewide GHG emissions reduction targets and increase resilience to climate change
- **Equity:** Eliminate transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups
- **Accessibility:** Improve multimodal mobility and access to destinations for all users
- **Quality of Life & Public Health:** Enable vibrant, healthy communities
- **Economy:** Support a vibrant, resilient economy
- **Environment:** Enhance environmental health and reduce negative transportation impacts
- **Infrastructure:** Maintain a high-quality, resilient transportation system

Through the CTP 2050 recommendations, California's communities can benefit from sustainable strategies that reduce emissions, improve equity, and spur economic growth, through the expansion of multi-modal transportation options that improve accessibility and safety.

Senate Bill 743

On September 27, 2013, Governor Brown signed SB 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under the California Environmental Quality Act (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 GHG emissions. SB 743 added Chapter 2.7, Modernization of Transportation Analysis for Transit Oriented Infill Projects, to the CEQA Statute (Section 21099). Among other things, SB 743 mandates that alternative metric(s) for determining impacts relative to transportation shall be developed to replace the use of Level of Service (LOS) in CEQA documents. Previously, environmental review of transportation impacts focused on the delay that vehicles experience at intersections and on roadway segments, which is often measured using LOS. Pursuant to SB 743, the focus of transportation analysis changes from vehicle delay to VMT. The Office of Planning and Research (OPR) released two rounds of draft proposals for updating the CEQA Guidelines related to evaluating transportation impacts and, after further study and consideration of public comment, submitted a final set of revisions to the Natural Resources Agency in November 2017. This was followed by a rulemaking process that would implement the requirements of the legislation. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. Under CEQA Guidelines Section 15064.3, statewide application of the new VMT metric was required beginning on July 1, 2020.

Senate Bill 375

On September 30, 2008, Governor Schwarzenegger approved SB 375. The purpose of SB 375 is to coordinate transportation and land use planning to reduce GHG emissions. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt Sustainable Communities Strategies (SCS) as part of the Regional Transportation Plan (RTP) to achieve goals for the reduction of GHG emissions from automobiles and light trucks in the region. SB 375 also requires the California Air Resources Board (CARB) to work with MPOs to provide each region with GHG reduction targets for 2020 and 2035 by September 30, 2010. The bill requires transportation planning and programming activities by the MPOs to be consistent with the SCS. To the extent the SCS is unable to achieve the GHG reduction targets set by CARB, MPOs are required to prepare an alternative planning strategy to the SCS showing how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures and policies. CARB is required to review each MPOs SCS and alternative planning strategy to determine whether the strategy would achieve GHG emission reduction targets.

Complete Streets Act

Assembly Bill (AB) 1358, the Complete Streets Act (Government Code Sections 65040.2 and 65302), was signed into law by Governor Arnold Schwarzenegger in September 2008. As of January 1, 2011, the law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians and transit riders, as well as motorists.

At the same time, Caltrans, which administers transportation programming for the state, unveiled a revised version of Deputy Directive 64 (DD-64-R1 October 2008), an internal policy document that now

explicitly embraces Complete Streets as the policy covering all phases of state highway projects, from planning to construction to maintenance and repair.

California Vehicle Code

The California Vehicle Code (CVC) provides requirements for ensuring emergency vehicle access regardless of traffic conditions. Sections 21806(a)(1), 21806(a)(2), and 21806(c) define how motorists and pedestrians are required to yield the right-of-way to emergency vehicles.

Senate Bill 375

On September 30, 2008, Governor Schwarzenegger approved SB 375. The purpose of SB 375 is to coordinate transportation and land use planning to reduce GHG emissions. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt Sustainable Communities Strategies (SCS) as part of the Regional Transportation Plan (RTP) to achieve goals for the reduction of GHG emissions from automobiles and light trucks in the region. SB 375 also requires CARB to work with MPOs to provide each region with GHG reduction targets for 2020 and 2035 by September 30, 2010. The bill requires transportation planning and programming activities by the MPOs to be consistent with the SCS. To the extent the SCS is unable to achieve the GHG reduction targets set by CARB, MPOs are required to prepare an alternative planning strategy to the SCS showing how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures and policies. CARB is required to review each MPOs SCS and alternative planning strategy to determine whether the strategy would achieve GHG emission reduction targets.

Toward an Active California, State Bicycle + Pedestrian Plan

Toward an Active California, State Bicycle + Pedestrian Plan is Caltrans' first-ever statewide plan for active modes of transportation intended to complement 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.

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.

Regional Laws, Regulations, and Policies

Southern California Association of Governments

Connect SoCal 2020

The Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (referred to as Connect SoCal 2020) was adopted on September 3, 2020. Connect SoCal 2020 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 2020 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 2020 contributed to the identification of the WSGVAP growth and

opportunity areas as informed by the SCAG-identified priority growth areas and High-Quality Transit Areas (HQTAs).

Connect SoCal 2024

On April 4, 2024, SCAG adopted the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024), which updated the Connect SoCal 2020. Connect SoCal 2024 is the 2024-2050 RTP/SCS. Connect SoCal 2024 presents the transportation vision for the region through the year 2050 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 2024 includes new initiatives to reach the State's GHG reduction goals with strategies in four categories: economy, mobility, environment, and communities. Goals of Connect SoCal 2024 related to transportation are as follows:

Mobility: Build and maintain an integrated multimodal transportation network

- Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality, and minimized greenhouse gas emissions
- Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities
- Support planning for people of all ages, abilities, and backgrounds

Communities: Develop, connect, and sustain livable and thriving communities

- Create human-centered communities in urban, suburban, and rural settings to increase mobility options and reduce travel distances
- Produce and preserve diverse housing types in an effort to improve affordability, accessibility, and opportunities for all households

Environment: Create a healthy region for the people of today and tomorrow

- Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change
- Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions, and enable more sustainable use of energy and water
- Conserve the region's resources

Economy: Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all people in the region

- Improve access to jobs and educational resources
- Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air, and quality of life for our communities

Los Angeles County General Plan 2035

The Mobility Element of the County's General Plan 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 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 Highway Plan

The Los Angeles County Highway Plan 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 County's 2012 Bicycle Master Plan 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.

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

The Los Angeles County Metropolitan Transportation Authority (Metro) first adopted the Active Transportation Strategic Plan (ATSP) in 2016 and recently adopted the updated ATSP in November 2023 (hereinafter referred to as the 2023 ATSP). The 2023 ATSP builds upon the previous plan by outlining Metro's vision to provide a world-class transportation system and focuses specifically on improving the regional active transportation network and first/last mile connectivity to transit. In addition, the 2023 ATSP also includes Metro's policies related to climate, social equity and sustainability that have been adopted in the years since the 2016 ATSP.

Relevant, existing, and proposed initiatives from the 2023ATSP have been incorporated into the WSGVAP to further implement the ATSP and meet the WSGVAP goals of enhancing walkability and integrating connectivity throughout its communities. The goals and objectives of the 2023 ATSP include the following:

Goal 1: Equity

1.1 Improved data-driven understanding of the challenges facing disadvantaged active transportation users

1.2 Prioritized active transportation interventions in Equity Focus Communities (EFCs)

1.3 Sustained and meaningful participation of community members and organizations in EFCs in the planning and design of active transportation projects

Goal 2: Safety and Comfort

2.1 Eliminate fatalities and severe injuries for bicyclists and pedestrians, with a focus on high collision rate areas where communities of color face disproportionate impacts

2.2 Increased low-stress, high-quality facilities for bicycling, walking and rolling, and traffic calming improvements that support and protect the most vulnerable active transportation users

2.3 Increased opportunities to learn skills, build confidence, and enjoy bicycling, walking, and rolling for community members

Goal 3: Accessibility

3.1 Expanded and enhanced active transportation access to transit with a focus on those that rely on non-vehicular travel for household cost savings

3.2 Expanded and enhanced active transportation access to socio-economic opportunities

Goal 4: Connectivity

4.1 Enhanced variability and competitiveness of multi-modal transportation options

4.2 Expanded countywide bicycle and pedestrian networks

Goal 5: Sustainability

5.1 Increased usage of walking and cycling for short trips

5.2 Expanded active transportation facilities in communities with the highest rates of pollution

5.3 Reduced transportation-related climate impacts

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.

San Gabriel Valley Regional Bicycle Master Plan

The San Gabriel Valley Regional Bicycle Master Plan was adopted in 2014 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.

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 WSGV 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 WSGV 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.

4.17.2 Environmental Impacts

Methodology

As described in Chapter 3, *Project Description*, of this Draft PEIR, the WSGVAP is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the WSGVAP would encourage development in a manner consistent with the Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the WSGV Planning Area. Rather, it assesses the impacts associated with the proposed modifications to existing land uses and zoning and the associated overall effects of buildout of the WSGVAP through 2045. Analysis at a parcel or site-specific level was not conducted, because the specific location, timing, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, where detailed analysis would be speculative and, therefore, beyond the scope of this Draft PEIR.

As detailed in Chapter 3, *Project Description*, and in this section, the WSGVAP proposes land use and zoning modifications to increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways as well as select areas near commercial corridors and transit with low existing residential density. In addition, the WSGVAP proposes to decrease densities in hazard areas, wildland-urban interface (WUI) areas, and areas within or adjacent to natural resource areas. Table 3-1, *Land Use and Zoning Change Summary for Proposed Growth and Preservation,* in Chapter 3, *Project Description,* summarizes the WSGVAP proposed land use and zoning modifications on a community-basis. The unincorporated WSGV communities that include the proposed land use and zoning modifications include Altadena, East Pasadena – East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, and South San Gabriel.

The analysis of potential impacts related to transportation in this Draft PEIR 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 WSGV Planning Area, including both unincorporated communities and incorporated cities. The results of the VMT analysis are provided in the VMT Analysis Memo (**Appendix I**, *WSGVAP Vehicle Miles Traveled Memorandum*) and are summarized below. The existing conditions analysis in this PEIR refers to conditions modeled in the baseline year 2024 and a modeled future buildout year of 2045.

Vehicles Miles Traveled

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 WSGVAP, 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 WSGV Planning Area including daily VMT and total VMT per service population were estimated using the SCAG 2016 RTP/SCS Travel Demand Forecast Model.[1] VMT is influenced by the households, population, and employment densities within the WSGV Planning Area.

Baseline

Per the metrics and thresholds established in the County's *Transportation Impact Analysis Guidelines*, the WSGVAP would have a potentially significant VMT impact if daily total VMT per service population estimated for the 2045 horizon year (the "2045 Plus Project" scenario) exceeds the County's threshold of 16.8 percent below the County Baseline VMT for 2024. The County is in the process of updating their guidelines to reflect updated baseline VMT data and thresholds. The updated baseline VMT was used based on direction from the County and was taken from the *Los Angeles County Baseline VMT Data Memorandum*, adopted January 26, 2022, which provides the new baseline VMT threshold for Los Angeles County. The 2024 Baseline for Daily VMT per Service Population, as well as the threshold for 16.8 percent below the baseline, is provided below in **Table 4.17-3**, *Los Angeles County VMT Metrics and Thresholds*.

TABLE 4.17-3
LOS ANGELES COUNTY VMT METRICS AND THRESHOLDS

Metric	2024 County Baseline	Significance Threshold (16.8% below 2024 County Baseline)
Total Daily VMT per Service Population	30.4	25.3

SOURCE: Fehr and Peers 2024

2045 With Project Scenario

The 2045 With Project scenario integrated the WSGVAP buildout data for unincorporated areas. The buildout data provides number of dwelling units and non-residential square footage by transportation analysis zone (TAZ).

2045 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 WSGVAP's cumulative effects will be

[1] Although SCAG has adopted Connect SoCal as the 2020 RTP/SCS, the 2016 Travel Demand Model is the most current version.

determined through a consistency analysis with the current SCAG RTP/SCS at the time of the issuance of the Notice of Preparation, which was the Connect SoCal 2020. The 2045 No Project scenario represents SCAG's Connect SoCal 2020 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 WSGV Planning Area boundary. For cities within the WSGV Planning Area and all areas outside the boundary, the SCAG Model, interpolated to the year 2045, 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 "plus project" scenario, representing reallocation of population and employment growth associated with the proposed WSGVAP.

Modeling Assumptions

The Model includes future transportation network projects that are assumed to be complete by the 2045 horizon year. As part of the WSGVAP, the Mobility Element recommends policies that align with WSGVAP's vision statements and guides the maintenance, enhancement, and development of transportation network within the unincorporated communities of the WSGV Planning Area. Regional travel demand forecasting models are less sensitive to certain types of projects, plans, and policies, such as active transportation improvements. To capture the VMT reduction potential of mobility policies as part of WSGVAP's design features, off-model calculations were developed based on guidance provided by California Air Pollution Control Officer Association (CAPCOA).

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) through design for onsite circulation or access driveways that fail to meet Los Angeles County's design guidelines; 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 WSGVAP Goals and Policies

The WSGVAP is intended to guide the long-term growth of the WSGV Planning Area, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. Since the WSGVAP is planning for future growth within the WSGV Planning Area, no actual development is being proposed at this time.

Adoption of the WSGVAP would increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways through infill development and redevelopment as well as within select areas near commercial corridors and transit with low existing residential density. In addition, the WSGVAP would also reduce land use intensities in areas with hazards or within or adjacent to natural resources and in WUI areas, which would help to reduce development in areas adjacent to natural resources and/or open space.

Mobility Element

The Mobility Element guides the maintenance, enhancement, and development of the transportation network within the WSGV Planning Area, including automobile, pedestrian, bike, transit, and equestrian facilities. The purpose of the Mobility Element is to provide a safe and multimodal transportation system that addresses issues and meets the needs of all mobility users in the WSGV communities. The Mobility Element was developed to address safety issues and incorporate traffic calming measures; to increase transit availability and efficiency while also focusing on improving first/last mile connectivity; to further develop the existing bicycle network within the WSGV Planning Area; create a safe and connected pedestrian network; and to promote alternative modes of transportation for commuters. In addition, the Mobility Element works together with the Land Use Element to provide safe, efficient connections to various land uses and seeks to meet the transportation needs that align with the comprehensive land use vision for the WSGV Planning Area.

WSGVAP Goals and Policies

Mobility Element

Goal M-1: The mobility system consists of a robust network complete streets designed to incorporate the needs of users of all ages and abilities.

Policy M-1.1: Ensure roadway safety. Ensure that streets corridors connecting residential areas, employment areas, recreation, and public facilities are safe, accessible, and defensible for all users, including vulnerable populations such as youth, older adults, and people with disabilities.

Policy M-1.2: Multijurisdictional complete streets. Support multimodal infrastructure projects that promote complete streets and coordinate efforts with neighboring jurisdictions where the County shares authority of traffic control and maintenance of roadways to facilitate access to public transit stops, commercial services, community amenities, and job centers across jurisdictional boundaries.

Policy M-1.3: Prioritize environmental justice in mobility. Address inequities created by a history of car-centric design by prioritizing the mobility and safety needs of priority populations such as youth, older adults, zero-car households, and disproportionately affected communities.

Policy M-1.4: Evaluate evacuation capacity. Coordinate with the Office of Emergency Management (OEM) to evaluate evacuation capacity and consider additional emergency planning efforts to address risks exacerbated by climate change and the WSGV communities' topography such as increased flooding and wildfires.

Policy M-1.5: Use public spaces as connectivity hubs. Support the design of public spaces that incorporate the needs of transit users, pedestrians, and people on bikes, by providing amenities such as bike racks, repair stations, and real-time transit information.

Goal M-2: Provide improved access to regional and local transit service for all residents and people working in WSGV area.

Policy M-2.1: Enhance local transit services. Enhance local transit services by coordinating across multiple systems to comprehensively address transit service gaps, reduce automobile dependence, and improve local circulation by connecting residential areas, shopping streets, community facilities, open spaces, and other community destinations.

Policy M-2.2: Enhance regional transit service through partnerships. Coordinate with LA Metro and other transit agencies to advocate and provide for reliable, safe, and high-quality service that connect unincorporated communities in the West San Gabriel Valley to the rest of the region. Encourage convenient and safe transit, pedestrian, and bicycle linkages to/from transit service and mobility hubs to facilitate first last-mile connectivity.

- Work with transit agencies and neighboring jurisdictions to improve the efficiency of the public transportation system through bus-only lanes, signal prioritization, and useful transfer windows to the larger regional transportation network.
- Work with LA Metro to develop Frist/Last Mile plans at two Metro A Line stations in the WSGV area - Sierra Madre Villa Station and Monrovia Station, as well as four bus stop FLM areas within WSGV communities identified in the 2023 Active Transportation Strategic Plan. These FLM areas include Altadena Drive/Lake Avenue and Woodbury Road/Lincoln Avenue in Altadena, as well as Rosemead Boulevard/Huntington Drive and Rosemead Boulevard/Colorado Boulevard in East Pasadena-East San Gabriel.

Policy M-2.3: Support bus stop improvements. Partner with regional and local transit operators to support bus stops with attractive amenities, unique community branding, sustainable elements, and public art to serve as gateways to the community and promote cohesive community corridors.

Policy M-2.4: Promote accessible transit vehicles. Support use of transit vehicles with enhanced accessibility to accommodate a wide range of mobility-aide devices and childcare instruments like car-seats and strollers.

Policy M-2.5: Community transit promotion. Partner with community members and stakeholders to assess, promote, and market transit options available in local communities.

Goal M-3: A safe, convenient, and comfortable active transportation network that fosters pedestrian and bicycle travel as healthy and sustainable modes.

Policy M-3.1: Evaluate enhance bike network gaps. Support people on bikes by evaluating bike network gaps along jurisdictional boundaries and implementing infrastructure to close those gaps.

Policy M-3.2: Prioritize safe and connected pedestrian networks. Provide safe and connected pedestrian networks that are mindful of users, roadways, surrounding land uses, environmental conditions, and community characteristics.

Policy M-3.3: Promote neighborhood greenways. Support the planning and construction of greenways that prioritize pedestrians and cyclist safety to encourage foot traffic, reduce parking demand, and support local businesses.

Policy M-3.4: Leverage waterways as a recreational resource. Support the use of water channel rights-of-way to provide off-street multi-use paths and trails that can serve as a recreational resource and means of commuting to local job centers.

Policy M-3.5: Expand tree canopy cover. Promote the planting of locally native trees in the public right-of-way, including street trees and park trees, to provide shaded pathways, neighborhood cooling, and other benefits.

Policy M-3.6: Apply the latest accessibility standards. Evaluate proactively adopting Public Right-of-Way Accessibility Guidelines (PROWAG) through an ADA transition update that reflects the latest version of the guidelines and creates a prioritization and funding strategy for addressing ADA deficiencies in WSGV communities to ensure accessibility for vulnerable users.

Policy M-3.7: Enhance signage and wayfinding. Create distinctive wayfinding and signage throughout communities to facilitate active transportation connectivity and guide residents and visitors to local services and amenities.

Goal M-4: Promote other transportation demand management (TDM) strategies.

Policy M-4.1: Support TDM strategies for schools. Support and collaborate with schools, parents, and students to develop, implement, and frequently reevaluate innovative TDM strategies and programs, such as safe-routes-to-schools, that encourage active and transit modes of travel to reduce traffic congestion.

Policy M-4.2: Local TDM strategies. Coordinate with residents, employees, local businesses, transit agencies, and community-based organizations to manage congestion by developing, promoting, and marketing TDM strategies for commuting that meet the needs of WSGV residents and employees.

Goal M-5: Parking is managed to maximize land for community benefits and spaces.

Policy M-5.1: Regulate parking supply. Support and manage parking supply through implementation of time limits, pay parking, or permits, in order to improve the flow of residents, visitors, and customers.

Land Use Element

Goal LU-2: Sustainable and resilient growth patterns effectively consider local hazards and safeguard the well-being of all community members.

Policy LU-2.4: Ensure adequate road access. Ensure new development is designed to be accessible from existing public roads and provides direct access to multiple primary roads to support community members' safety and aid in efficient evacuation during hazard events.

Goal LU-3: A community with attainably priced and diverse housing options, and vibrant mixed-use environments that combine residential, commercial, and community-oriented spaces to enhance livability.

Policy LU-3.4: Activate commercial corridors. Strengthen commercial corridors by facilitating building designs and street improvements that make for safe, comfortable, and enjoyable walking and biking experiences.

Goal LU-5: A resilient and sustainable community that balances development with the conservation of natural resources.

Policy LU-5.8: Expand parks, open spaces, and trails. Ensure that existing neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, pathways, transit, and bikeways and within walking distance of residents.

Goal LU-7: An active transportation environment that enhances mobility and reduces reliance on personal vehicles.

Policy LU-7.1: Enhance mobility in growth areas. Align investments in mobility with designated growth areas, prioritizing disadvantaged communities, to improve access to pedestrian pathways, public transit, and bicycle routes.

Policy LU-7.2: Support pedestrian passageways through cul-de-sacs. Support opportunities to provide pedestrian and bicycle passageways with wayfinding signage from neighborhood cul-de-sacs to arterials to provide residents greater access to services and amenities within walking distance.

Policy LU-7.3: Create streets that foster healthy lifestyles. Transform selected streets adjacent to or near residential neighborhoods into "healthy streets" that integrate pedestrian-focused design, green spaces, and community amenities.

Policy LU-7.4: Repurpose underutilized surface parking. Encourage developments with underutilized surface parking to repurpose spaces for community gathering and temporary community events.

Policy LU-7.5: Consolidate and centralize parking lots. Support community-wide parking reform through strategies that consolidate 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 LU-7.6: Enable parking flexibility. Promote the reuse of existing parking facilities for local businesses through parking standards that allow for off-site parking, shared-parking arrangements, car sharing, centralized parking structures, or other means to meet minimum parking requirements.

Policy LU-7.7: Enhance parking lots. Facilitate the development of bioswales, trees, dedicated walkways, and traffic calming measures in parking areas to help enhance visual appearance, improve the pedestrian experience, and support groundwater recharge.

Goal LU-9: Strong community character through design standards and practices that reflect community values, enhance neighborhood compatibility, and promote functional and aesthetic cohesion.

Policy LU-9.2: Reduce parking frontage. Encourage placement of new parking lots or stalls behind storefronts and away from street frontages.

Policy LU-9.3: Adapt parking lots for community events. Enhance the utility and multi-functional potential of large parking areas by transforming them into flexible spaces suitable for both vehicle parking and the hosting of community events like festivals and farmers' markets.

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 WSGVAP includes the policies listed above in the Mobility and Land Use Elements, which aim to improve mobility in the WSGV Planning Area in a sustainable, equitable, and achievable manner. Such policies are designed to support a transportation system that

accommodates all users, provides adequate access to transit, and facilitates pedestrian and bicycle travel throughout the entirety of the WSGV Planning Area. Through implementation of the WSGVAP Mobility Element, the County would support safe and convenient access to transit, bikeways, and walkways for all users. The transportation network in the WSGV Planning Area would be designed to close existing gaps in bicycle, pedestrian, and transit connectivity with consideration of community engagement, the provision of greenways, safety for students traveling to school, and compliance with ADA requirements. Therefore, implementation of the WSGVAP would improve the existing circulation system, including bicycle, pedestrian, and transit, within the WSGV Planning Area.

In addition, the WSGVAP would be consistent with the policies outlined in the Connect SoCal 2020 and 2024, which aim to build and maintain an integrated multimodal transportation network as well as ensure reliable, accessible, and affordable transportation options are available. The policies in the WSGVAP Mobility and Land Use Elements are consistent with the Metro 2020 Long Range Transportation Plan, such as the expansion of first/last mile transit connectivity. Furthermore, the Area Plan would be consistent with the 2023 Active Transportation Strategic Plan and the County's General Plan, which provide objectives around equity, accessibility, connectivity, and sustainability, and support land use planning that facilitates the use of transit.

Moreover, the growth and increases in density that are proposed under the WSGVAP were guided by the SCAG Connect SoCal 2020 and the County's General Plan. The WSGVAP would place growth near planned or existing transit areas and transportation corridors, consistent with the goals and policies of the County's General Plan. While the WSGVAP would result in increases in density and development intensity which could result in population growth, this growth would not be unplanned and would be generally consistent with existing regional planning document assumptions regarding population growth and transportation infrastructure capacity.

Therefore, while the WSGVAP would result in growth within the WSGV 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 WSGVAP is consistent with all applicable plans and programs related to transportation. Impacts are considered less than significant.

Impact 4.15-2: Would the Project be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Significant and Unavoidable Impact. Adoption and implementation of the WSGVAP would establish the regulatory framework for future land use changes and mobility improvements within the WSGV Planning Area 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 WSGVAP, as well as the related plans and programs identified above. The WSGVAP provides policies and standards that support the integration of new land uses with a balanced, coordinated transportation network that would provide mobility for all transportation users.

The WSGVAP Mobility Element is focused on mobility enhancements and strategies within the WSGV Planning Area. While the Plan contains a variety of mobility strategies, there are no proposed 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.

Vehicle Miles Traveled per Service Population

As described above in ***Methodology***, daily VMT per service population within the WSGV Planning Area was analyzed for the WSGVAP. **Table 4.17-4**, *WSGVAP VMT Summary*, provides a comparison of the VMT per service populations calculations for WSGV Planning Area 2024 Existing (Baseline), WSGV Planning Area 2045 No Project scenario (existing Los Angeles County General Plan assumptions), and 2045 With Project scenario. As shown in Table 4.17-4, under the 2045 With Project scenario, the total VMT per service population in the WSGVAP generated by the proposed changes in land uses would be three percent less than the existing countywide VMT per service population.

TABLE 4.17-4
WSGVAP VMT SUMMARY

VMT Metrics		County Baseline (2024)	WSGVAP 2045 With Project	Percent Change (2045 With Project vs 2024 Existing/ Baseline)
VMT Metrics	Total Daily VMT	N/A	46,244,249	N/A
	Total VMT per Service Population	30.4	29.62	-3%

SOURCE: Fehr and Peers 2024
NOTE: Based on model data from SCAG 2016 RTP/SCS Travel Demand Forecast Model.

The total VMT per service population under the 2045 With Project scenario is estimated at 29.62. The significance threshold of 16.8 percent below the County baseline for 2024 is 25.3 total VMT per service population (16.8 percent below 30.4). Thus, with a 29.62 total VMT per service population, the proposed WSGVAP 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 WSGV 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 29.62 total daily VMT per service population would need to be reduced by 17.1 percent to be lower than 25.3 total daily VMT per service population. As described above, the WSGVAP Land Use and Mobility Elements, and the 2023 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 WSGVAP, the County would work to implement these policies in coordination with State, regional, and local agencies to ensure projects throughout the WSGV Planning Area contribute to the region achieving a substantial reduction in VMT. In addition, Mitigation Measure 4.17-1 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 the Regulatory Setting above, Action 101 under the Our County Sustainability Plan directs the County to implement a TDM ordinance that would require developers to incorporate TDM measures. Mitigation Measure 4.17-2 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.

While Mitigation Measure 4.17-2 would serve to reduce VMT, even enacting every practical TDM strategy would not achieve a cumulatively considerable reduction in VMT for the WSGV Planning Area. The predominantly suburban land use context of the West 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 most residences. TDM strategies are less effective with housing alone than in combination with other land uses nearby, such as employment. Since the WSGVAP buildout would increase the overall service population of the WSGV 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 WSGVAP includes several policies related to the distribution of the planned growth to promote transit connectivity and facilitate active transportation. Policies in the WSGVAP Mobility Element 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 WSGVAP would reduce vehicle trips within residential neighborhoods that currently rely on vehicles to complete trips within walking distance due to barriers to accessibility. Therefore, it is anticipated that implementation of the WSGVAP would reduce VMT per capita by providing individuals with safe, efficient, alternative modes of transportation. Although VMT per capita would be reduced with implementation of the WSGVAP, with Mitigation Measures 4.17-1 and 4.17-2 incorporated, impacts related to VMT per service population would still 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) through design for onsite circulation or access driveways that fail to meet Los Angeles County's design guidelines?

Less-than-Significant Impact. The WSGVAP includes policies related to improving safety for vehicles, pedestrians, and bicyclists as well as other traffic safety features to support safe, accessible, and sustainable multimodal transportation and transit throughout the WSGV Planning Area. As described previously, several collision corridors identified in the County's Vision Zero Plan are located within the WSGV Planning Area. The policies of the proposed WSGVAP Mobility Element, as listed above, 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 traffic safety features, and prioritize the safety needs of priority populations such as youth and older adults.

While buildout of the Area Plan would result in improvements to the circulation network, potential hazards due to roadway design features or incompatible uses would be evaluated on a project-by-project basis as buildout occurs with individual development projects. All new roadway improvements would be planned, designed, and built to County standards in accordance with the goals of the WSGVAP Mobility Element 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 WSGV Planning Area. Therefore, implementation of the WSGVAP would not result in hazards due to design features or incompatible uses. Impacts are considered less than significant.

Impact 4.15-4: Would the Project result in inadequate emergency access?

Less-than-Significant Impact. The WSGVAP is intended to guide long-term growth of the WSGV Planning Area and would allow new development and redevelopment within the WSGV Planning Area at densities and intensities higher than currently exist. The Project does not propose any direct development or new roadways, or intersections and it does not include any standards that would result in inadequate emergency access.

Future projects developed under the WSGVAP would primarily be infill development along major roadways and commercial corridors with existing access to the regional circulation system. The individual project design and access details such as new or modified driveway locations or curb cuts are unknown at the time. Therefore, the Draft PEIR does not consider impacts to emergency access to properties in the WSGV Planning Area or particular streets along which parcels have been identified for development. However, the Project would allow for greater densities than are currently allowed within the WSGV Planning Area and would facilitate temporary construction activities within the WSGV Planning Area, which could temporarily result in impacts to the circulation system.

Any construction activities associated with future projects developed under the WSGVAP that could potentially impact adjacent streets and roadways and thereby interfere with emergency access would be subject to the County's Traffic Control Requirements. The Traffic Control Requirements provide requirements for temporary traffic controls and access for any permitted activity within the County public rights-of-way when temporary disruption of traffic is implemented. This would include mandatory compliance with the latest California Manual on Uniform Traffic Control Devices, as well with the provision that emergency access to all nearby properties shall be maintained at all times, unless the permit allows a temporary restriction. The Traffic Control Requirements also include requirements related to preparation of a Traffic Control Plan, notifications in advance of closing, partially closing or reopening public throughways, traffic lanes and clearances, and other emergency traffic controls.

In addition, as part of subsequent planning and environmental review, emergency access would be evaluated on a project-by-project basis as buildout of the WSGVAP occurs. Emergency access of individual projects within the Project area would be subject to review by the County and responsible emergency service agencies including the Los Angeles County Fire Department (LACoFD), pursuant to Title 9 and Title 32 of the County Code. This would ensure that each project is designed to meet all

emergency access and design standards based on the size and intensity of development. Any changes proposed to internal circulation and/or external circulation associated with the implementation of individual projects would be subject to review by the County and responsible emergency service agencies. This would ensure that all future projects proposed under the WSGVAP would be designed to meet all applicable emergency access and design standards and adequate emergency access would be provided.

Furthermore, the WSGVAP contains policies related to emergency access, such as Policy LU-2.4, which would require that new development under the Area Plan would designed to be accessible from existing public roads and provide direct access to multiple primary roads to support safety and aid in efficient evacuation. Therefore, implementation of the WSGVAP would facilitate the consideration of the needs for emergency access in transportation planning during buildout. Impacts related to emergency access are considered less than significant.

Cumulative Impact

For the purposes of this analysis of cumulative impacts to transportation, the geographic area of consideration (i.e., the cumulative impacts study area) is comprised of the WSGV Planning Area and surrounding areas. This geographic scope of analysis is appropriate for the analysis of transportation because other cumulative projects have the potential to contribute to impacts to the existing circulation system, including bicycle, pedestrian, and transit systems, as well as increase VMT through additional growth and development within the WSGV Planning Area.

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 Cumulative Impact. As described previously, the WSGVAP would be consistent with all applicable regulations addressing the circulation system. All future projects developed under the WSGVAP 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 WSGVAP Mobility Element that would advance the State, regional, and local goals related to increased safety, access, transit, and active transportation. Therefore, the WSGVAP 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 Cumulative Impact. The WSGVAP buildout scenario demonstrates a significant and unavoidable impact after applying an efficiency based VMT threshold, as described above. Although the WSGVAP is consistent with SCAG Connect SoCal 2020 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 Connect SoCal 2020.

The cumulative impact analysis for VMT entails comparing the cumulative “no project” scenario, representing RTP/SCS cumulative year conditions, to the cumulative “plus project” scenario, representing

reallocation of the population of the population/employment growth associated with the WSGVAP to the area. The WSGVAP would result in a cumulatively considerable impact if it results in an average daily VMT per service population for the 2045 WSGVAP buildout that exceeds the daily VMT per service population for the 2045 "No Project" scenario, or if the total VMT for the 2045 WSGVAP buildout exceeds the total VMT for the 2045 "No Project" scenario.

As shown in **Table 4.17-5**, *WSGVAP Cumulative VMT Summary*, the daily VMT per service population is slightly lower, but total VMT is higher under the 2045 Plus Project conditions than the 2045 No Project conditions. This indicates a significant impact under cumulative conditions.

TABLE 4.17-5
WSGVAP CUMULATIVE VMT SUMMARY

VMT Metrics	WSGVAP 2045 No Project	WSGVAP 2045 With Project	Percent Change (2045 With Project VS 2045 No Project)
Service Population	1,530,700	1,561,470	2.0%
Total Daily VMT	45,814,886	46,244,249	0.9%
Total VMT per Service Population	29.93	29.62	-1.1%

SOURCE: Fehr and Peers 2024

While implementation of the WSGVAP may result in cumulatively considerable significant impacts to VMT per service population, the cumulative impact of the WSGVAP traffic along with other regional growth would be reduced through Mitigation Measures 4.17-1 and 4.17-2 described above, along with regional programs that are the responsibility of other agencies, such as cities within the WSGV Planning Area and Caltrans. In addition, as described above, the goals and policies of the WSGVAP would result in a decrease in VMT per capita by prioritizing transit-oriented development, mixed use development, as well as safe and accessible multimodal transportation circulation improvements. Future plans and programs implemented by cities within the WSGV 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 WSGVAP could result in a cumulatively significant traffic impact and as such, are considered 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) through design for onsite circulation or access driveways that fail to meet Los Angeles County's design guidelines?

Less-than-Significant Cumulative Impact. As described above, the WSGVAP includes several policies related to safety improvements for vehicular traffic, bicyclists, and pedestrians. In addition, the Land Use Element does not identify any incompatible uses that would result in transportation hazards. Therefore, implementation of the WSGVAP would not contribute to a cumulatively considerable impact related to hazards. In addition, all future projects implemented by the County or other State, regional, or local agencies within the WSGV 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, pedestrians, and bicyclists, which would incorporate standards for adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls to protect pedestrian and enhance bicycle safety. Therefore, 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 Cumulative Impact. As described previously, emergency access would be evaluated on a project-by-project basis as buildout of the WSGVAP occurs. However, implementation of the WSGVAP would require future projects to demonstrate consistency with the policies within the Land Use Element intended to ensure adequate emergency access is maintained for the WSGV Planning Area by ensuring adequate emergency access to project sites and access to public roads for safety and evacuation. As described in Policy LU-2.4, new development would be designed to be accessible from existing public roads and provide direct access to multiple primary roads to support safety and aid in efficient evacuation during hazard events. Therefore, implementation of the WSGVAP would not contribute to a cumulatively considerable impact related to emergency access. Cumulative impacts are considered less than significant.

Mitigation Measures

Mitigation Measure 4.17-1: VMT Reduction Projects. The County will work with State, regional, and local agencies to reduce regional VMT. Land use policies in the WSGVAP 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.

Mitigation Measure 4.17-2: 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. Commute Trip Reduction Marketing
2. Ridesharing Programs
3. Subsidized or Discounted Transit Program
4. En-of-Trip Bicycle Facilities
5. Employer-Sponsored Vanpool
6. Limit Residential Parking Supply
7. Unbundle Residential Parking Costs from Property Cost
8. Extend Transit Network Coverage or Hours
9. Increase Transit Service Frequency
10. Implement Transit-Supportive Roadway Treatments
11. Provide Bus Rapid Transit

The TDM strategies listed above are described in detail in Appendix I, *WSGVAP VMT Analysis Memorandum,* to this Draft PEIR.

Level of Significance After Mitigation

Program-level and cumulative impacts related to consistency with applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities; substantially increasing roadway hazards; and inadequate emergency access are considered less than significant.

Even with implementation of Mitigation Measures 4.17-1 and 4.17-2, program-level and cumulative impacts related to inconsistency with inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) would be considered significant and unavoidable.

4.17.3 References

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4.18 Tribal Cultural Resources

This section addresses the potential impacts of the West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) on 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. Impacts related to cultural resources, including historical resources, unique archaeological resources, or non-unique archaeological resources, are addressed in Section 4.3, *Cultural Resources.* Supporting non-confidential record search information referenced in this section is included in **Appendix F**, *Cultural Resources Data,* of this Draft PEIR.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (refer to **Appendix A**, *Notice of Preparation & Comments Received*). No comments related to tribal cultural resources were provided during the NOP scoping period; however, additional results and comments were identified from record searches and tribal consultation conducted for the WSGVAP, as described in greater detail below. 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

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: Indigenous Peoples

The West San Gabriel Valley Planning Area (WSGV Planning Area or Plan Area) is located in a region traditionally occupied by the Gabrielino Indians. 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 1978). The Gabrielino language is part of the Takic branch of the Uto-Aztecan language family. Gabrielino villages are reported by early explorers to have been most abundant near watercourses. Gabrielino villages known to have been located within the San Gabriel Valley, either within the WSGV Planning Area or located nearby as mapped by the ECCA LA Area Native Village Project (unless otherwise noted), and include:

- *Akuuronga*, located near La Presa Avenue and Huntington Drive in San Marino.
- *Sonaanga*, located on the present-day grounds of San Marino High School (Lund 1999; McCawley 1996).

- *Shevaanga* (Kizh/Tongva) located in present-day Whittier Narrows, at the confluence of the Rio Hondo and San Gabriel Rivers (Longcore and Ethington 2023), baptism records from the San Gabriel Mission indicate that there were 222 baptisms from this village between 1774 and 1802.
- *Topisabit* (Serrano) Located near the Hahamonga Watershed Park, west of present-day Altadena, in Pasadena. San Fernando Mission records indicate one baptism from this village in 1801 and records from the San Gabriel Mission indicate 41 baptisms between 1774 and 1805.
- *Guayibit* (Tongva) located in western Monrovia. Baptism records from the San Gabriel Mission indicate that there were 28 baptisms from this village between 1777 and 1825.

The main sources of historical information on the Gabrielino (Tongva and Kizh) include Hugo Reid (Heizer 1968), Zephyrin Engelhardt, Alfred Kroeber, John P. Harrington, Bernice E. Johnston, Thomas C. Blackburn, and C. Hart Merriam. The main sources of historical information on the Juaneño (or Acjachemen) include Fray Gerónimo de Boscana (Robinson 1846; Harrington 1933, 1934), Alfred Kroeber, and John P. Harrington (other accounts describing Luiseño groups may also be applicable). In 1978, the Smithsonian Institution compiled the *Handbook of North American Indians* – a 20-volume encyclopedia summarizing the work of previous ethnographers and what was known about the prehistory, history, and culture of indigenous North American groups. *Volume 8: California* serves as the primary source material for the information presented in this section. Where possible, this information has been supplemented with information gleaned from other published sources (such as McCawley 1996, and O'Neil and Evans 1980). A very recent source, *Mapping Los Angeles Landscape History* (Longcore and Ethington 2023) includes extensive research into the Landscape History of Pre-European Los Angeles and includes information on the landscape, vegetation, trade routes, and fauna for the village of *Shevaanga* located in present day Whittier Narrows. The following summaries are not intended to provide a comprehensive account of these groups but are instead brief historical overviews based on available information. However, tribes are the authority on their cultural history.

The term "Gabrielino" is a general term that refers to those Native Americans who were sent by the Spanish to the Mission San Gabriel Arcángel. The term first appears, spelled Gabrieleños, in an 1876 report by Oscar Loew (Bean and Smith 1978). Two indigenous terms are commonly used by tribal groups to refer to themselves and are preferred by descendant groups: Tongva and Kizh. The term Tongva was recorded by ethnographer C. Hart Merriam in 1903 (Heizer 1968). The term Kizh was first published by ethnologist Horatio Hale in 1846 (Heizer 1968). Since there are two terms that are used by different groups to refer to themselves, the term Gabrielino is used in this section to encompass both Tongva and Kizh groups.

At the time of Spanish contact, many Gabrielino practiced a religion that was centered around *Chingichngish* (or *Chinigchinich*), the primary deity of a Native American belief system that spread to multiple Southern California Native American tribes. The belief system based on the teachings of *Chinigchinich* continues to be part of modern tribal spiritual and cultural practices (Bean and Smith 1978; Altschul 1994: 8–10). This religion may have been relatively new when the Spanish arrived and was spreading at that time to other neighboring Takic groups. The Gabrielino practiced both cremation and inhumation of their dead at that time. A wide variety of grave offerings, such as stone tools, baskets, shell beads, projectile points, bone and shell ornaments, and otter skins, were, and are interred with the deceased. Coming ashore on Santa Catalina Island in October 1542, Juan Rodriguez Cabrillo was the first recorded European to make contact with the Gabrielino; the 1769 expedition of Portolá also passed through

Gabrielino territory (Bean and Smith 1978). Native Americans suffered severe depopulation and enslavement and their traditional culture was radically altered after Spanish contact. Nonetheless, Gabrielino descendants still reside in the greater Los Angeles and Orange County areas, including within the WSGV Planning Area and vicinity, and maintain an active interest in their heritage and preserving it for future generations. The work of Longcore and Ethington (2023), includes a browser-based platform which includes reconstruction of important village areas and context and stories from the Indigenous perspective.

Sacred Lands File Search

The NAHC maintains a confidential Sacred Lands File (SLF) database, which contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted on December 14, 2023, to request a search of the SLF. The NAHC responded to the request in a letter dated January 16, 2024, indicating that the results were positive and to contact the Gabrieleño Band of Mission Indians – Kish Nation (see **Appendix F**, *Cultural Resources Data*).

Native American Consultation

Assembly Bill 52 Consultation

On February 27, 2024, the County submitted notification and request to consult letters to 18 individuals and organizations pursuant to AB 52. AB 52 letters were sent via email to the following California Native American tribes and individuals:

- Sarah Brunzell, Fernandeno Tataviam Band of Mission Indians
- Christina Swindall Martinez, Gabrieleno Band of Mission Indians - Kizh Nation
- Andrew Salas, Gabrieleno Band of Mission Indians - Kizh Nation
- Anthony Morales, Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Sandonne Goad, Gabrielino /Tongva Nation
- Christina Conley, Gabrielino Tongva Indians of California Tribal Council
- Robert Dorame, Gabrielino Tongva Indians of California Tribal Council
- Sam Dunlap, Gabrielino-Tongva Tribe
- Charles Alvarez, Gabrielino-Tongva Tribe
- Robert Martin, Morongo Band of Mission Indians
- Ann Brierty, Morongo Band of Mission Indians
- Donna Yocum, San Fernando Band of Mission Indians
- Alexandra McCleary, San Manuel Band of Mission Indians
- Lovina Redner, Santa Rosa Band of Cahuilla Indians
- Wayne Walker, Serrano Nation of Mission Indians
- Mark Cochrane, Serrano Nation of Mission Indians
- Jessica Valdez, Soboba Band of Luiseno Indians
- Joseph Ontiveros, Soboba Band of Luiseno Indians

On February 27, 2024, the County received a response from Raylene Borrego, Cultural Resources Technician of the Yuhaaviatam of San Manuel Nation (formerly the San Manuel Band of Mission Indians). The response stated that the Project is outside of Serrano ancestral territory, and as such, Yuhaaviatam of San Manuel Nation will not be requesting consulting party status with the Lead Agency or participating in the scoping, development, or review of documents created pursuant to the legal and regulatory mandates.

On March 4, 2024, the County received a response from Sandra Brunzell, a Cultural Resource Manager from the Fernandeno Tataviam Band of Mission Indians (FTBMI). Ms. Brunzell requested that the information and mitigation measures within the correspondence be used for consultation. The CRM Division of the Fernando Tataviam Band of Mission Indians provided specific mitigation measures to be included in the project requirements for future development allowed by the WSGVAP that could have impact to tribal cultural resources. The final copy of the Project measures will be submitted to the FTBMI for review, and once the included language is reviewed, the FTBMI will either approve and provide communication confirming consultation under CEQA is concluded, or one of the following will be requested: modification or revision of Project measures or follow-up consultation. An unanticipated discovery of cultural resources during project implementation could also trigger a follow-up consultation.

On December 12, 2023, the County and the Gabrieleno Band of Mission Indians - Kizh Nation had an informal virtual meeting. The meeting was held to discuss the history of native villages and how indigenous people used the land within the Plan Area in the past. The County pointed out that previous versions of Area Plans did not have a comprehensive history of native villages. The Kizh Nation suggested that it was essential to understand why certain areas within San Gabriel Valley are significant for the Native narrative and how to portray them accurately. For example, the Kizh Nation referenced Whittier Narrows as an example of the largest precontact village and explained the importance of the Whittier Narrows to the tribe. The resolution was that moving forward, it was necessary to consider native knowledge of managing the land efficiently, just as their ancestors did. The Kizh Nation provided information to the County and links to a document and Story Map that they have written and created with local scholars (Longcore and Ethington 2023). The County concluded that they would like to see more consistency in the Project statement for the future WSGV Planning Area. The Longcore and Ethington (2023) reference and Story Map were cited in this chapter in the ethnographic section as well as other documents prepared as part of the general plan. The Kizh did not formally request consultation.

To date, no other responses from the Native American community have been received as part of the AB 52 tribal consultation effort. The AB 52 Native American consultation documentation is provided in Appendix F of this Draft EIR.

Senate Bill 18 Consultation

On February 27, 2024, the County also submitted notification and request to consult letters to 18 individuals and organizations pursuant to SB18. SB 18 letters were sent via email to the following California Native American tribes and individuals:

- Sarah Brunzell, Fernandeno Tataviam Band of Mission Indians
- Christina Swindall Martinez, Gabrieleno Band of Mission Indians - Kizh Nation
- Andrew Salas, Gabrieleno Band of Mission Indians - Kizh Nation

- Anthony Morales, Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Sandonne Goad, Gabrielino /Tongva Nation
- Christina Conley, Gabrielino Tongva Indians of California Tribal Council
- Robert Dorame, Gabrielino Tongva Indians of California Tribal Council
- Sam Dunlap, Gabrielino-Tongva Tribe
- Charles Alvarez, Gabrielino-Tongva Tribe
- Robert Martin, Morongo Band of Mission Indians
- Ann Brierty, Morongo Band of Mission Indians
- Donna Yocum, San Fernando Band of Mission Indians
- Alexandra McCleary, Yuhaaviatam of San Manuel Nation (formerly the San Manuel Band of Mission Indians)
- Lovina Redner, Santa Rosa Band of Cahuilla Indians
- Wayne Walker, Serrano Nation of Mission Indians
- Mark Cochrane, Serrano Nation of Mission Indians
- Jessica Valdez, Soboba Band of Luiseno Indians
- Joseph Ontiveros, Soboba Band of Luiseno Indians

None of the 18 individuals/organizations notified pursuant to SB 18 responded. No tribal cultural resources were identified as a result of these consultations. To date, no other responses from the Native American community have been received as part of the SB 18 tribal consultation effort. The SB 18 Native American consultation documentation is provided in Appendix F of this Draft EIR.

Regulatory Framework

Federal Laws, Regulations, and Policies

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.

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.

State Laws, Regulations, and Policies

Assembly Bill 52

AB 52 was approved by California State Governor Edmund Gerry "Jerry" Brown, Jr. on September 25, 2014. The act amended California PRC Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 applies specifically to projects for which a Notice of Preparation (NOP) or a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration (MND) will be filed on or after July 1, 2015. The primary intent of AB 52 was to include California Native American Tribes early in the environmental review process and to establish a new category of resources related to Native Americans that require consideration under CEQA, known as tribal cultural resources.

PRC Section 21074(a)(1) and (2) defines tribal cultural resources as "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 or included in a local register of historical resources, or a resource that is determined to be a tribal cultural resource by a lead agency, in its discretion and supported by substantial evidence. On July 30, 2016, the California Natural Resources Agency adopted the final text for tribal cultural resources update to Appendix G of the State CEQA Guidelines, which was approved by the Office of Administrative Law on September 27, 2016.

PRC Section 21080.3.1 requires that within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the Lead Agency 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 (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency (PRC 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 (PRC Sections 21080.3.1(d) and 21080.3.1(e)).

PRC 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; the significance of the project's impacts on the tribal cultural resources; project alternatives or appropriate measures for preservation; and mitigation measures. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect 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 (PRC Section 21080.3.2(b)).

If a California Native American tribe has requested consultation pursuant to Section 21080.3.1 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 complied with Section 21080.3.1(d) and the California Native American tribe has failed to request consultation within 30 days, the Lead Agency may certify an EIR or adopt an MND (PRC Section 21082.3(d)(2) and (3)).

PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the Lead Agency or any other public agency to the public without the prior consent of the tribe that provided the information. If the lead agency publishes any information submitted by a California Native American tribe during the consultation or environmental review process, that information shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.

Senate Bill 18

SB 18 (Statutes of 2004, Chapter 905), which went into effect January 1, 2005, requires local governments 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. Since the WSGVAP includes a General Plan amendment, SB 18 is triggered by the Project.

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

Los Angeles County General Plan

The Los Angeles County General Plan has the following goals and policies related to the preservation of tribal 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.

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).

4.18.2 Environmental Impacts

Methodology

As described in Chapter 3, *Project Description*, of this Draft PEIR, the WSGVAP is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the WSGVAP would encourage development in a manner consistent with the Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the WSGV Planning Area. Rather, it assesses the impacts associated with the proposed modifications to existing land uses and zoning and the associated overall effects of buildout of the WSGVAP through 2045. Analysis at a parcel or site-specific level was not conducted, because the specific location, timing, and type of future projects proposed to be developed

under the WSGVAP are unknown at this time, where detailed analysis would be speculative and, therefore, beyond the scope of this Draft PEIR.

As detailed in Chapter 3, *Project Description*, and in this section, the WSGVAP proposes land use and zoning modifications to increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit. In addition, the WSGVAP proposes to decrease densities in hazard areas, wildland-urban interface areas, and areas within or adjacent to natural resource areas. Table 3-1, *Land Use and Zoning Change Summary for Proposed Growth and Preservation,* in Chapter 3, *Project Description,* summarizes the WSGVAP proposed land use and zoning modifications on a community-basis. The unincorporated WSGV communities that include the proposed land use and zoning modifications include Altadena, East Pasadena – East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, and South San Gabriel.

Adoption of the WSGVAP itself would not cause adverse impacts to tribal cultural resources; however, future projects facilitated by the WSGVAP could result in adverse impacts. Impacts to tribal cultural resources that may result from the WSGVAP are evaluated at a programmatic level. The analysis is based on a SLF search conducted by the NAHC, and consultations between the County and Native American tribes pursuant to AB 52 and SB 18. Native American consultation documentation is provided in Appendix F of this Draft EIR.

Three of the 18 individuals/organizations notified pursuant to AB 52 responded. None of the 18 individuals/organizations notified pursuant to SB 18 responded. While no tribal cultural resources were identified as a result of these consultations, informal conversations with Tribes, record searches, and relevant ethnohistoric references, provided insight and areas of particular sensitivity and concern. In determining the level of significance, the analysis assumes that future projects developed under the WSGVAP would comply with relevant federal, state, and local laws, ordinances, and regulations.

Thresholds of Significance and Methodology

Thresholds of Significance

Appendix G of the State CEQA Guidelines provides screening questions that address potential impacts related to a number of environmental issues. The CEQA guidelines provides that lead agencies may use the questions set forth in the Appendix G to assess the significance of a project's environmental effects, and the use of Appendix G as a significance threshold is routinely sanctioned by the courts (although such use is not mandatory). Based on the Appendix G questions regarding tribal cultural resources, a project would have a significant impact if the project would:

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 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 of Historical Resources, or in the local register of historical resources as defined in Public Resources. Code Section 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 subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Proposed Project Characteristics and Relevant WSGVAP Goals and Policies

The WSGVAP is intended to the guide long-term growth of the WSGV Planning Area, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. Since the WSGVAP is planning for future growth within the Planning Area, no actual development is being proposed at this time.

WSGVAP Goals and Policies

The following WSGVAP goals and policies are relevant to tribal cultural resources:

Historic Preservation Element

Goal CR-1: Unincorporated communities with unique historic and cultural identities that foster a sense of place and community pride.

> **Policy CR-1.1: Foster community pride.** In partnership with educational institutions, local historical societies, community organizations, and other interested groups, establish a sense of local ownership and civic pride for each community in the WSGV through educational programming, celebrations, and other activities.

Goal CR-4: Comprehensive identification and evaluation of historic and cultural resources, archaeological resources and paleontological resources, which enrich the understanding and preservation of the WSGV's prehistoric and ancient past and understanding of its ecological and climatic history.

> **Policy CR-4.1: Integrate historic and cultural resources and archaeological insights into planning.** Incorporate knowledge of each community's unique historical and cultural roots and archaeological resources into planning decisions to respect culturally sensitive areas.

Goal CR-5: Collaboration among various stakeholders, including local communities, government agencies, and cultural groups, integrating tribal perspectives and knowledge into planning and preservation efforts.

> **Policy CR-5.1: Foster meaningful tribal consultation.** Engage in ongoing, project-specific, and land-specific tribal consultations to ensure that tribal consultation is meaningful, respectful, and tailored to the specifics of each project, land area, and Tribe involved to adequately understand and mitigate impacts to tribal cultural resources.

Impact Analysis

Impact 4.18-1: The Project would have a significant impact if future development allowed by the General Plan Update would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 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 of Historical Resources, or in the local register of historical resources as defined in Public Resources Code Section 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 subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less-Than-Significant Impact with Mitigation Incorporated. As discussed above, the SLF search for the WSGV Planning Area yielded positive results. Pursuant to AB 52, the County, as Lead Agency, submitted notification and request to consult letters to 18 Native American individuals and organizations on February 27, 2024. Pursuant to SB 18, the County, as Lead Agency, also submitted notification and request to consult letters to 18 Native American individuals and organizations on February 27, 2024. As of the time of publication of this Draft PEIR, three tribes have contacted the County regarding tribal consultation pursuant to AB 52 while no tribes have requested tribal consultation pursuant to SB 18. The results of the tribal consultation requests for AB 52 are discussed in greater detail below.

On February 27, 2024, the County received a response from Raylene Borrego, Cultural Resources Technician of the Yuhaaviatam of San Manuel Nation (formerly the San Manuel Band of Mission Indians), that the Tribe would not be requesting consulting party status with the County.

On March 4, 2024, the County received a response from Sandra Brunzell, a Cultural Resource Manager from the Fernandeno Tataviam Band of Mission Indians (FTBMI). Ms. Brunzell requested that the information and recommended measures within the tribe's correspondence be referenced as part of future tribal consultation associated with subsequent development under the WSGVAP. The tribe requested that future projects developed under the WSGVAP undergo tribal consultation in accordance with AB 52 as well as requested to be consulted in the event of unanticipated discovery of cultural resources during implementation of future projects developed under the WSGVAP. As part of the tribal consultation process, a copy of the Project's final mitigation measures as established in this PEIR will be submitted to the FTBMI for review and approval prior to concluding the tribal consultation process.

On December 12, 2023, the County and the Gabrieleno Band of Mission Indians - Kizh Nation had an informal virtual meeting. The meeting was held to discuss the history of native villages and how indigenous people used the land in the past. The Longcore and Ethington (2023) reference and Story Map that was referenced by the Tribe is cited in this chapter in the ethnographic section. The Kizh Nation did not request formal tribal consultation with the County for the Project.

Since the WSGVAP is a long-range plan that does not propose any physical development at this time, the County has not made any discretionary tribal cultural resource determinations at the project-level.

Furthermore, the WSGVAP 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 developed under the WSGVAP 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 developed under the WSGVAP would be required to comply with all applicable federal, state, and local regulations related to tribal cultural resources, including the tribal consultation requirements of AB 52 and SB 18 and following all legal procedures and requirements established for the inadvertent discovery of cultural resources and human remains. In addition to regulatory compliance, Mitigation Measure 4.18-1 would ensure future projects comply with the provisions of SB 18 and AB 52, as necessary, to incorporate tribal consultation into the review process to ensure that tribal cultural resources are properly identified and that mitigation measures are identified to reduce impacts on these resources. Future projects developed under the WSGVAP would also be required to comply with State Health and Safety Code Section 7050.5 and Public Resources Code (PRC) Section 5097.98 in the event of inadvertent discovery of human remains, which would require consultation with the NAHC to determine whether the remains are Native American and if those remains are determined to be Native American, how best to handle the discovery with the identification of a Most Likely Descendent (MLD).

In addition, all future projects developed under the WSGVAP requiring discretionary approval would be required to undergo subsequent project-level planning and environmental review in accordance with CEQA. These projects would similarly require compliance with the provisions of AB 52 and SB 18 (as applicable) to incorporate tribal consultation into the CEQA process to ensure that tribal cultural resources are properly identified and that project-specific mitigation measures are identified to reduce impacts on these resources, as prescribed in Mitigation Measure 4.18-1. All of the tribes identified on the County's tribal consultation lists would be contacted on a project-by-project basis as projects are proposed under the WSGVAP, including the FTBMI and the Kizh Nation, to ensure tribal consultation and project-specific mitigation measures are incorporated into the planning and environmental review process of each discretionary project proposed under the WSGVAP.

Furthermore, Policy CR-5.1 of the WSGVAP also reinforces the continuation of consultation with Native American groups per the requirements of SB 18 and AB 52 as the policy fosters tribal engagement in ongoing, project-specific, and land-specific tribal consultations in order to integrate tribal perspectives and knowledge into planning and preservation efforts. Policy CR-5.1 also strives to ensure that tribal consultation is meaningful, respectful, and tailored to the specifics of each project, land area, and tribe involved to adequately understand and mitigate impacts to tribal cultural resources. Future projects developed under the WSGVAP would be required to demonstrate consistency with this policy, and the Area Plan as a whole, as it relates to protecting tribal cultural resources.

Therefore, regulatory compliance, implementation of Mitigation Measure 4.18-1, and consistency with the WSGVAP policies would ensure that the Project's impact with respect to tribal cultural resources would be less than significant.

Cumulative Impact Analysis

For the purposes of this analysis of cumulative impacts to tribal cultural resources, the geographic area of consideration consists of the Los Angeles County. This geographic scope of analysis is appropriate for the analysis of tribal cultural resources because the types of resources within the region 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 developed under the WSGVAP in combination with other cumulative projects and could be perpetual.

Impact 4.18-2: 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 Section 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 Section 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 Section 5024.1(c). In applying the criteria set forth in Public Resources Code Section 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe?

Less-Than-Significant Cumulative Impact with Mitigation Incorporated. Given the Los Angeles County's long history, the combined incremental impacts of cumulative projects, could in combination with projects developed under the WSGVAP, 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. Therefore, a potentially significant cumulative impact related to tribal cultural resources could occur.

However, as discussed above, all future projects developed under the WSGVAP would be required to comply with all regulatory requirements as well as implement Mitigation Measure 4.18-1, which would require tribal consultation to ensure tribal cultural resources are properly identified. In addition, all future projects developed under the WSGVAP requiring discretionary approval would be required to undergo subsequent project-level planning and environmental review in accordance with CEQA. These projects would similarly require compliance with the provisions of AB 52 and SB 18 (as applicable) and that project-specific mitigation measures are identified to reduce impacts on these resources, as prescribed in Mitigation Measure 4.18-1. All of the tribes identified on the County's tribal consultation lists would be contacted on a project-by-project basis as projects are proposed under the WSGVAP, including the FTBMI and the Kizh Nation, to ensure tribal consultation and project-specific mitigation measures are incorporated into the planning and environmental review process of each discretionary project proposed under the WSGVAP. Therefore, the Project's contribution to this potentially significant cumulative impact would not be cumulatively considerable. Cumulative impacts are considered less than significant.

Mitigation Measures

Mitigation Measure 4.18-1: Tribal Cultural Resources. During subsequent project-level environmental review, the County shall obtain a NAHC SLF Search, as appropriate, and comply with all applicable requirements of AB 52. Pursuant to AB 52, the County shall provide formal notification of the project to

designated contact of each traditionally and culturally affiliated California Native American tribe that has requested notice. The County shall begin the consultation process within 30 days after receiving a tribe's request for consultation. The County shall consider all relevant information available for the property to identify potential tribal cultural resources in the project area, evaluate the project's potential impacts to tribal cultural resources, and mitigate those potential impacts.

If project impacts to tribal cultural resources are determined to be potentially significant, the County shall require the project to incorporate appropriate measures to avoid or minimize impacts to tribal cultural resources, including but not limited to, the measures recommended in Public Resources Code Section 21084.3, tribal monitoring, or other alternative measures identified in consultation with the California Native American tribe. If an archaeological resource that is Native American in origin is identified in the preparation of a Phase I Archaeological Report as required by Mitigation Measure 4.5-2 (refer to Section 4.5, *Cultural Resources*) or Native American archaeological resources are encountered during construction, the County shall consult and coordinate with the California Native American Tribal representatives who are traditionally or culturally affiliated with the geographic area of the development project to evaluate and mitigate impacts in accordance with the requirements set forth in Mitigation Measure 4.5-2.

Level of Significance After Mitigation

Implementation of Mitigation Measure 4.18-1 would reduce program-level and cumulative impacts to tribal cultural resources to less than significant.

4.18.3 References

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4.19 Utilities and Service Systems

This section evaluates potential effects of the proposed West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) related to utilities and service systems, including water, wastewater treatment, stormwater drainage, electric power, natural gas, and telecommunication facilities. 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 (refer to **Appendix A**, *Notice of Preparation Comments*). Comments received did not identify any substantive issues or questions related to utilities and service systems. 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.

4.19.1 Environmental Setting

The "study area" for this analysis of impacts related to utilities and service systems consists of the West San Gabriel Valley Planning Area (WSGV Planning Area or Plan Area), which encompasses 23.2 square miles within the southeast portion of Los Angeles County (County).

Existing Environmental Conditions

Water Supply and Demand

Metropolitan Water District of Southern California 2020 Urban Water Management Plan – Water Estimates

Water supplies are managed through regional wholesalers and local retailers. The Metropolitan Water District of Southern California (MWD) provides imported water to Los Angeles County from the Colorado River Aqueduct and the Sacramento Delta via the California 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. MWD's 2020 UWMP was adopted in June 2021 and is based on SCAG's Regional Transportation Plan/Sustainable Communities Strategy's (RTP/SCS) demographic data, which projects out to a horizon year of 2045.

According the MWD's 2020 UWMP, 91 percent of residents within Los Angeles County receive water from MWD (MWD 2021). According to the 2020 UWMP, MWD has the water supply needed to meet current and projected water demands through 2045 during normal-, historic single-dry-, and historic multiple-dry-year periods, as shown in **Table 4.19-1**, *MWD Supply and Demand Comparison*. Table 4.19-1 presents the water supplies and demands in acre-feet per year (AFY), as estimated for the 2020 UWMP, for the various drought scenarios for the projected planning period of 2025-2045 in five-year increments. Demands are shown with the effects of assumed urban demand reduction (conservation) measures that would be implemented during drought conditions.

TABLE 4.19-1
MWD SUPPLY AND DEMAND COMPARISON (AFY)

Supply and Demand	2025	2030	2035	2040	2045
Average Year					
Supply Totals	3,899,000	3,893,000	3,890,000	3,888,000	3,885,000
Demand Totals	1,427,000	1,388,000	1,362,000	1,378,000	1,403,000
Difference	2,472,000	2,505,000	2,528,000	2,510,000	2,482,000
Single-Dry Year					
Supply Totals	2,772,000	2,761,000	2,760,000	2,760,000	2,757,000
Demand Totals	1,544,000	1,500,000	1,473,000	1,496,000	1,525,000
Difference	1,228,000	1,261,000	1,287,000	1,264,000	1,232,000
Drought Lasting Five Consecutive Water Years					
Supply Totals	2,178,800	2,219,000	2,241,000	2,263,000	2,239,000
Demand Totals	1,592,000	1,570,000	1,537,000	1,539,000	1,564,000
Difference	586,800	649,000	704,000	724,000	675,000

SOURCE: MWD 2021

Greater Los Angeles Countywide Integrated Regional Water Management Plan – Water Estimates

The County also prepared the Greater Los Angeles Countywide Integrated Regional Water Management Plan (IRWMP) in 2017, which provides a regional assessment of water supplies and demands through a horizon year of 2035. Water supply and demand projections in the IRWMP within the WSGV Planning Area through 2035 are listed below.

Projected Water Supplies

Upper Los Angeles River Subregion

Projected water supplies by source in the Upper Los Angeles River IRWM Subregion are shown below in **Table 4.19-2**, *Projected Water Supplies, Upper Los Angeles River IRWM Subregion*.

TABLE 4.19-2
PROJECTED WATER SUPPLIES, UPPER LOS ANGELES RIVER IRWM SUBREGION (AFY)

Water Supplies	2025	2030	2035
Groundwater	123,306	119,206	122,211
Imported Water	278,272	285,974	276,774
Recycled Water	22,432	23,854	25,140
Local Surface Water	952	952	952
Conservation	25,789	33,583	40,081
Stormwater Capture and Direct Use	5,800	9,280	14,500
Water Transfers	23,451	23,451	23,451
Total	**477,376**	**493,481**	**500,228**

SOURCE: LACDPW 2017

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 4.19-3**, *Projected Water Supplies, Upper San Gabriel River and Rio Hondo IRWM Subregion*.

TABLE 4.19-3
PROJECTED WATER SUPPLIES, UPPER SAN GABRIEL RIVER AND RIO HONDO IRWM SUBREGION (AFY)

Water Supplies	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 2017

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 4.19-4**, *Projected Water Supplies, Lower San Gabriel and Los Angeles Rivers IRWM Subregion*.

TABLE 4.19-4
PROJECTED WATER SUPPLIES, LOWER SAN GABRIEL AND LOS ANGELES RIVERS IRWM SUBREGION (AFY)

Water Supplies	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 2017

Projected Water Demand

Projected water demands by IRWM Region/Subregion within the WSGV Planning Area are shown below in **Table 4.19-5** *Existing Water Demands by IRWM Region/Subregion*.

TABLE 4.19-5
EXISTING WATER DEMANDS BY IRWM REGION/SUBREGION (AFY)

IRWM Region/Subregion	2025	2030	2035
Demand By Subregion			
Upper Los Angeles River	477,376	493,481	500,228
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 Demand	**1,223,424**	**1,249,576**	**1,265,000**
Total Supplies	**1,315,411**	**1,342,698**	**1,357,250**
Residual Supplies	**91,987**	**93,122**	**92,250**

SOURCE: LACDPW 2017

As shown in Table 4.19-5, the IRWM projects adequate water supplies to meet water demand throughout all subregions within the WSGV Planning Area through the IRWM's horizon year of 2035.

Wastewater Treatment

Multiple wastewater treatment providers serve the unincorporated areas of the County. The Los Angeles County Sanitation Districts (LACSD) provides wastewater treatment to many unincorporated areas of Los Angeles County, as well as to 78 incorporated cities in the County. The LACSD 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 2024a). The other half is managed through local municipalities, including the City of Los Angeles, and through septic systems.

There are two Water Reclamation Plants (WRPs) within the WSGV Planning Area: the San Jose Creek WRP and the Whittier Narrows WRP. The San Jose Creek WRP is located in the City of Whittier and consists of two hydraulically interconnected facilities that are situated on the east and west sides of the San Gabriel River (I-605) Freeway. The San Jose Creek WRP currently provides primary, secondary, and tertiary treatment for a design capacity of 100 million gallons of wastewater per day (mgd) and serves a large residential population of approximately 1,000,000 people (LACSD 2024b). The Whittier Narrows WRP, located near the City of South El Monte, provides primary, secondary, and tertiary treatment for a design capacity of 15 mgd and serves a population of approximately 150,000 people (LACSD 2024c).

Stormwater Drainage and Management

The Los Angeles County Basin is jointly managed by the Los Angeles County Flood Control District (LACFCD) and the U.S Army Corps of Engineers (USACE), serving the County's unincorporated communities and incorporated cities. The 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 LACFCD's flood protection and water conservation system one of the largest in the world. LACFCD'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 (LACFCD 2024).

Electricity and Natural Gas Service

Southern California Edison (SCE) provides electrical services to the WSGV Planning Area. Southern California Gas (SoCalGas) provides natural gas services to the WSGV Planning Area. Electricity and natural gas service providers are further described in Section 4.6, *Energy,* of this Draft PEIR.

Solid Waste

The Los Angeles County Department of Public Works (LACDPW) provides solid waste collection services to the WSGV Planning Area. LACDPW currently manages two types of solid waste collection systems: Residential Franchise System and Garbage Disposal Districts (GDDs). 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. In a GDD, a contract is awarded to a waste hauler to provide trash collection and recycling services to all residential and commercial properties in designated unincorporated communities that have been recognized as garbage disposal districts. Unincorporated areas that are not franchised or established as a GDD currently operate through an open market system for trash collection services (LACDPW 2024).

In 2022, approximately 10.8 million tons of solid waste was disposed at in-County Class III landfills, transformation facilities, and out-of-County landfills (County of Los Angeles 2023). The Countywide Disposal Rate and Assessment of Disposal Capacity 2022 Annual Report (2022 Annual Report) identifies solid-waste disposal facilities available for use and their remaining capacities throughout their individual lifespans (County of Los Angeles 2023).

Table 4.19-6, *Solid Waste Facilities for the WSGV Planning Area*, lists the permitted solid-waste disposal facilities in the County serving the WSGV Planning area, along with their distance and direction from the WSGV Planning area, types of materials accepted, and an estimate of their remaining capacity and lifetime as of December 31, 2022 (County of Los Angeles 2023). Table 4.19-6 does not include transformation facilities, inert landfills, or debris disposal sites that do not currently accept municipal solid waste. As shown in Table 4.19-6 below, for facilities processing solid waste from the WSGV Planning area, the remaining landfill capacity is approximately 121.81 million tons.

Regulatory Setting

Federal Laws, Regulations, and Policies

Federal Safe Drinking Water Act

The Safe Drinking Water Act (SDWA), administered by the United States Environmental Protection Agency (USEPA) in coordination with the states, is the main federal law that ensures the quality of drinking water. Under the SDWA, USEPA sets standards for drinking water quality and oversees the states localities, and water suppliers who implement those standards. The California Department of Public Health administers the regulations contained in the SDWA in the State of California.

TABLE 4.19-6
SOLID WASTE FACILITIES FOR THE WSGV PLANNING AREA

Facility Name	Permit Number	Materials Accepted	Remaining Capacity (million tons)	Remaining Life (years)
Class III Landfills				
Antelope Valley Public Landfill	19-AA-5624	Agricultural, Asbestos, Construction / Demolition, Contaminated Soil, Green Materials, Industrial, Inert, Mixed Municipal	8.54	8
Chiquita Canyon Sanitary Landfill	19-AA-0052	Mixed Municipal, Green Materials, Construction / Demolition, Industrial, Inert	49.35	25
Lancaster Landfill and Recycling Center	19-AA-0050	Agricultural, Construction/demolition, Industrial, Mixed municipal, Tires, Inert, Green Materials, Asbestos, Sludge (Biosolids), Contaminated Soil	9.71	19
Scholl Canyon Landfill	19-AA-0012	Construction/demolition, Green Materials, Household trash, Industrial, Inert, Tires	2.53	6
Sunshine Canyon City/County Landfill	19-AA-2000	Construction/demolition, Green Materials, Industrial, Inert Materials, Mixed municipal	51.68	15
Total Remaining Landfill Capacity			**121.81**	--

SOURCE: County of Los Angeles 2023

Federal Water Pollution Control Act of 1972 – Clean Water Act

The federal 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 (SWRCB) and the Los Angeles Regional Water Quality Control Board (LARWQCB) are responsible for ensuring implementation and compliance with the provisions of the federal CWA.

National Pollutant Discharge Elimination System

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 CWA was amended in 1987 to include urban and stormwater runoff, which required many cities to obtain an NPDES permit for stormwater conveyance system discharges. Section 402(p) of the Clean Water Act prohibits discharges of pollutants contained in storm water runoff, except in compliance with a NPDES permit.

United States Department of Energy (Energy Policy Act of 2005)

The United States Department of Energy (DOE) is the federal agency responsible for establishing policies regarding energy conservation, domestic energy production and infrastructure. The Federal Energy Regulatory Commission (FERC) is an independent federal agency, officially organized as part of the DOE which is responsible for regulating interstate transmission of natural gas, oil and electricity, reliability of the electric grid and approving of construction of interstate natural gas pipelines and storage facilities. The Energy Policy Act of 2005 has also granted FERC with additional responsibilities of overseeing the reliability of the nation's electricity transmission grid and supplementing state transmission siting efforts in national interest electric transmission corridors.

Federal Communications Commission

The Federal Communications Commission (FCC) requires all new cellular tower construction to be approved by the state or local authority for the proposed site and comply with FCC rules involving environmental review. Additionally, the Telecommunications Act of 1996 requires construction of new cellular towers to comply with the local zoning authority.

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 the State of California.

California Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act established the SWRCB and divided the state into nine regional basins, each with an RWQCB. SWRCB is the primary state agency responsible for protecting the quality of the state's surface and groundwater supplies, while the regional boards are responsible for developing and enforcing water quality objectives and implementation plans. 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. The WSGV Planning Area is located within the jurisdiction of LARWQCB.

The Act authorizes SWRCB to enact state policies regarding water quality in accordance with CWA Section 303. In addition, the act authorizes SWRCB to issue Waste Discharge Requirements (WDRs) for projects that would discharge into state waters. The Porter-Cologne Water Quality Control Act requires that SWRCB or LARWQCB adopt water quality control plans (basin plans) for the protection of water quality. A basin plan must:

- Identify beneficial uses of waters to be protected;
- Establish water quality objectives for the reasonable protection of the beneficial uses; and
- Establish a program of implementation of achieving the water quality objectives.

Basin plans also provide the technical basis for determining waste discharge requirements, taking enforcement actions, and evaluating clean water grant proposals. Basin plans are updated and reviewed every three years in accordance with Article 3 of the Porter-Cologne Water Quality Control Act and Section 303(c) of the CWA.

State Water Resources Control Board

The SWRCB 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 SWRCB has authority over water allocation by administering and regulating appropriative water right permits and licenses, as per the California 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.

Urban Water Management Planning Act

In 1983, the California Legislature enacted the Urban Water Management Planning Act (California Water Code Sections 10610 through 10656). The act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually, should make every effort to ensure reliable water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The act requires the urban water suppliers to prepare an UWMP and update it every five years.

Senate Bill 610

The State of California adopted Senate Bill 610 (SB 610) effective January 1, 2002. SB 610 requires cities and counties, when evaluating large development and redevelopment projects, to request an assessment of the availability of water supplies from the water supply entity that will provide water to a project. The Water Supply Assessment (WSA) is performed in conjunction with the land use approval process associated with a project and must include an evaluation of the sufficiency of the water supplies available to the water supplier to meet existing and future demands, including the demand for a project over a 20-year time period that includes normal, single-dry, and multiple dry years. When a new development project is accounted for in the demand projections of an UWMP, the WSA can refer to the UWMP and no further analysis is necessary.

Senate Bill 7

SB 7, enacted on November 10, 2009, mandates new water conservation goals for UWMPs, requiring Urban Water Suppliers to achieve a 20 percent per capita water consumption reduction by the year 2020 statewide, as described in the "20 x 2020" State Water Conservation Plan. As such, each updated UWMP must now incorporate a description of how each respective urban water supplier will quantitatively implement this water conservation mandate, which requirements in turn must be taken into consideration in preparing and adopting WSAs under SB 610.

Senate Bill X7-7 – Water Conservation Act

SB X7-7 (Water Conservation Act of 2009), codified in California Water Code Section 10608, requires all water suppliers to increase water use efficiency. Enacted in 2009, this legislation sets an overall goal of reducing per capita urban water use, compared to 2009 use, by 20 percent by December 31, 2020. The State of California was required to make incremental progress towards this goal by reducing per capita water use by at least 10 percent on or before December 31, 2015. Monthly statewide potable water savings reached 25.1 percent in February 2017 as compared to that in February 2013. Cumulative statewide savings from June 2015 through February 2017 were estimated at 22.5 percent. Following a multi-year drought and improvements to hydrologic conditions, statewide potable water savings reached 14.7 percent in August 2017 as compared to August 2013 potable water production.

Assembly Bill 939 – California Integrated Waste Management Act

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 Code of Regulations

Title 20: Efficiency Standards for Plumbing

Title 20, Sections 1605.3 (h) and 1505(i) of the California Code of Regulations (CCR) establishes applicable state efficiency standards (i.e., maximum flow rates) for plumbing fittings and fixtures, including fixtures such as showerheads, lavatory faucets, and water closets (toilets). Among the standards, the maximum flow rate for showerheads manufactured on or after July 1, 2018, is 1.8 gallons per minute (gpm) at 80 pounds per square inch (psi); and lavatory faucets manufactured after July 1, 2016, is 1.2 gpm at 60 psi. The standard for toilets sold or offered for sale on or after January 1, 2016, is 1.28 gallons per flush.

CALGreen Code

Part 11 of Title 24, the title that regulates the design and construction of buildings, establishes 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 a positive environmental impact and encouraging sustainable construction practices in the following categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The CALGreen Code includes both mandatory measures as well as voluntary measures. The mandatory measures establish minimum baselines that must be met in order for a building to be approved. The mandatory measures for water conservation provide limits for fixture flow rates, which are the same as those for the Title 20 efficiency standards listed in the previous section. The voluntary measures can be adopted by local jurisdictions for greater efficiency.

Plumbing Code

Title 24, Part 5 of the CCR establishes the California Plumbing Code. The California Plumbing Code sets forth efficiency standards (i.e., maximum flow rates) for all new federally regulated plumbing fittings and fixtures, including showerheads and lavatory faucets. The 2019 California Plumbing Code, which is based on the 2018 Uniform Plumbing Code, has been published by the California Building Standards Commission and went into effect on January 1, 2020.

Title 24, Part 6: Energy Efficiency Standards for Buildings

Title 24, Part 6, of the California Code of Regulations contains the CEC's Energy Efficiency Standards for Residential and Nonresidential Buildings. Title 24 was first established in 1978, in response to a legislative mandate to reduce California's energy consumption. Since that time, Title 24 has been updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

Senate Bill (SB) 244

SB 244, enacted in 2011, requires that for each identified disadvantaged community, water service, storm drain, sewer service, and structural fire protection needs or deficiencies must be addressed.

Sustainable Groundwater Management Act of 2014

The Sustainable Groundwater Management Act (SGMA) of 2014, passed in September 2014, is a comprehensive three-bill package that provides a framework for the sustainable management of groundwater supplies by local authorities. The SGMA requires the formation of local groundwater sustainability agencies to assess local water basin conditions and adopt locally based management plans. Local groundwater sustainability agencies were required to be formed by June 30, 2017.

The SGMA provides 20 years for groundwater sustainability agencies to implement plans and achieve long-term groundwater sustainability and protect existing surface water and groundwater rights. The SGMA provides local groundwater sustainability agencies with the authority to require registration of groundwater wells, measure and manage extractions, require reports and assess fees, and request revisions of basin boundaries, including establishing new subbasins. Furthermore, the SGMA requires governments and water agencies of high and medium priority basins to stop overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under the SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For the basins that are critically over-drafted, the timeline is 2040. For the remaining high and medium priority basins, the deadline is 2042.

Construction and Demolition Waste Materials Diversion Requirements

Signed in 2002, the Construction and Demolition Waste Materials Diversion Requirements (SB 1374) were codified in PRC Section 42919. SB 1374 requires that jurisdictions include in their annual AB 939 report a summary of the progress made in diverting construction and demolition waste. The legislation also required that the California Department of Resources Recycling and Recovery (CalRecycle) adopt a model ordinance for diverting 50 to 75 percent of all construction and demolition waste from landfills. The model ordinance was adopted by CalRecycle on March 16, 2004.

Disposal Measurement System Act of 2008

SB 1016 maintains the 50 percent diversion rate requirement established by AB 939, while establishing revised calculations for those entitles who did not meet the 50 percent diversion rate. SB 1016 also established a per capita disposal measurement system to make the process of goal measurement, as established by AB 939, simpler, timelier, and more accurate. The new disposal-based indicator—the per capita disposal rate—uses only two factors: a jurisdiction's population (or in some cases employment) and its disposal as reported by disposal facilities.

Organic Waste Reduction

Effective September 2016, SB 1383 established two organic waste disposal reduction targets tied to the 2014 baseline of 23 million tons of organic waste disposal that must be achieved by 2020 and 2025. The target is set for 2020 at 50 percent organic waste reduction from 2014 baseline (11.5 million tons allowed landfill disposal of organic waste), and for 2025 at 75 percent organic waste reduction from 2014 baseline (5.75 million tons allowed landfill disposal of organic waste). The law grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

Zero Waste California

Zero Waste California is a State program launched by CalRecycle in 2002 to promote a new vision for the management of solid waste by maximizing existing recycling and reuse efforts, while ensuring that products are designed for the environment and have the potential to be repaired, reused, or recycled. The Zero Waste California program promotes the goals of market development, recycled product procurement, and research and development of new and sustainable technologies.

California Energy Commission

The California Energy Commission (CEC) is a planning agency which provides guidance on setting the State's energy policy. CEC's responsibilities include forecasting electricity and natural gas demand, promoting and setting energy efficiency standards throughout the state, developing renewable energy resources and permitting thermal power plants 50 megawatts and larger. CEC also has specific regulatory authority over publicly owned utilities to certify, monitor and verify eligible renewable energy resources procured.

Senate Bill 1389

SB 1389 (Public Resources Code [PRC] Sections 25300–25323), adopted in 2002, requires the development of an integrated plan for electricity, natural gas, and transportation fuels. Under the bill, CEC must adopt and transmit to the Governor and Legislature an Integrated Energy Policy Report every two years. The 2021 Integrated Energy Policy Report, the latest report published by CEC, provides the results of CEC's assessments related to energy sector trends, building decarbonization and energy efficiency, zero-emission vehicles, energy equity, climate change adaptation, electricity reliability in Southern California, natural gas assessment, and electricity, natural gas, and transportation energy demand forecasts.

Local Laws, Regulations, and Policies

Los Angeles County General Plan 2035, Public Services and Facilities Element

The following goals and policies from the General Plan Public Services and Facilities Element 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.

Regional Municipal Separate Storm Sewer System Permits

The County is a co-permittee under the NPDES stormwater permit covering Los Angeles County (NPDES Permit No. CAS004001). The Municipal Separate Storm Sewer System Permit (MS4) 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 the sewer system.

Regional Water Quality Control Board

As discussed above, 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 WSGV Planning Area is located within the jurisdiction of LARWQCB and is subject to the LARWQCB's Water Quality Control Plan.

Metropolitan Water District 2020 Urban Water Management Plan

As discussed in detail above, MWD is a primary source of water supply within Southern California. Based on the water supply planning requirements imposed on its member agencies and ultimate customers, MWD has adopted a series of official reports on the state of its water supplies. In response to recent developments in the Sacramento Delta, MWD has developed plans intended to provide solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply for its member agencies.

MWD's 2020 UWMP addresses the future of MWD's water supplies and demand through the year 2045. Evaluations are prepared for average year conditions, single dry year conditions, and multiple dry year conditions. MWD has comprehensive plans for stages of actions it would undertake to address up to a 50 percent reduction in its water supplies and a catastrophic interruption in water supplies through its Water Surplus and Drought Management and Water Supply Allocation Plans. MWD has also developed an Emergency Storage Requirement to mitigate against potential interruption in water supplies resulting from catastrophic occurrences within the Southern California region and is working with the State to implement a comprehensive improvement plan to address catastrophic occurrences that could occur outside of the Southern California region. In addition, Metropolitan has plans for supply implementation and continued development of a diversified resource mix, including programs in the Colorado River Aqueduct, State Water Project (SWP), Central Valley transfers, local resource projects, and in-region storage that enables the region to meet its water supply needs.

Greater Los Angeles Countywide Integrated Regional Water Management Plan

The County's Board of Supervisors adopted the IRWMP in 2017 to address the County's complex water quality, resource, and supply issues. The IRWMP was developed in coordination with LACFCD. The IRWMP is comprehensive regionwide plan that provides the framework to develop plans, projects, and programs that an integrated approach to utilize water and other resource management issues regionally. Strategies of the IRWMP include those centered around urban stormwater management, wastewater

quality improvements, maintenance of flood protection, and other environmental needs, including habitat and open space conservation and the provision of sufficient park space.

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.

Los Angeles County Code of Ordinances

Construction and Demolition Debris Recycling and Reuse Ordinance

Chapter 20.87, *Construction and Demolition Debris Recycling and Reuse*, of the Los Angeles County Code sets forth the requirements to increase the recycling and reuse of construction and demolition debris in Los Angeles County, consistent with the goals of the Countywide Sustainability Plan and the County's Zero Waste Plan, in accordance with AB 939.

Except as otherwise provided in Chapter 20.87, applicants shall recycle or reuse project construction and demolition debris, except for soil debris, at the following rates:

- Applicants shall recycle or reuse at least 70 percent of project construction and demolition debris (not consisting of soil and land clearing debris), determined by weight, or at the rate mandated by State law, whichever is more stringent.
- Applicants shall recycle or reuse 100 percent of land clearing debris.
- Applicants shall recycle or reuse 100 percent of soil debris. Notwithstanding the preceding requirement, if an applicant demonstrates, to the satisfaction of the Director, that it is not feasible for the applicant to recycle or reuse 100 percent of soil debris, the applicant may dispose in an inert debris engineered fill operation (IDEFO)[1] any soil debris that it cannot feasibly recycle or reuse.

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 SB 1383 regulations.

Los Angeles County Stormwater Ordinance

Chapter 12.80, *Stormwater and Runoff Pollution Control*, of the Los Angeles County Municipal Code was developed to protect the health and safety of the residents of the County by protecting the beneficial uses, marine habitats, and ecosystems of receiving waters within the County from pollutants carried by

[1] Inert debris engineered fill operation" or "IDEFO" means a facility defined in Title 14, Division 7, Chapter 3, Article 5, section 17388(l) of the California Code of Regulations, that is authorized to accept soil debris and certain types of inert debris.

stormwater and non-stormwater discharges. In addition, the Stormwater and Runoff Pollution Control of the Los Angeles County Municipal Code protect the water quality of the receiving waters of the County and the U.S., consistent with the act.

Los Angeles County Building Code

Effective January 1, 2023, the County's Building Code, Title 26 of the County's Code of Ordinances, is based on the 2022 California Building Code, Title 24, California Code of Regulations.

County of Los Angeles 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 NPDES MS4 permit for stormwater and non-stormwater discharges from the MS4 within the coastal watersheds of the County (NPDES Permit No. CAS004001). 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, including those within the WSGV Planning Area, are required to comply with the LID Standards Manual.

4.19.2 Environmental Impacts

Methodology

As described in Chapter 3, *Project Description*, of this Draft PEIR, the WSGVAP is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the WSGVAP would encourage development in a manner consistent with the Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the WSGV Planning Area. Rather, it assesses the impacts associated with the proposed modifications to existing land uses and zoning and the associated overall effects of buildout of the WSGVAP through 2045. Analysis at a parcel or site-specific level was not conducted, because the specific location, timing, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, where detailed analysis would be speculative and, therefore, beyond the scope of this Draft PEIR.

As detailed in Chapter 3, *Project Description*, and in this section, the WSGVAP proposes land use and zoning modifications to increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit. In addition, the WSGVAP proposes to decrease densities in hazard areas, wildland-urban interface (WUI) areas, and areas within or adjacent to natural resource areas. Table 3-1, *Land Use and Zoning Change Summary for Proposed Growth and Preservation,* in Chapter 3, *Project Description,* summarizes the WSGVAP proposed land use and zoning modifications on a community-basis. The unincorporated WSGV communities that include the proposed land use and zoning modifications include Altadena, East Pasadena – East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, and South San Gabriel.

The evaluation of impacts related to utilities and service systems is based on a review of existing conditions in the WSGV Planning Area, the anticipated physical effects that would occur with implementation of the WSGVAP, and applicable regulations and policies that govern utilities and service systems. In determining the level of significance of potential impacts, the analysis assumes that future development associated with adoption and implementation of the WSGVAP would comply with all relevant laws, regulations, and policies.

Significance Thresholds

Consistent with the California Environmental Quality Act (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 WSGVAP Goals and Policies

The WSGVAP is intended to the guide long-term growth of the WSGV Planning Area, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. Since the WSGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time.

WSGVAP Goals and Policies

The following WSGVAP goals and policies are relevant to utilities and service systems:

Land Use Element

Goal LU-1: Growth facilitates sustainable development patterns and is targeted to areas with existing and future transit access, proximity to commercial services and employment centers, and is aligned with supportive infrastructure and access to public facilities.

> **Policy LU-1.1: Foster sustainable growth patterns.** Concentrate growth within one mile from major transit stops, one-half mile from high-quality transit corridors, and one-quarter mile from commercial corridors and commercial areas where there is access to existing or proposed transit and everyday services within walking and biking distance.

Goal LU-2: Sustainable and resilient growth patterns effectively consider local hazards and safeguard the well-being of all community members.

Policy LU-2.5: **Underground new and existing utility infrastructure.** Support the undergrounding of all new and existing utility infrastructure when not disruptive to sensitive biological and cultural resources. Prioritize high-fire-risk areas for transitioning existing utility infrastructure underground.

Goal LU-5: A resilient and sustainable community that balances development with the conservation of natural resources.

Policy LU-5.10: Implement green infrastructure for water management. Encourage the implementation of sustainable strategies to increase the use of permeable pavements, rain gardens, bioswales with locally native plants, green roofs, and other strategies, aimed at enhancing stormwater absorption, slowing runoff, and improving water quality.

Policy LU-5.11: Support gray water and water reuse technologies. Encourage and promote the installation of gray water infrastructure and water reuse and capture technologies for existing residential and small-scale development.

Conservation and Open Space Element

Goal COS-7: Watersheds are preserved and protected from the impacts of development, recreation, and agricultural uses, ensuring their ecological integrity and function for future generations.

Policy COS-7.1: Design infrastructure for watershed protection. Ensure that all development projects incorporate natural infrastructure to protect and enhance the absorption, purification, and retention functions of natural drainage systems. Development should align with existing hydrological patterns, restore disturbed or degraded natural drainage systems, and incorporate sufficient buffer zones around sensitive water resources and habitats to preserve biological integrity and minimize development impacts.

Goal COS-8: Local waterways are maintained to mimic the hydrologic cycle, provide ecosystem services, and support both locally native and migratory species.

Policy COS-8.2: Naturalized water channels. Prioritize the use of bioengineering alternatives over traditional "hard" solutions such as concrete or riprap for flood protection, where feasible. Favor naturalistic, ecologically sensitive approaches that align with stream preservation and ecological integrity.

Policy COS-8.3: Multi-benefit spaces for water quality improvements. Provide multi-benefit spaces incorporating environmental services with water quality improvements. These can include slowing and capturing water for groundwater recharge, installing bioswales, using locally native vegetation, and creating habitat for birds and pollinators. Provide public access where feasible.

Goal COS-9: Streams, wetlands, natural drainage channels, riparian habitat, and other natural intermittent and perennial waterbodies that are protected, preserved, and restored.

Policy COS-9.2: Mechanisms for water resource protection. Enhance water resource protection mechanisms, such as a stream protection ordinance and buffer zones to protect, preserve and restore natural buffers around waterbodies, especially in natural areas and SEAs

Public Services and Facilities Element

Goal PSF-1: Public and private services and facilities are accessible and effectively meet the diverse needs of residents

Policy PSF-1.6: Enhance and adapt utility service capacity. Enhance infrastructure and service capacity to support development in growth areas to align with the demands of new and existing developments.

Goal PSF-5: An equitable, informed and engaged community empowered to participate in local government and decision making.

Policy PSF-5.3: Prioritize equitable distribution of utility services. Site new utility infrastructure with consideration of optimal service delivery and minimal disruption to communities and prioritize the equitable distribution of utility services across the Planning Area.

Impact Analysis

Impact 4.19-1: 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. As discussed in greater detail in Section 4.14, *Population and Housing,* under full buildout of the WSGVAP, the Area Plan is projected to accommodate 25,954 new residents, 10,874 new households, and 16,243 new jobs through the horizon year of 2045. The difference between existing projected growth and growth anticipated under the WSGVAP is approximately 16,061 residents, 6,729 jobs, and 14,707 housing units, which equates to a 1.5, 1.9, and 3.0 percent difference, respectively. While adoption of the WSGVAP would increase land use and zoning densities and development intensity, which could result in population growth, this projected growth under the WSGVAP would be consistent with the anticipated growth accounted for in the County's adopted Housing Element and slightly larger than the Southern California Association of Governments' (SCAG's) population growth forecast for the region through the buildout horizon of 2045. However, the difference in growth between SCAG's forecasts and the WSGVAP would be approximately 1.5 percent, which is not considered substantial; therefore, the anticipated growth under the WSGVAP is considered generally consistent with SCAG's regional population forecasts.

While the timing, location, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, growth under the WSGVAP within the WSGV Planning Area is anticipated to be gradual throughout the buildout horizon of 2045. As a result, the WSGVAP would not substantially increase regional capacity needs beyond what was already anticipated. In addition, future projects implementing the goals and policies of the WSGVAP 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.

Nevertheless, the projected growth under the Area Plan would result in an increased demand for water, wastewater treatment, storm drainage, electric power, natural gas, and telecommunication services which

may require the construction or relocation of facilities, which could cause significant environmental impacts. Each service is discussed separately below.

Water

As described above in *Existing Conditions*, both MWD and the County project sufficient water supply availability under normal, single dry and multiple dry years. While growth under the WSGVAP was not specifically accounted for in MWD's 2020 UWMP, MWD would be required to account for this projected growth during the next UWMP update cycle in 2025. Thus, MWD's UWMP would account for future development in the WSGV Planning Area through the water management planning process prior to the WSGVAP's buildout horizon year of 2045. In the event of a water supply shortage as described in the MWD's 2020 UWMP and 2021 Water Shortage Contingency Plan (WSCP), MWD would implement its response actions to six water shortage stages, which correspond to progressively severe water shortage conditions as compared to the normal reliability condition.

Future projects developed under the WSGAVP would be required to comply with all applicable federal, State, and local laws, regulations, and policies related to water supply and conservation. Future projects would also be required to demonstrate the availability of water to service the development, as required and applicable, in the form of will-serve letters and, for larger projects, preparation of a WSA per SB 610. If additional water conveyance and/or infrastructure facilities were required to be constructed, a separate environmental analysis would be required. However, further analysis of such improvements to the water system, including a specific location for a new or expanded water facilities or alteration of the existing water facilities which would service the WSGV Planning Area and the greater County, would be speculative at this time and, therefore, beyond the scope of this Draft PEIR. If future projects developed under the WSGVAP would require the construction and operation of new or expanded water supply facilities, construction or expansion of such facilities would be subject to project-level environmental review in accordance with CEQA at the time it is proposed. This project-level review would identify any significant environmental impacts that could result from the construction and operation of such facilities and would identify project-specific mitigation measures to lessen or avoid any significant impacts as feasible.

In addition, the County and local water providers have water conservation measures and programs to reduce water demand, which have been incorporated into the General Plan, County's Code of Ordinances, and other applicable plans and programs. The WSGVAP builds off the General Plan by including additional goals and policies specific to the WSGV Planning Area that would reduce water demand of future projects developed under the Area Plan. Future projects developed under the WSGVAP would be required to demonstrate consistency with these goals and policies of the WSGVAP as part of subsequent planning and environmental review processes in accordance with the County's permitting requirements and CEQA.

The majority of future projects developed under the WSGVAP is anticipated to be infill and would rely on the existing water distribution network that has sufficient capacity to convey available water supplies. Moreover, it is anticipated that the County's overall water infrastructure system would be improved over the next 20 years through the buildout horizon of 2045, particularly as redevelopment occurs and the system services additional residences and businesses. Furthermore, beyond construction and installation of new or expanded water facilities undertaken by the County (i.e., water treatment plants, water

reclamation/recycling facilities, pump stations), would be the responsibility of MWD and other applicable water providers to plan and design and construct new water supply facilities, which would also be subject to individual CEQA review and clearance. Therefore, impacts associated with implementation of the WSGVAP are considered less than significant.

Wastewater

The majority of future projects developed under the WSGVAP is anticipated to be infill within urban areas of the WSGV Planning Area and near existing wastewater infrastructure. Future projects would rely on the existing wastewater network, which has sufficient capacity throughout the WSGV Planning Area and throughout the County. Furthermore, in order for the LACSD, which serves the Plan Area, to conform to the requirements of the federal Clean Air Act, 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 SCAG's regional growth forecast. Since the WSGVAP projected growth is anticipated to be consistent with SCAG's regional population forecasts, improvements to the capacity of LACSD's wastewater system and infrastructure would occur in time with the growth projected under the Area Plan.

In addition, the WSGVAP includes goals and policies related to wastewater, which build off of the similar goals and policies of the General Plan. Future projects developed under the WSGVAP would be required to demonstrate consistency with these goals and policies of the WSGVAP as part of subsequent planning and environmental review processes in accordance with the County's permitting requirements and CEQA. In addition, future projects developed under the WSGVAP would be required to comply with all applicable federal, State, and local laws, regulations, and policies. Such regulations including, but are not limited to, the latest adopted edition of the California Plumbing Code and CALGreen Code, including the provisions for water-efficient fixtures and toilets, which would reduce the amount of effluent entering the wastewater system.

If future projects developed under the WSGVAP would require the construction and operation of new or expanded wastewater facilities, construction or expansion of such facilities would be subject to project-level environmental review in accordance with CEQA at the time it is proposed. This project-level review would identify any significant environmental impacts that could result from the construction and operation of such facilities and would identify project-specific mitigation measures to lessen or avoid any significant impacts as feasible.

Therefore, adoption and implementation of the WSGVAP would not result in insufficient wastewater collection and treatment and no new or expanded wastewater treatment facilities would be needed. Impacts are considered less than significant.

Stormwater Drainage

As discussed in Section 4.10, *Hydrology and Water Quality*, future projects developed under the WSGVAP would be required to comply with all applicable construction and operational laws, regulations, and permits related to hydromodification and discharging into the County's sewer system, such as the Los Angeles County MS4 Permit (Order No. R4-2021-0105, NPDES Permit No. CAS004004) and the County's Stormwater and LID Ordinances. In addition, the WSGVAP includes goals and policies related to stormwater, which would build off the similar goals and policies of the General Plan. Future

projects developed under the WSGVAP would be required to demonstrate consistency with these goals and policies of the WSGVAP as part of subsequent planning and environmental review processes in accordance with the County's permitting requirements and CEQA. In addition, future projects developed under the WSGVAP would be required to comply with all applicable federal, State, and local laws, regulations, and policies. Therefore, regulatory compliance and consistency with applicable goals and policies would ensure that runoff would not inundate existing storm drainage facilities such that new or expanded facilities would be required with implementation of the WSGVAP. Therefore, impacts are considered less than significant.

Electric Power, Natural Gas, and Telecommunications

Future development associated with implementation of the WSGVAP would result in an incremental increase in electricity, natural gas, and telecommunications demand. The WSGV Planning Area and surrounding areas are highly urbanized and are currently served by existing utility infrastructure, and implementation of the WSGVAP 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.

Should upgrades to these utility service systems and/or infrastructure be required in the future, construction of future facilities would be subject to subsequent environmental review under CEQA and required to comply with the County's requirements for construction projects, including but not limited to, grading permits and encroachment permits. Therefore, Project-related demand for new electricity, natural gas, and telecommunications services would not result in additional impacts related to the provision of telecommunication infrastructure. Impacts are considered less than significant.

Impact 4.19-2: 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 WSGVAP is a long-range policy document that would increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways as well as within some select existing lower-density residential areas near commercial corridors and transit. While adoption of the WSGVAP would increase land use and zoning densities and development intensity, which could result in population growth, this projected growth under the WSGVAP is accounted for in the County's Housing Element and is generally consistent with SCAG's regional population growth forecast through 2045.

As discussed under Impact 4.19-1, MWD's 2020 UWMP projects sufficient water supply availability under normal, single dry and multiple dry years through 2045. While growth under the WSGVAP was not specifically accounted for in MWD's 2020 UWMP, MWD would be required to account for this projected growth during the next UWMP update cycle in 2025. Thus, MWD's UWMP would account for future development in the WSGV Planning Area through the water management planning process prior to the WSGVAP's buildout horizon year of 2045. In addition, as shown in Tables 4.19-1 and 4.19-5 above, the region has a surplus of water supply compared to the water demand, which would be used to supply the growth under the WSGVAP. 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.

In the event of a water supply shortage as described in the MWD's 2020 UWMP and 2021 WSCP, MWD would implement its response actions to six water shortage stages, which correspond to progressively severe water shortage conditions as compared to the normal reliability condition. Implementation of the WSCP strategies would ensure adequate water supply even during water shortages.

In addition to the MWD's 2020 UWMP, the County's IRWMP identifies the Upper Los Angeles River Subregion, the Upper San Gabriel and Rio Hondo Subregion, and the Lower San Gabriel and Los Angeles Rivers Subregion as waters sources for the WSGV Planning Area. 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 Los Angeles River Subregion, the Upper San Gabriel and Rio Hondo Subregion, and the Lower San Gabriel and Los Angeles Rivers Subregion would have sufficient water supplies to meet projected regional demands through 2035. All of the water purveyors that provide water supplies to the unincorporated communities within the WSGV Planning Area forecasted water demand within their service areas for the year 2035 within the IRWMPs.

Future projects developed under the WSGAVP would be required to comply with all applicable federal, State, and local laws, regulations, and policies related to water supply and conservation. The County and local water providers have water conservation measures and programs to reduce water demand, which have been incorporated into the General Plan, County's Code of Ordinances, and other applicable plans and programs. Future projects developed under the WSGVAP would also be required to comply with applicable General Plan policies related to water conservation and efficiency, including Policy PS/F 2.1, Policy PS/F 2.2, Policy PS/F 3.1, and Policy PS/F 3.2, listed above. Furthermore, the WSGVAP builds off the General Plan by including additional goals and policies specific to the WSGV Planning Area that would reduce water demand of future projects developed under the Area Plan. Future projects developed under the WSGVAP would be required to demonstrate consistency with these goals and policies of the WSGVAP as part of subsequent planning and environmental review processes in accordance with the County's permitting requirements and CEQA. Therefore, regulatory compliance and consistency with the General Plan and WSGVAP goals and policies would encourage water conservation and reduce demand on water supplies, which would reduce significant environmental effects associated with water supplies. Therefore, impacts related to water supplies are considered less than significant.

Impact 4.19-3: 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. While the WSGVAP itself does not include any physical development, future projects developed under the WSGVAP could increase population growth within the WSGV Planning Area, which in turn could result in increased localized demand for wastewater treatment. As described above *Existing Environmental Conditions*, the San Jose Creek WRP has a capacity of 100 mgd, while the Whittier Narrows WRP has a 15 mgd capacity.

Implementation of the General Plan 2045 could result in approximately 3.9 mgd (4,455 AFY). As mentioned in Section 4.19-1, *Environmental Setting*, wastewater in the Planning Area is treated at either the HWRP or the JWPCP. Based on a current ADFW of 275 mgd and capacity of 450 mgd at the HWRP and a current treatment of 260 mgd and capacity of 400 mgd at the JWPCP, there is a remaining capacity of 175 mgd and 140 mgd, respectively. Given that the Project would generate approximately 3.9 mgd, the

remaining treatment capacity at the HWRP and the JWPCP would be sufficient to accommodate the increase in wastewater demand citywide, and no major improvements would be required.

As discussed above, the majority of future projects developed under the WSGVAP are anticipated to be infill within urban areas of the WSGV Planning Area and near existing wastewater infrastructure. Future projects would rely on the existing wastewater network, which has sufficient capacity throughout the WSGV Planning Area and throughout the County. Furthermore, in order for the LACSD, which serve the Plan Area, to conform to the requirements of the federal Clean Air Act, 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 SCAG's regional growth forecast. Since the WSGVAP projected growth is anticipated to be consistent with SCAG's regional population forecasts, improvements to the capacity of LACSD's wastewater system and infrastructure would occur in time with the growth projected under the Area Plan.

In addition, the WSGVAP includes goals and policies related to wastewater, which build off of the similar goals and policies of the General Plan. Future projects developed under the WSGVAP would be required to demonstrate consistency with these goals and policies of the WSGVAP as part of subsequent planning and environmental review processes in accordance with the County's permitting requirements and CEQA. In addition, future projects developed under the WSGVAP would be required to comply with all applicable federal, State, and local laws, regulations, and policies. Such regulations including, but are not limited to, the latest adopted edition of the California Plumbing Code and CALGreen Code, including the provisions for water-efficient fixtures and toilets, which would reduce the amount of effluent entering the wastewater system.

Future project developed under the WSGVAP would be required to demonstrate consistency 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. In addition, General Plan Implementation Program PS/F1, Planning Area Capital Improvement Plans, requires County Planning and LACDPW to jointly secure sources of funding and to set priorities for preparing studies to assess infrastructure needs for Planning Areas, including the WSGV 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 WSGV communities. Implementation Program PS/F 1 would ensure adequate treatment capacity is available in the WSGV Planning Area to service future development and that impacts of buildout of the WSGVAP on wastewater treatment capacity would be less than significant.

Impact 4.19-4: 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. As discussed above under Impact 4.19-1, the difference between existing projected growth and growth anticipated under the WSGVAP is approximately 16,061 residents, 6,729 jobs, and 14,707 housing units, which equates to a 1.5, 1.9, and 3.0 percent difference, respectively. While adoption of the WSGVAP would increase land use and zoning densities and development intensity, which could result in population growth, this projected growth under the WSGVAP is accounted for in

the County's Housing Element and is generally consistent within SCAG's regional population growth forecast through 2045. While the timing, location, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, growth under the WSGVAP within the WSGV Planning Area is anticipated to be gradual throughout the buildout horizon of 2045. As a result, the WSGVAP would not substantially increase regional capacity needs beyond what was already anticipated. Nevertheless, future development and growth in the WSGVP Planning Area under the WSGVAP would increase the generation of solid waste during construction and operation.

During construction of future development associated with implementation of the WSGVAP, 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). Construction-related waste including, but not limited to, soil, asphalt, wood, paper, glass, plastic, metals, and cardboard would be disposed of in one of a number of inert debris engineered fill operations that are located throughout the County. Any contaminated soil that is found during excavation would be assumed to be disposed of in a facility that could accept such waste. 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.

As shown in **Table 4.19-7**, *Estimated Solid Waste Generation*, operation of future projects developed under the WSGVAP would generate approximately 46,063 tons or 32,902 cubic yards of solid waste annually.

TABLE 4.19-7
ESTIMATED SOLID WASTE GENERATION

Category	Net New	Disposal Rate[a] (pounds/capita/day)	Solid Waste Generation (daily)		Annual Solid Waste Generation	
			Pounds/Capita/Day	Tons	Annual Tons	Cubic Yards[b]
Residents	25,954	6.6	171,296	85.6	31,244	22,317
Jobs	16,243	5.0	81,215	40.6	14,819	10,585
Total			**252,511**	**126.2**	**46,063**	**32,902**

SOURCE: ESA, 2024.

NOTES:

a. Disposal rate based on CalRecycle's calculated disposal rate for 2021 (most recent available information).
b. One cubic yard = 1.4 tons.

For the solid waste that would be disposed of at landfills, the 10 Class III landfills in the County have a combined remaining capacity of approximately 142.67 million tons. The potential annual solid waste generated under the WSGVAP would represent approximately 0.03 percent of the remaining capacity of these landfills. Over the 20-year buildout horizon of the WSGVAP, it is anticipated that 921,260 tons would be generated, which is 0.6 percent of the remaining capacity. Therefore, the remaining capacity would be sufficient to accommodate the solid waste generated by future projects developed under the WSGVAP. In addition, all future projects developed under the WSGVAP would be required to comply with federal, state, and local statutes and regulations related to solid waste, including the California Code of Regulations, California Public Resources Code, and the General Plan and County Code of Ordinances. Therefore, adoption and implementation of the WSGVAP would not 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. Impacts are considered less than significant.

Impact 4.19-5: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less-Than-Significant Impact. As discussed above, buildout of the WSGVAP would not generate quantities of solid waste that would exceed state or local standards, exceed local infrastructure capacity, or otherwise impair the attainment of solid waste reduction goals. Future projects developed under the WSGVAP would be required to comply with all applicable federal, State, and local laws, regulations, and policies related to solid waste. Disposal of solid waste generated from future projects developed under the WSGVAP would also be consistent the goals and policies of the Los Angeles County Integrated Waste Management Plan, General Plan, and the WSGVAP related to diversion of solid waste, recycling, and composting. Therefore, impacts associated with conflict with federal, state, or local statutes or regulations related to solid waste are considered less than significant.

Cumulative Impacts

For the purposes of this analysis of cumulative impacts related to utilities and service systems, the geographic area of consideration consists of Los Angeles County, inclusive of both the unincorporated and incorporated areas. 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 the utility service providers that serve the County if they exceed the capacity of current and projected infrastructure.

Impact 4.19-6: 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 Cumulative Impact. The WSGVAP, combined with other past, present, or reasonably foreseeable projects, would increase demand for water supply, wastewater treatment, stormwater drainage, electric power, natural gas, and telecommunication facilities. 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, which could cause or contribute to a significant cumulative impact.

Since the anticipated growth under the WSGVAP is generally consistent with SCAG's regional population forecasts, as discussed above, the increased demand on utilities associated with the projected growth under the WSGVAP would be accounted for in the utility providers service plans. As such, implementation of the WSGVAP would not 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. Cumulative impacts are considered less than significant.

Impact 4.19-7: Would the Project cause or contribute a cumulatively considerable contribution to a significant cumulative impact relating to insufficient water supplies?

Less-Than-Significant Cumulative Impact. Cumulative water demands could exceed planned levels of supply, which could potentially require building new water treatment facilities or expanding existing facilities beyond what is currently planned for in existing capital improvement plans for water infrastructure and facilities. As discussed above, construction and installation of new conveyance and distribution infrastructure would be the responsibility of MWD and the County. The MWD and the County's water suppliers would also be responsible to plan, design and construct these new water supply facilities, and would also be subject to individual CEQA review and clearance to determine whether any would have significant environmental impacts. Therefore, the Project's incremental contribution to impacts would not be cumulatively considerable. Cumulative impacts are considered less than significant.

Impact 4.19-8: Would the Project cause or contribute a cumulatively considerable contribution to a significant cumulative impact relating to inadequate wastewater treatment capacity?

Less-Than-Significant Cumulative Impact. The WSGVAP, 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 the 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. Consistency with the additional policies and goals outlined in the General Plan would ensure that future projects, including those developed under the WSGVAP, do not exceed the combined capacity of wastewater treatment plants in the County. Specifically, 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; and Policy PS/F 4.2 requires the County to support capital improvement plans and improve on aging and insufficient wastewater infrastructure.

Since the anticipated growth under the WSGVAP is generally consistent with SCAG's regional population forecasts, as discussed above, improvements to the capacity of LACSD's wastewater system and infrastructure would occur in time with the growth projected under the Area Plan. Therefore, future projects developed under the WSGVAP would not impact LACSD's existing wastewater system and the Project's incremental contribution to impacts would not be cumulatively considerable. Cumulative impacts are considered less than significant.

Impact 4.19-9: 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 Cumulative Impact. The WSGVAP, 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 the County or if they would violate state or local solid waste disposal regulations.

As discussed above, solid waste generated by the buildout of the WSGVAP would not exceed State or local standards, or in exceed the capacity of the County's landfills, or otherwise impair the attainment of solid waste reduction goals. Additionally, future projects developed under the WSGVAP in combination with other cumulative projects would be required to comply with AB 939, which requires the County to construct new solid waste infrastructure if its capacity will be exhausted in 15 years. Therefore, cumulative impacts related to generation of solid waste are considered less than significant.

Impact 4.19-10: Would the Project cause or contribute a cumulatively considerable contribution to a significant cumulative impact relating to federal, state, and local management and reduction statutes and regulations related to solid waste?

Less-Than-Significant Cumulative Impact. Disposal of solid waste generated by cumulative development as well as the Project would be subject to the requirements set forth in AB 939, AB 341, and the policies in the Los Angeles County Integrated Waste Management Plan. Moreover, the majority of future cumulative projects would be required to comply with the applicable federal, State, and local laws and regulations, which would require diversion of 80 percent of solid waste generated in the unincorporated county areas from landfills by 2025; 90 percent by 2035; and 95 percent or more by 2045. Furthermore, the County is committed to maintaining 15 years' worth of identified disposal capacity in conformance with AB 939. As such, implementation of the WSGVAP in combination with other cumulative projects would comply with applicable regulations related to management and reduction of solid waste. As a result, the Project's contribution to cumulative impacts would not be cumulatively considerable. Cumulative impacts are considered less than significant.

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.

4.19.3 References

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4.20 Wildfire

This section addresses the potential impacts of the West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) related to wildfire, including impacts on an emergency response and/or emergency evacuation plan; potential for the exacerbation of wildfire risk; the installation of infrastructure that could increase wildfire risk; and impacts on people or structures from post-fire conditions or drainage changes. 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. Impacts related to exposure to wildfires are also addressed in Section 4.9, *Hazards and Hazardous Materials,* of this Draft PEIR.

During the scoping period for the PEIR, written and oral comments were received from agencies, organizations, and the public (refer to **Appendix A,** *Notice of Preparation & Comments Received*). 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.

4.20.1 Environmental Setting

Existing Environmental Conditions

The West San Gabriel Valley Planning Area (WSGV Planning Area or Plan Area) encompasses 23.2 square miles within the southeast portion of Los Angeles County (County) and is loosely bound by the Cities of Glendale and Los Angeles to the west; the San Gabriel Mountains and the Angeles National Forest to the north; the Cities of Azusa, Irwindale, and West Covina to the east; and the City of Pico Rivera to the south. The northern unincorporated WSGV communities of Altadena, Kinneloa Mesa, and La Crescenta-Montrose all border the San Gabriel Mountains and the Angeles National Forest.

Fire Hazard Severity Zones and Wildfire Risk

The State's Fire Hazard Severity Zones (FHSZs) are mapped based on fuel loading, slope, fire history, weather, and other relevant factors as directed by Sections 4201–4204 of the California Public Resources Code and Sections 51175– 51189 of the California Government Code. Fire hazard severity zones are designated in three types of areas based on what level of government is financially responsible for preventing and suppressing wildfires, as follows:

- **Federal Responsibility Areas (FRAs):** Within FRAs, the federal government is financially responsible for wildfire suppression.
- **State Responsibility Areas (SRAs):** Within SRAs, the state is financially responsible for wildfire suppression. The FHSZs in SRAs are based on potential fuels, fire weather conditions, and terrain, and represent potential fire hazard exposure to structures and other human infrastructure assets. The FHSZ areas are adopted as a Title 14 regulation of the California Code of Regulations (CCR), and fulfill the obligations laid out in Public Resources Code (PRC) 4201-04, and are important in various fire safety regulations, building construction standards, and real estate hazard disclosure requirements. SRAs are recognized by the Board of Forestry and Fire Protection as areas where the California Department of Forestry and Fire Protection (CAL FIRE) is the primary emergency response agency responsible for fire suppression and prevention.

- **Local Responsibility Areas (LRAs):** Within LRAs, cities or counties are financially responsible for wildfire suppression. Under the authority of California Government Code 51175 through 51180, CAL FIRE makes recommendations of FHSZs in LRAs, which the relevant local agencies are then required to designate by ordinance. The FHSZs in LRAs are based on the same hazard model used for SRAs, but only for areas that meet the criteria for the "very high" classification (i.e., VHFHSZs). These areas confer similar fire safety regulations as those required in SRA FHSZ zones. Within LRAs in Los Angeles County, the Los Angeles County Fire Department (LACoFD) is the primary emergency response agency for fire suppression and prevention.

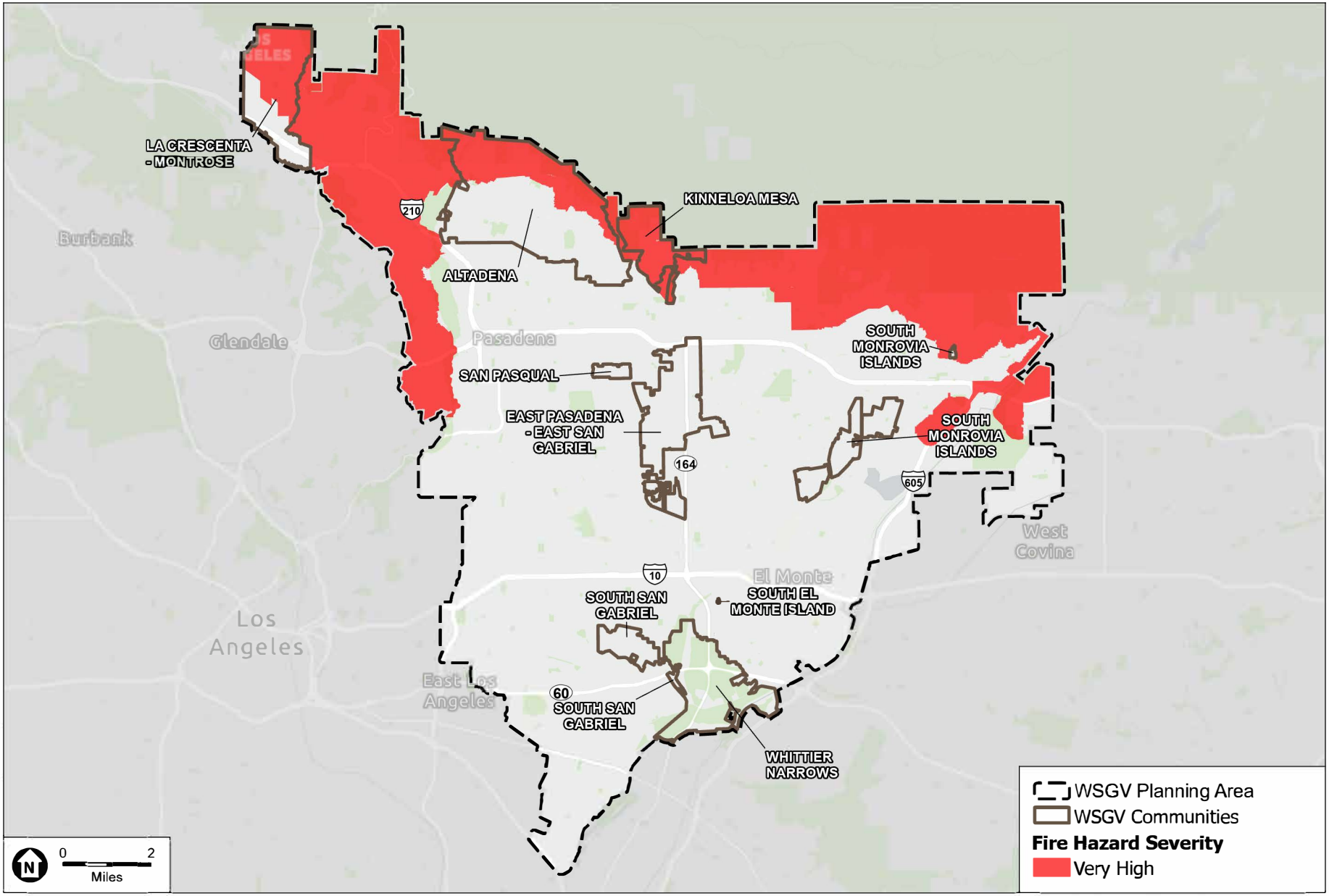
Figure 4.20-1, *Fire Hazards within the WSGV Planning Area,* shows the VHFHSZ within the WSGV Planning Area. As shown in Figure 4.20-1, portions of the northern area of the WSGV Planning Area, including the unincorporated WSGV communities of Altadena, La Crescenta-Montrose, and Kinneloa Mesa are designated as VHFHSZs.

The County is one of six California counties that have executed a contract with the State of California to provide wildland fire protection on SRAs. LACoFD has the responsibility as a contract agency to implement the State Strategic Fire Plan, functionally operates as a unit of the CAL FIRE and is responsible for Strategic Fire Plan activities in the County, as discussed further under the 2021 LACoFD Strategic Plan in *Regulatory Setting*. The VHFHSZs within the WSGV Planning Area are designated as both SRAs and LRAs, where CAL FIRE and LACoFD are responsible for fire suppression and prevention.

Vegetation and Land Cover

Wildland fire behavior is strongly influenced by vegetation (fuel) type, fuel moisture and the arrangement and continuity of fuels, and thousands of homes have been lost in the County due to the types of vegetation around them (LACoFD 2022b). The WSGV Planning Area is a highly urban and suburban environment developed with differing land use types and densities. Non-contiguous vegetation limits the amount of surface fuel load available to burn, which inhibits the spread of wildfires. Since the majority of the WSGV Planning Area is primarily an urban environment, the majority of the Plan Area is not located in a designated VHFHSZ and would not be subjected to fire prevention measures as prescribed burns or other broadscale vegetation management protocols.

However, a few undeveloped or semi-open space areas remain, including portions of the San Gabriel Mountains, Angeles National Forest, and San Rafael Hills; Hahamongna Park and Devil's Gate Reservoir; Santa Fe Dam; and Whittier Narrows, and a range of open space and recreational facilities; designated Significant Ecological Areas (SEAs); and the wildland urban interface (WUI) along the northern border of the Plan Area. There are three SEAs within the WSGV Planning Area, including the Altadena Foothills and Arroyos SEA, San Gabriel Canyon SEA, and Puente Hills SEA. Various habitats and vegetation communities are present within the WSGV Planning Area including but not limited to Southern Sycamore Alder Riparian Woodland, Open Engelmann Oak Woodland, Riversidian Alluvial Fan Sage Scrub, Southern Coast Live Oak Riparian Forest, critical habitat for Braunton's milkvetch, critical habitat for southwestern willow flycatcher, critical habitat for coastal California gnatcatcher, non-native/ornamental, and disturbed (refer to Section 4.4**,** *Biological Resources)*.



Path: U:\GIS\GIS\Projects\19xxxx\D20190435_03_WSGV\03_Project\WSGV_Area_Plan\WSGV_Area_Plan.aprx Figure 4.9-1 Fire Hazards Zones, jmckay 4/25/2024

SOURCE: County of Los Angeles, 2022; ESA, 2024.

West San Gabriel Valley Area Plan

Figure 4.20-1
Fire Hazards within the WSGV Planning Area

ESA

Topography

Topography influences fire risk by affecting fire spread rates. Typically, steep terrain results in faster fire spread up slope and slower spread down slope. Terrain that forms a funneling effect—such as chimneys, chutes, or saddles—on the landscape can result in especially intense fire behavior, including faster spread and higher intensity. Conversely, flat terrain tends to have little effect on fire spread, resulting in fires that are driven by vegetation and wind.

Within the WSGV Planning Area, topography ranges between 177 and 2,600 feet above mean sea level (amsl) (USGS 2023b). There are County-designated Hillside Management Areas (HMAs), which contain slopes in excess of 25 percent, within the northern portions of the unincorporated WSGV communities of Altadena, La Crescenta-Montrose, and Kinneloa Mesa. The topography within the remaining six unincorporated WSGV communities is relatively flat to gently sloping with no steep slopes (refer to Section 4.7, *Geology and Soils,* of this Draft PEIR for more detail).

Wildland-Urban Interface

Wildfire is a continuous threat in Southern California and is particularly concerning in the wildland-urban interface (WUI), the geographic area where urban development either abuts or intermingles with wildland or vegetative fuels. Within the WSGV Planning Area, there are various WUI areas within the unincorporated WSGV communities of Altadena, La Crescenta-Montrose, and Kinneloa Mesa as these communities abut the San Gabriel Mountains and foothills and the Angeles National Forest.

Fire Protection and Emergency Response Services

As discussed in Section 4.9, *Hazards and Hazardous Materials,* of this Draft PEIR, 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 events. It is the responsibility of government to undertake an ongoing comprehensive approach to emergency management in order to avoid or minimize the adverse effects of hazardous events, including 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 (OAEOP) 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 OAEOP provides guidance and procedure for the County to prepare for, respond to, and recover from the effects of large-scale emergencies. Due to the size of the County, the OAEOP has been subdivided into Disaster Management Areas, where the WSGV Planning Area is located within Disaster Management Areas C and D (OEM 2023).

In addition, the General Plan identifies Freeway Disaster Routes and Highway Disaster Routes within Figure 12.6 of the Safety Element. Designated disaster routes are located within the unincorporated WSGV communities of La Crescenta-Montrose, Altadena, East Pasadena-East San Gabriel, South Monrovia Islands, and Whittier Narrows (County of Los Angeles 2022).

Regulatory Setting

Federal Laws, Regulations, and Policies

Disaster Mitigation Act of 2000

The Disaster Mitigation Act (DMA) 2000 (Public Law 106-390) provides the legal basis for the Federal Emergency Management Agency's (FEMA's) mitigation planning requirements for state, local and tribal governments as a condition of mitigation grant assistance. DMA 2000 amended the Robert T. Stafford Disaster Relief and Emergency Assistance Act by repealing the previous mitigation planning provisions and replacing them with a new set of requirements that emphasize the need for state, local, and tribal entities to closely coordinate mitigation planning and implementation efforts. The requirement for a state mitigation plan is continued as a condition of disaster assistance, adding incentives for increased coordination and integration of mitigation activities at the state level through the establishment of requirements for two different levels of state plans. DMA 2000 also established a new requirement for local mitigation plans and authorized up to seven percent of Hazard Mitigation Grant Program funds available to a State for development of state, local, and tribal mitigation plans.

Federal Response Plan

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies, including the American Red Cross, that (1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of state and local governments overwhelmed by a major disaster or emergency; (2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and (3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a Presidential declaration of a major disaster or emergency.

Federal Emergency Management Agency Regulations

The primary mission of FEMA is to reduce the loss of life and property and protect the nation from all hazards, including natural disasters, acts of terrorism, and other human-made disasters, by leading and supporting the nation in a risk-based, comprehensive emergency management system of preparedness, protection, response, recovery, and mitigation. The Southern California Association of Governments (SCAG), which the WSGV Planning Area is within, is under the jurisdiction of FEMA Region 9, which covers Arizona, California, Hawaii, Nevada, Guam, American Samoa, Commonwealth of Northern Mariana Islands, Republic of Marshall Islands, Federated State of Micronesia, and more than 150 sovereign tribal entities. In Southern California, FEMA Region 9 specifically plans for hazards such as major earthquakes and wildfires.

National Fire Plan

The Department of the Interior's National Fire Plan is intended to ensure an appropriate federal response to severe wildland fires, reduce fire impacts to rural communities, and ensure sufficient firefighting capacity in the future (U.S. Department of the Interior 2007). The Rural Fire Assistance program is funded to enhance the fire protection capabilities of rural fire districts and safe and effective fire suppression in the WUI. The program promotes close coordination among local, state, tribal, and federal firefighting resources by conducting training, equipment purchase, and prevention activities on a cost-shared basis.

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 Department of Forestry and Fire Protection Threat Potential Mapping

CAL FIRE has mapped fire threat potential throughout California, based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The threat levels include no fire threat, Moderate, High, and Very High fire threat. CAL FIRE produced a 2024 Strategic Fire Plan for California, which contains goals, objectives, and policies to prepare for and mitigate the effects of fire on California's natural and built environments. CAL FIRE's Office of the State Fire Marshal provides oversight of enforcement of the California Fire Code (CFC) as well as overseeing hazardous liquid pipeline safety.

Governor's Office of Planning and Research Fire Hazard Planning Technical Advisory

This planning guide is one in a series of technical advisories provided by the Governor's Office of Planning and Research (OPR). OPR issues technical guidance on issues that broadly affect land use planning, including the application of CEQA. The goal of this technical advisory is to provide a robust planning framework for addressing fire hazards, reducing risk, and increasing resilience across California's diverse communities and landscapes. To accomplish this goal, it is essential that local agencies (i.e., cities and counties) develop and incorporate effective policies and implementation programs in their general plans and integrate their general plans with other relevant hazard and risk reduction policies, plans, and programs. This advisory provides guidance on those policies and programs to develop effective fire hazard policies for general plans.

Senate Bill 99

In November 2018, the Camp Fire devastated the town of Paradise, California, killing 86 people and destroying nearly 19,000 structures. One reason the Camp Fire was so deadly was the lack of adequate evacuation routes to simultaneously allow residents to leave and first responders to enter. Although modern developments require adequate ingress and egress routes, many existing developments, such as those in Paradise, predate these requirements. SB 99, signed into law on August 30, 2019, requires cities to identify in the safety element of their general plans any residential developments in any wildfire hazard areas that do not have at least two emergency evacuation routes.

Senate Bill 1241

In 2012, Senate Bill 1241 (SB 1241) added Section 66474.02 to Title 7 Division 2 of the California Government Code, commonly known as the Subdivision Map Act. The statute prohibits subdivision of parcels designated very high fire hazard, or that are in an SRA, unless certain findings are made prior to

approval of the tentative map. The statute requires that a city or county planning commission make three new findings regarding fire hazard safety before approving a subdivision proposal. The three findings are, in brief: (1) the design and location of the subdivision and its lots are consistent with defensible space regulations found in PRC Section 4290-91, (2) structural fire protection services will be available for the subdivision through a publicly funded entity, and (3) ingress and egress road standards for fire equipment are met per any applicable local ordinance and PRC Section 4290. The Occupational Safety and Health Act (29 Code of Federal Regulations [CFR] Parts 70 to 2400), which is implemented by the Federal Occupational Safety and Health Administration (OSHA), contains provisions with respect to hazardous materials handling. Federal OSHA requirements, as set forth in 29 CFR Section 1910 et seq., are designed to promote worker safety, worker training, and a worker's right–to-know. In California, OSHA has delegated the authority to administer OSHA regulations to the State of California.

Assembly Bill 38 (California Emergency Services Act)

AB 38 requires the Natural Resources Agency, by July 1, 2021, and in consultation with the State Fire Marshal and the Forest Management Task Force, to review the regional capacity of each county that contains a very high fire hazard severity zone to improve forest health, fire resilience, and safety, as specified. On or after July 1, 2021, the bill would require a seller of real property located in a high or very high fire hazard severity zone to provide specified documentation to the buyer that the real property is in compliance with the wildfire protection measures or a local vegetation management ordinance or enter into an agreement with the buyer pursuant to which the buyer will obtain documentation of compliance.

Assembly Bill 2551

Approved in 2018, AB 2551 Forestry and Fire Prevention: Joint Prescribed Burning Operation authorizes CAL FIRE to collaborate with private landowners on controlled burns to reduce wildfire fuel. Mismanagement of the forests can lead to a build-up of forest underbrush that serves as a perfect fuel for wildfires. By allowing small, non-industrial landowners to choose to individually implement various fire prevention programs, such as prescribed burns, AB 2551 promotes good, local forest management in the state.

California Strategic Fire Plan

The State's Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and the CAL FIRE. By placing the emphasis on what needs to be done long before a fire starts, the State's Fire Plan looks to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health. The current plan was adopted in 2019, which reflects CAL FIRE's goals of (1) fire prevention and suppression activities to protect lives, property, and ecosystem services, and (2) natural resource management to maintain the state's forests as a resilient carbon sink to meet California's climate change goals and to serve as important habitat for adaptation and mitigation. CAL FIRE is in the process of updating the 2019 Strategic Fire Plan.

California Disaster Assistance Act

The California Disaster Assistance Act (CCR Title 19, Chapter 6) authorizes the Director of the Cal OES to administer a disaster assistance program that provides financial assistance from the state for costs incurred by local governments as a result of a disaster event. Funding for the repair, restoration, or replacement of public real property damaged or destroyed by a disaster is made available when the Director concurs with a local emergency proclamation requesting state disaster assistance.

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 of the CCR, also known as the State Responsibility Area Fire Safe Regulations, was amended by the CAL FIRE 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.

2022 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.

In addition to the building construction requirements in the California Building Code and California Residential Code, Chapter 49 Requirements for Wildland-Urban Interface Areas contains requirements for development and construction in LRAs designated as VHFHSZ and areas designated by the Board of Forestry and Fire Protection as SRAs. The chapter includes mitigation strategies to reduce the hazards of fire originating within a structure spreading to wildland and fire originating in wildland spreading to structures. These strategies are included in the following requirements: 1) Development of fire protection plans; 2) Development of landscape plans and long-term vegetation management; and 3) Creation and maintenance of defensible space to protect structures and subdivisions.

Regional 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 3.4: Reduce the risk of wildland fire hazards through the use of regulations and performance standards, such as fire-resistant building materials and vegetation.

Policy S 3.5: Encourage the use of fire-resistant vegetation that is compatible with the area's natural vegetative habitats in fuel modification activities.

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

Most recently updated in 2023, the County's OAERP addresses both the County's planned response to extraordinary emergency situations impacting unincorporated areas of the county as well as Operational Area (OA) coordination. The OAERP does not apply to day-to-day emergency incidents, or the established procedures used to respond to and manage such emergencies. Rather, the OAERP focuses on the operational concepts related to all-hazards emergency response and recovery, including maintaining the County's continued compliance with the National Response Framework (NRF), National Incident Management System (NIMS), National Disaster Recovery Framework (NDRF), California Standardized Emergency Management System (SEMS), principles of the Incident Command System (ICS), and the National Preparedness Goal. It facilitates multiagency and multi-jurisdictional coordination during emergency operations, public information functions, resource management, and recovery efforts. The Los

Angeles County OA consists of the county and all political subdivisions within the geographical boundaries of the county, including the WSGV Planning Area (OEM 2023).

2021 LACoFD Strategic Plan

As noted above, LACoFD has the responsibility as a CAL FIRE contract County to implement the State's 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 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 LACoFD also includes goals to support local Fire Safe Councils and to work with communities to develop Community Wildfire Protection Plans (LACoFD 2021).

4.20.2 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 WSGVAP measures and actions would comply with relevant federal, state, and local laws, ordinances, and regulations.

As described in Chapter 3, *Project Description*, of this Draft PEIR, the WSGVAP is a policy document that does not include or propose any site-specific development that could directly result in construction or operational impacts to the environment. However, implementation of the WSGVAP would encourage development in a manner consistent with the Area Plan, which would facilitate additional future development. Therefore, this Draft PEIR does not assess the site-specific construction and operation details of each future development within the WSGV Planning Area. Rather, it assesses the impacts associated with the proposed modifications to existing land uses and zoning and the associated overall effects of buildout of the WSGVAP through 2045. Analysis at a parcel or site-specific level was not conducted, because the specific location, timing, and type of future projects proposed to be developed under the WSGVAP are unknown at this time, where detailed analysis would be speculative and, therefore, beyond the scope of this Draft PEIR.

As discussed above, CAL FIRE is required to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. These designations, referred to as FHSZs, mandate how people construct buildings and protect property to reduce risk associated with wildfire(s). The CAL FIRE designated FHSZs are generally used in the California Environmental Quality Act (CEQA) to establish if a project is "located in or near state responsibility areas or lands classified as very high fire hazard severity zones." This determination subsequently informs the applicability of thresholds listed below. If it is determined that a project is not located in or near a FHSZ, the thresholds of significance for wildfire would not apply, and the project would, by default, be assumed to have a less-than-significant impact pertaining to wildfire hazards or an adopted emergency response/evacuation plan.

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; or

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.

Proposed Project Characteristics and Relevant WSGVAP Goals and Policies

The WSGVAP is intended to the guide long-term growth of the WSGV Planning Area, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. Since the WSGVAP is planning for future growth within the Plan Area, no actual development is being proposed at this time.

WSGVAP Goals and Policies

The following WSGVAP goals and policies are relevant to wildfire:

Land Use Element

Goal LU-2: Sustainable and resilient growth patterns that effectively consider local hazards and safeguard the well-being of all community members.

Policy LU-2.1: Direct growth away from hazard areas. Direct future growth and development away from designated environmental hazard areas, including Fire Hazard Severity Zones, high-flood-risk areas, areas prone to landslides, and polluting uses.

Policy LU-2.2: Prohibit development without adequate fire protection. In fire hazard areas, prohibit development where there is insufficient access, water pressure, fire flow rates, or other accepted means of adequate fire protection.

Policy LU-2.3: Limit expansion of the wildland/urban interface. Direct future growth and development away from wildland/urban interface areas along the San Gabriel Mountains and foothills to minimize exposure to future hazards and habitat impacts.

Policy LU-2.4: Ensure adequate road access. Ensure new development is designed to be accessible from existing public roads and provides direct access to multiple primary roads to support community members' safety and aid in efficient evacuation during hazard events.

Policy LU-2.5: Underground new and existing utility infrastructure. Support the undergrounding of all new and existing utility infrastructure when not disruptive to sensitive biological and cultural resources. Prioritize high-fire-risk areas for transitioning existing utility infrastructure underground.

Policy LU-2.6: Limit fuel modification and preserve 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.

Policy LU-2.7: Manage Vegetation. Proactively manage vegetation in fire hazard areas under the guidance of a biologist to avoid impacts on sensitive resources, sensitive species, and fire-resistant native species.

Policy LU-2.8: Prioritize site developments to ensure safety. 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. In addition, sites and structures must be adjacent to existing development perimeters and avoid incorporating long driveways.

Impact Analysis

Impact 4.20-1: Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. As discussed in Section 4.9, *Hazards and Hazardous Materials*, the WSGVAP is intended to guide long-term growth of the WSGV Planning Area and would allow new development and redevelopment within the WSGV Planning Area at densities and intensities higher than currently exist. Future projects developed under the WSGVAP would primarily be infill development, located along major roadways and commercial corridors and within select areas near commercial corridors and transit with low existing residential densities, with existing access to the regional circulation system. Nevertheless, continued growth and development associated with implementation of the WSGVAP has the potential to strain the emergency response and recovery capabilities of federal, State, and local governments. Coordination among various city and County departments is necessary to ensure adequate emergency response.

The law requires extensive documentation of the community, the region, its hazards, history, and future plans. As discussed in the *Regulatory Setting* above, the County's OAERP provides the framework for responding to major emergencies or disasters. The goals of this plan are to outline a strategy to prepare for, respond to, and recover from an emergency or disaster for 88 cities, 137 unincorporated communities and 288 special districts in the county, including the unincorporated WSGV communities. The OAERP identifies how the emergency response plan aligns with other local, state, and federal authorities. The OAERP identifies various emergency management phases, incident management systems, and identifies operational priorities. In addition, the County's All-Hazard Mitigation Plan establishes mitigation responsibilities of the various County departments and unincorporated communities, including the WSGV Planning Area. The All-Hazards Mitigation Plan establishes the County's emergency policies and procedures in the event of a disaster. It ensures the most effective allocation of resources for the maximum benefit and protection of the public during an emergency.

The General Plan also includes goals and policies that ensure that emergency response and evacuation is not impaired or interfered with by new development. General Plan Policy S-4.2 directs that subdivisions shall provide adequate evacuation and emergency vehicle access to and from the subdivision on streets or street systems that are evaluated for their traffic access or flow limitations, including but not limited to

weight or vertical clearance limitations, dead-end, one-way, or single lane conditions. In addition, proposed WSGVAP Policy LU-2.4 ensures that any new development is designed to be accessible from existing public roads and provides direct access to multiple primary roads to support safety and aid in efficient evacuation during hazard events. Future projects developed under the WSGVAP would be required to demonstrate consistency with these General Plan and WSGVAP policies to minimize impacts to emergency response plans.

In addition, future projects developed under the WSGVAP would also be subject to subsequent planning and environmental review in accordance with County permitting requirements and CEQA. As part of subsequent planning and environmental review, individual projects proposed under the WSGVAP would be reviewed by the County and LACoFD prior to the obtaining project approval and relevant permits to ensure that projects do not interfere with applicable emergency response plans or evacuation plans, including the County's OAERP and All-Hazard Mitigation Plan. Through subsequent environmental review, future projects' impacts to the regional and local circulation systems, including construction-related traffic congestion and emergency access issues, would be identified and mitigated to the greatest extent feasible, as necessary. Therefore, subsequent planning and environmental review by the County and LACoFD prior to obtaining project approval and relevant permits would ensure impacts to emergency response and evacuation would be minimized.

While the proposed land use and zoning modifications included in the WSGVAP would allow new development and redevelopment within the WSGV Planning Area at densities and intensities higher than currently exist, the majority of the proposed growth would be concentrated along commercial corridors and major roadways as well as within select areas near commercial corridors and transit with low existing residential density as infill development with existing access to emergency access routes. Furthermore, compliance with existing laws and regulations and consistency with the goals and policies contained in the General Plan and the WSGVAP (including proposed WSGVAP Policy LU-2.4) would ensure that potential impacts to emergency response would be less than significant. Additionally, approval of the WSGVAP itself, as a policy document, would not change these regulations. Rather, the WSGVAP includes policies that support and enhance existing emergency systems. Therefore, impacts related to impairment of an adopted emergency response plan or emergency evacuation plan are considered less than significant.

Impact 4.20-2: Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less-than-Significant Impact. As discussed above, the majority of the WSGV Planning Area is located outside of designated VHFHSZs and has relatively flat topography with limited vegetated or open space areas. However, portions of the northern area of the WSGV Planning Area, including the unincorporated WSGV communities of Altadena, La Crescenta-Montrose, Kinneloa Mesa are designated as VHFHSZs. The VHFHSZs are in areas that are designated either as HMAs or with slopes that abut open space or the Angeles National Forest and the San Gabriel Mountains and foothills. These topographic and vegetation characteristics could contribute to increased fire risks in the designated VHFHSZs.

A main land use strategy of the WSGVAP is to decrease intensities in hazard areas, WUI areas, and areas within or adjacent to natural resource areas. The land use and zoning modifications proposed under the

WSGVAP that aim to reduce densities and development intensities in these preservation areas are listed in Table 3-1, *Land Use and Zoning Change Summary for Proposed Growth and Preservation*, in Chapter 3, *Project Description*, of this Draft PEIR. In addition, maps depicting these proposed land use and zoning modifications are included in **Appendix C,** *WSGV Planning Area Communities: Land Use and Zoning Modification Maps.*

In addition to the Area Plan's preservation land use strategy, the WSGVAP also includes goals and policies that direct growth away from areas prone to fire hazards. Proposed WSGVAP Policy LU-2.1 encourages future growth and development to be directed away from environmental hazard areas, including FHSZs. Proposed WSGVAP Policy LU-2.3 encourages all future growth and development to be directed away from WUI areas along the San Gabriel Mountains and foothills to minimize exposure to future hazards. Proposed WSGVAP Policy LU-2.4 ensures that any new development is designed to be accessible from existing public roads and provides direct access to multiple primary roads to support safety and aid in efficient evacuation during hazard events. Proposed WSGVAP Policy LU-2.8 requires that development sites and structures in fire hazard areas 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 incorporating long driveways. Proposed WSGVAP Policy LU-2.2 prohibits development in areas with insufficient access, water pressure, fire flow rates, or other accepted means for adequate fire protection.

Furthermore, the Safety Element of the General Plan includes goals and policies aimed to prevent or minimize personal injury, loss of life, and property damage due to fire hazards. Safety Element Policy S 4.1 prohibits new subdivisions in VHFHSZs unless: (1) the new subdivision is generally surrounded by existing or entitled development or is located in an existing approved specific plan or is within the boundaries of a communities facility district adopted by the County prior to January 1, 2022, including any improvement areas and future annexation areas identified in the County resolution approving such district; (2) the County determines there is sufficient secondary egress; and (3) the County determines the adjoining major highways and street networks are sufficient for evacuation as well as safe access for emergency responders under a range of emergency scenarios, as determined by the County. Safety Element Policy S 4.2 directs that new subdivisions shall provide adequate evacuation and emergency vehicle access to and from the subdivision on streets or street systems that are evaluated for their traffic access or flow limitations, including but not limited to weight or vertical clearance limitations, dead-end, one-way, or single lane conditions. Safety Element Policy S 4.4 directs the reduction of the risk of wildland fire hazards through meeting minimum State and local regulations for fire-resistant building materials, vegetation management, fuel modification, and other fire hazard reduction programs. Policy S 4.6 directs that infrastructure requirements for new development meet minimum state and local regulations for ingress, egress, peak load water supply availability, anticipated water supply, and other standards within FHSZs. Safety Element Policy S 4.7 discourages building mid-slope, on ridgelines and on hilltops, and specifies adequate setbacks on and below slopes to reduce risk from wildfires and post-fire, rainfall-induced landslides and debris flows. Safety Element Policy S 4.8 supports the retrofitting of existing structures in FHSZs to meet current safety regulations, such as the CBC and CFC, to help reduce the risk of structural and human loss due to wildfire. All future projects developed under the WSGVAP would be required to demonstrate consistency with the goals and policies of the WSGVAP and General Plan, which in turn would help to minimize fire hazards.

In addition, fire suppression services in the WSGV Planning Area are provided by the LACoFD and CAL FIRE. The LACoFD and CAL FIRE operate in accordance with the CFC, which includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. In addition, the County has adopted the CBC, which includes mandatory fire safety measures for all development within the state. As part of the planning and building approval process, all future commercial and residential buildings developed under the WSGVAP would be plan-checked by County building officials for compliance with the CBC. Typical fire safety requirements of the CBC include the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas.

Furthermore, future projects developed under the WSGVAP would also be subject to subsequent planning and environmental review in accordance with County permitting requirements and CEQA. Through subsequent environmental review, impacts related to exacerbating fire risks associated with future projects developed under the WSGVAP would be identified and mitigated to the greatest extent feasible, as necessary. In addition, future projects would be required to comply with all applicable federal, State, and local laws, regulations, and policies, including but not limited to the California and County Fire Codes. Compliance with the applicable Fire Codes would ensure that any new future development in the unincorporated County would have adequate emergency access for emergency vehicles and evacuation.

Therefore, compliance with the all applicable laws, regulations, and codes and consistency with the General Plan and the WSGVAP would minimize risks of wildfire in the VHFHSZs within the WSGV Planning Area with implementation of the WSGVAP. As such, the Project would result in a less-than-significant impact related to the potential exposure of future project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire.

Impact 4.20-3: Would the Project 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?

Less-than-Significant Impact. The WSGVAP is intended to guide long-term growth of the WSGV Planning Area through community-specific goals, policies, and implementation programs in combination with land use and zoning modifications in the nine unincorporated WSGV communities. As discussed above under Impact 4.20-2, implementation of the WSGVAP would not exacerbate wildfire risks and would not necessitate the installation of fire prevention infrastructure, such as fuel breaks and emergency water sources.

Future projects developed under the WSGVAP would be required to comply with all relevant federal, State, and local laws, regulations, and codes as well as would be subject to subsequent planning and environmental review. As part of subsequent planning and environmental review, individual projects proposed under the WSGVAP would be reviewed by the County and LACoFD prior to the obtaining project approval and/or relevant permits to ensure that projects prepare and incorporate all applicable project-specific wildfire plans and protection measures, including fire prevention infrastructure, such as fuel breaks and emergency water sources, in order to minimize wildfire risks. In addition, impacts related

to wildfire and fire prevention infrastructure would be evaluated on a project-by-project basis and mitigated to the greatest extent feasible, as necessary. Therefore, subsequent planning and environmental review by the County and LACoFD prior to obtaining project approval and relevant permits would ensure impacts to associated with fire prevention infrastructure would be minimized. As such, the Project would result in a less-than-significant impact related to the fire prevention infrastructure.

Impact 4.20-4: Would the Project 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?

Less-than-Significant Impact. As discussed above under Impact 4.20-2, the majority of the WSGV Planning Area is located outside of designated VHFHSZs and has relatively flat topography with limited vegetated or open space areas. However, portions of the northern area of the WSGV Planning Area, including the unincorporated WSGV communities of Altadena, La Crescenta-Montrose, and Kinneloa Mesa are designated as VHFHSZs. The VHFHSZs are in areas that are designated either as HMAs or with slopes that abut open space or the Angeles National Forest and the San Gabriel Mountains and foothills. These topographic and vegetation characteristics could contribute to secondary effects of wildfire, including downslope flooding, landslides or slope stability, within the designated VHFHSZs.

A main land use strategy of the WSGVAP is to decrease intensities in hazard areas, WUI areas, and areas within or adjacent to natural resource areas. The land use and zoning modifications proposed under the WSGVAP that aim to reduce densities and development intensities in these preservation areas, which would reduce the amount of residents and structures that could be exposed to these secondary effects of wildfire. In addition to the Area Plan's preservation land use strategy, the WSGVAP also includes goals and policies that direct growth away from areas prone to fire hazards, including proposed WSGVAP Policy LU-2.1, LU-2.3, Policy LU-2.4, and LU-2.8, as listed above. These policies supplement the General Plan goals and policies related to wildfire within the WSGV Planning Area. Future projects developed under the WSGVAP would be required to demonstrate consistency with the relevant goals and policies of the General Plan and WSGVAP in order to minimize effects of wildfire, including secondary effects.

In addition, as further discussed in Section 4.7, *Geology and Soil,* and Section 4.10, *Hydrology and Water Quality*, of this Draft PEIR, future projects developed under the WSGVAP would be required to comply with all applicable federal, State, and local laws, regulations, and requirements, including the National Pollution Discharge Elimination System (NPDES) Construction General Permit, General Permit for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities, and Stormwater Pollution Prevention Plan (SWPPP); the CBC and County's Building Code; and the County's Municipal Separate Storm Water System (MS4) Permit and Low Impact Design (LID) Ordinance. In addition, all future project developed under the WSGVAP would subject to subsequent planning and environmental review in accordance with the County's permitting requirements and CEQA. As part of subsequent planning and environmental review, individual projects proposed under the WSGVAP would be reviewed by the County and LACoFD prior to the obtaining project approval and/or relevant permits to ensure that projects are consistent with the CBC and County Building Code and incorporate project-specific best management practices (BMPs) and all applicable engineering and geotechnical measures related to slope stability. Therefore, implementation of the WSGVAP would not result in changes to

runoff or drainage patterns that could exacerbate downslope or downstream flooding and thereby expose people or structures to associated risks. Impacts are considered less than significant.

Cumulative Impacts

For the purposes of this analysis of cumulative impacts related to wildfire, the geographic area of consideration consists of the 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 the County if they substantially interfere with or impair implementation of emergency response or evacuation plans of adjacent or other jurisdictions accounted for in the General Plan, exacerbate wildfire risks, require installation or maintenance of fire-related infrastructure that could result in adverse impacts, or expose people or structures to post-wildfire flooding and landslide risks.

Impact 4.20-5: 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 Cumulative Impact. The WSGVAP and all other cumulative projects in the County are subject to a number of emergency response plans, most notably the County's OAERP and All-Hazard Mitigation Plan, which provides guidance for the County's response to emergency situations, including wildfire and emergency evacuation. In addition, the WSGVAP and all other cumulative projects in the County are subject to compliance with the numerous federal, State, and County laws, regulations, polices, and development standards adopted to ensure new adequate access for emergency response and evacuation. Regulatory compliance would ensure that implementation of the WSGVAP would not combine with potential cumulative projects and result in a significant cumulative impact related to impairment of an adopted emergency response plan or emergency evacuation plan. Therefore, cumulative impacts related to the impairment of adopted emergency response plans or emergency evacuation plans is considered less than significant.

Impact 4.20-6: Due to slope, prevailing winds, and other factors, would the Project, when combined with other past, present, or reasonably foreseeable projects, exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less-than-Significant Cumulative Impact. Development in the County, particularly in or near VHFHSZs, could increase the risk of wildfire by introducing new sources of ignition (i.e., vehicles, employees, and visitors) into those areas. However, compliance with all applicable federal, State, and local laws and regulations would require the Project and all cumulative projects to adhere with requirements relating to emergency planning and preparedness, fire service features, building services and systems, access requirements, water supply, fire and smoke protection features, building materials, construction requirements, defensible space and vegetation management, and specific requirements for specialized uses involving flammable and hazardous materials.

Each of the code requirements outlined above has been developed over many decades to reduce the risks associated with wildfire. Cumulative development that may occur would be subject to these or similar requirements, as would the Project, and the implementation of these standard requirements would reduce

impacts associated with accidental ignitions and would also reduce impacts associated with wildfires encroaching onto sites from adjacent areas. Therefore, a cumulatively significant effect would not occur. Cumulative impacts are considered less than significant.

Impact 4.20-7: Would the Project, when combined with other past, present, or reasonably foreseeable projects, 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?

Less-than-Significant Cumulative Impact. In addition to development proposed under the WSGVAP, any new development within Los Angeles County, including unincorporated areas, would be subject to Title 32 of the County Code. Compliance with the County Fire Code would ensure that any new development would have adequate access for emergency vehicles and personnel, and adequate water and pressure to meet flow standards. Compliance with the County Fire Code would also ensure that any developments located within VHFHSZs, including associated infrastructure improvements, would be properly designed, constructed, and inspected prior to and during occupancy. In this regard, future fire risks would be addressed at the design and construction stage of a given project before potential impacts could result. Infrastructure included with future cumulative projects, including those proposed under the WSGVAP, would be evaluated as part of the CEQA project-level review, which would identify any potentially significant impacts and mitigation requirements to address those impacts. As such, cumulative impacts associated with the provision and maintenance of new infrastructure to serve future proposed development is considered less than significant.

Impact 4.20-8: Would the Project, when combined with other past, present, or reasonably foreseeable projects, 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?

Less-than-Significant Cumulative Impact. Development in the County could increase secondary effects associated with wildfire if new development is located within areas with steep slopes and in designated VHFHSZs. However, all future cumulative projects, including those proposed under the WSGVAP, would be required to comply with all applicable federal, State, and local laws and regulations, including but not limited to the NPDES permits and SWPPP, CBC, County Building Code, County LID Ordinance. In addition, any development proposed in these areas would be subject to engineering and permit review as part of the County approval process, and potential constraints associated with upslope areas or other factors would be evaluated at the time of application and appropriate design standards implemented prior to issuance of building permits. Based on these considerations, the effect of implementation of the Project in combination with other cumulative projects would not create a cumulatively considerable effect. Therefore, cumulative impacts are considered less than significant.

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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CHAPTER 5
Project Alternatives

5.1 Introduction to Alternatives

The California Environmental Quality Act (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.

5.2 Project Objectives

The overarching vision of the WSGVAP is to provide for the diverse needs of the WSGV communities, to incentivize neighborhood-serving small business commercial centers integrated with mixed-use development, to conserve natural resources and direct development away from hazard areas, to preserve existing industrial uses, and to improve urban greening in commercial corridors to provide for the varied interests and needs of the residents, workers, and visitors of the WSGV Planning Area.

The primary objectives of the WSGVAP are to:

1. Foster harmonious and coordinated growth balanced with the preservation of natural areas and resources within the WSGV Planning Area. Implement growth that locates resident-serving uses in proximity to residential with enhanced urban greening and historic preservation;
2. Improve connectivity and walkability within the communities of the WSGV Planning Area to create pedestrian-friendly, accessible neighborhoods with complete streets. Promote landscaping and other greening measures, lighting, wayfinding signage, and open spaces along the streets to create community-centric “healthy streets”;
3. Strengthen community identity and culture through inclusion of multi-functional spaces and facilities that foster play, social cohesion, cultural inclusivity, exploration, dining, recreation, and entertainment throughout the WSGV Planning Area;
4. Improve the jobs-housing balance within the WSGV Planning Area through increasing access to workforce training, partnerships with targeted employers, and skills development resources in order to connect community members to local well-paying and high-quality career opportunities.
5. Promote economic development in the WSGV Planning Area by attracting a wide range of businesses, including small businesses and non-profits, to create neighborhood-serving commercial centers/corridors integrated with mixed-use development with diverse options for housing, shopping, entertainment, recreation, and amenities;
6. Preserve areas within or adjacent to natural resources or hazard areas and in the wildland-urban interface by decreasing land use densities and development intensities;
7. Create strong community identity through public art, street beautification, and activities and programming centered around the community centers; and
8. Develop goals, policies, and implementation programs that support smart growth, sustainable development, and equitable enhancement of residential neighborhoods while preserving the historical resources of the WSGV Planning Area.

5.3 Significant and Unavoidable Impacts

As evaluated throughout Chapter 4, *Environmental Analysis*, of this Draft PEIR, the following impacts related to the West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project) have been determined to be significant and unavoidable after implementation of all feasible mitigation measures:

- **Aesthetics (refer to Section 4.1, *Aesthetics*, for detailed discussion)** Four significant and unavoidable impacts could occur with implementation of the WSGVAP, where development facilitated under the Area 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 West San Gabriel Valley Planning Area (WSGV Planning Area or Plan Area) due to building heights, bulk, pattern, scale, character, or other features.
- **Air Quality (refer to Section 4.3, *Air Quality*, for detailed discussion)** Four significant and unavoidable impacts could occur with implementation of the WSGVAP, where development facilitated under the Area Plan would result in a cumulative considerable net increase of any criteria pollutant for which the Area 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, *Biological Resources*, for detailed discussion)** Four significant and unavoidable impacts could occur with implementation of the WSGVAP, where development facilitated under the Area 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).
- **Cultural Resources (refer to Section 4.5, *Cultural Resources*, for detailed discussion)** Three significant and unavoidable impacts could occur with implementation of the WSGVAP, where development facilitated under the Area Plan would result in direct and cumulative impacts related to causing a substantial adverse change in the significance of a historic resource, and cumulative impacts related to a substantial adverse change in the significance of a unique archaeological resource.
- **Noise (refer to Section 4.13, *Noise*, for detailed discussion)** Four significant and unavoidable impacts could occur with implementation of the WSGVAP, where development facilitated under the Area Plan would result in direct and cumulative impacts related to generating a substantial temporary or permanent increase in ambient noise levels due to construction and operational noise 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 4.17, *Transportation*, for detailed discussion)** Two significant and unavoidable impacts could occur with implementation of the WSGVAP, 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.

5.4.1 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 WSGVAP is an Area Plan specific to the West San Gabriel Valley, which is itself a specific geographic location. The main land use strategies of the WSGVAP is to focus growth in targeted areas (growth strategy) and to preserve natural, hazard, and wildland-urban interface (WUI) areas (preservation strategy) within the WSGV Planning Area. Specifically, the WSGVAP proposes land use and zoning modifications to increase land use and zoning densities and development intensity primarily along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit. In addition, the WSGVAP proposes to decrease densities in hazard areas, WUI areas, and areas within or adjacent to natural resource areas. These modifications aim to create more defined community centers with neighborhood-serving small business commercial uses integrated with mixed-used development along existing commercial corridors, where residents would be able to easily access commercial, retail, and community-serving uses, such as plazas and urban open spaces.

In order to achieve the desired smart-growth within the WSGV Planning Area, the County determined that targeted growth areas would be largely near commercial centers and other amenities such as parks, schools and libraries where new residents can easily access everyday goods and services on foot. Due to

the nature of creating pedestrian friendly development, the County could not consider alternative locations outside of the identified planning radii because the effectiveness of locating residential uses near commercial centers and transit 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 WSGV, 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 preserving natural areas and directing development away from hazard areas, the County would rezone hazard areas and natural resource areas to limit impacts from potential future development.

Therefore, due to the nature of the Area Plan being connected with the West San Gabriel Valley and the locations of the proposed land use and zoning modifications identified for the growth and preservation strategies being site-specific, the County could not consider alternative sites or alternative locations. 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 WSGV Planning Area. This alternative is not further evaluated within this Draft PEIR.

5.4.2 Reduced Development Project Alternative

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 WSGV Planning Area that is necessary to accommodate the County's share of the regional housing needs allocation (RHNA) established by the Southern California Association of Governments (SCAG) for the 6th Cycle planning period. Furthermore, the Project would update and reorganize the existing overlapping land use plans, policies, and regulations throughout the WSGV communities, as well as simplify and streamline land use and zoning regulations for the WSGV Planning Area. In contrast, the Reduced Development Alternative would only partially achieve these land use and zoning goals, as the excluded parcels from the WSGVAP would remain subject to existing land use and zoning designations, which would create further land use and zoning inconsistencies in the WSGV 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 Draft PEIR.

5.4.3 Reduced Vehicle Miles Traveled (VMT) Alternative

As discussed in Section 4.17, *Transportation,* vehicle miles traveled (VMT) forecasts were modeled under the Project conditions through the building horizon of 2045 (refer to the *West San Gabriel Valley Area Plan Vehicle Miles Traveled Analysis Memorandum*, prepared by Fehr and Peers, in Appendix I of this Draft

PEIR). Based on the results of the VMT modeling conducted for the Project, implementation of the WSGVAP through 2045 would result in a 1.1 percent difference in total daily VMT per service population compared to the No Project 2045 scenario (refer to Table 4.17-5, *WSGVAP Cumulative VMT Summary,* in Section 4.17, *Transportation,* of this Draft PEIR). Since the difference between the Project and the No Project scenarios is relatively slight, identifying an alternative aimed at reducing the Project's VMT's impacts while being distinguishable from the Project was determined to be infeasible. For this reason, the Reduced VMT Alternative was considered but rejected from further evaluation within this Draft 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 – Dispersed Growth Alternative**
- **Alternative 3 – Housing Element/RHNA Only 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 WSGVAP. Future development under the No Project Alternative would continue to be guided by the 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, 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 WSGV 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 WSGV Planning Area while providing for the diverse needs of the WSGV communities, incentivizing neighborhood-serving small business commercial centers integrated with mixed-use development, conserving natural resources and direct development away from hazard areas, preserving existing industrial uses, and improving urban greening in commercial corridors. Moreover, Alternative 1 would not include the policies, goals, and implementing actions of the WSGVAP related to decreasing densities in hazard areas, WUI areas, and areas within or adjacent to natural resource areas, which would help to maintain the existing natural aesthetic of the San Gabriel Mountains and foothills. Since development under Alternative 1 would not be subject to these goals and policies of the overarching WSGVAP, 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-A (Residential Agricultural) or R-1 (Single-Family Residence), 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 WSGVAP 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 WSGV Planning Area; 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 WSGVAP 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 WSGVAP 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 WSGVAP 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 WSGV. 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 regard 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 WSGVAP 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 WSGVAP, 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 WSGVAP would not be adopted. Additionally, Alternative 1 would not reduce land use intensities in areas within or adjacent to natural resources and in wildland urban interface areas. 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. However, while both Alternative 1 and the Project would result in significant and unavoidable impacts related to biological resources, the Project would result in less severe impacts with respect to biological resources because the Project would reduce land use intensities in areas within or adjacent to wildland urban interface areas.

Cultural Resources

As discuss in Section 4.5, *Cultural Resources,* the Project, as a result of development facilitated by the WSGVAP, would result in significant and unavoidable impacts related to a substantial adverse change in the significance of a historic resource and related to cumulative impacts to historic and archaeological resources. The Project would result in less than significant impacts to archaeological and paleontological resources and human remains, after incorporation and implementation of Mitigation Measures 4.5-1 through 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 WSGVAP 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 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 Project, 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 Project. Therefore, impacts to cultural resources under Alternative 1 would remain significant and unavoidable, similar to those identified for the Project.

Energy

As discussed in Section 4.6, *Energy,* future development implemented under the WSGVAP 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 WSGVAP 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 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 along commercial corridors and along major roadways to improve connectivity and walkability and therefore, would not aid in reducing VMT or air quality or GHG emissions by clustering higher residential densities near community-serving uses. The Project's benefit of creating walkable connected communities with defined community centers/corridors with access to transit, local jobs and economic revitalization would not be achieved under this Alternative and as such, the energy efficiency and saving designs and strategies contained in the WSGVAP would not be able to be applied uniformly across the Planning Area. Thus, while both Alternative 1 and the Project would result in less than significant impacts related to energy, the Project would result in less severe impacts with respect to energy.

Geology and Soils

As discussed in Section 4.7, *Geology and Soils*, future development implemented under the WSGVAP would result in less than significant impacts with respect to geology and soils. 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 WSGVAP would not be adopted. Any new development under Alternative 1 would be site-specific and would be exposed to existing geologic and soil conditions and hazards that would be unique to that property. As discussed in Section 4.7, *Geology and Soils*, Project-related impacts would be less than significant due to compliance with existing regulatory requirements and policies related to geotechnical hazards, such as seismic activity, ground shaking, liquefaction, landslides, ground failure, soil expansion, and soil stability. Therefore, impacts to geology and soils would be less than significant, but slightly greater than the Project since Alternative 1 would not reduce land use intensities in areas with geologic hazards.

Greenhouse Gas Emissions

As discussed in Section 4.8, *Greenhouse Gas Emissions,* the County, as lead agency, has determined that the WSGVAP's contribution to cumulative GHG emissions and global climate change would be less than significant if the WSGVAP is consistent with the applicable regulatory plans and policies to reduce GHG emissions: CARB's 2022 Scoping Plan, SB 37 and E-3-05, SCAG's 2020–2045 RTP/SCS (Connect SoCal 2020) and 2024–2050 RTP/SCS (Connect SoCal 2024), 2045 CAP, OurCounty Sustainability Plan, CALGreen Code, and County Green Building Codes. 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 WSGVAP 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 WSGVAP 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 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 discussed in Section 4.9, *Hazards and Hazardous Materials,* adoption and implementation of the WSGVAP would result in less than significant impacts to hazards and hazardous materials.

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 WSGVAP 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.

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. 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 discussed in Section 4.10, *Hydrology and Water Quality,* adoption of the WSGVAP, either directly or as a result of future projects facilitated by the WSGVAP, would result in less than significant impacts to hydrology and water quality, and no mitigation would be required.

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 WSGVAP would not be adopted. Even though future development would be consistent with the existing land use and zoning designations, future projects' potential to impact hydrology and water quality 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.

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. Therefore, impacts to hydrology and water quality would be less than significant, similar to the Project.

Land Use and Planning

As discussed in Section 4.11, *Land Use and Planning,* adoption of the WSGVAP, either directly or as a result of future projects developed under the WSGVAP, would not result in a significant impact to land use and planning.

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 WSGVAP 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. However, Alternative 1 would not implement the adopted Updated Housing Element of the County's General Plan as it would not rezone and redesignate parcels to allow for the number of units identified in the Housing Element. 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, but greater than 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 WSGVAP benefits of providing for the diverse needs of the WSGV communities, incentivizing neighborhood-serving small business commercial centers integrated with mixed-use development, conserving natural resources and direct development away from hazard areas, preserving existing industrial uses, and improving urban greening in commercial corridors. 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 WSGV Planning Area.

Mineral Resources

As discussed in Section 4.12, *Mineral Resources,* implementation of the WSGVAP would not result in the loss of availability of known oil or natural gas resources that would be of value to the region and residents of the State nor would result in the loss of availability of a locally important mineral resource recovery site as delineated on a general plan or local land use plan. Impacts to oil and natural gas resources from implementation of the WSGVAP would be less than significant.

Under Alternative 1, potential future development would occur in accordance with the General Plan and other approved planning documents, including the Oil Well Ordinance, which would continue to regulate oil and gas production activities in the Project area in accordance with the provisions therein, similar to Project conditions. While there are portions of East Pasadena – East San Gabriel, South Monrovia Islands, Altadena, and Kinneloa Mesa are designated as Mineral Resource Zone-2, the WSGVAP does not propose to modify any existing land use or zoning designations for mineral resource extraction uses or activities. Thus, impacts to mineral resources under Alternative 1, would be similar to the Project.

Noise

As discussed in Section 4.13, *Noise,* as a result of development facilitated by the WSGVAP, would result in significant and unavoidable impacts to noise and vibration even with Mitigation Measures 4.13-1 through 4.13-3 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 WSGVAP 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 4.14, *Population and Housing,* while implementation of the WSGVAP would result in increases in density and development intensity which could result in population growth, this growth would not be unplanned and would be generally consistent with existing SCAG regional planning documents' assumptions regarding population growth. Furthermore, implementation of the WSGVAP would not result in the direct displacement of WSGV Planning Area residents or housing. Potential displacement impacts associated with individual proposed development projects in the WSGV 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 WSGVAP would not be adopted. Since development would occur in accordance to the current land use and zoning designation, development under Alternative 1 would not generate new unplanned population growth or increased commercial opportunities outside of what is currently planned for in the existing land use and zoning designation. 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 incorporate the proposed rezoning as identified in the Housing Element to meet the Regional Housing Needs Assessment goals for Los Angeles County. Additionally, Alternative 1 would not increase densities along commercial corridors and major roadways 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 occur slower than under the Project.

While growth would occur slower under Alternative 1, this Alternative would not accomplish the growth and preservation strategies within the Planning Area and would not provide the benefits of the Project within the WSGV. A strategy of the WSGVAP is to provide for a greater variety of housing choices to meet the diverse incomes, life stages and lifestyles of community members. Since Alternative 1 would not include implementation of the policies and goals of the WSGVAP, it is uncertain at this time if residential development would be provided in pace with the growing population under Alternative 1. If residential development is not provided in pace with population growth under this Alternative, housing shortages could occur, which in turn could dissuade new residents from moving to the WSGV Planning Area 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 4.15, *Public Services,* adoption of the WSGVAP would not directly increase demand on the existing police and fire protection services, schools, or libraries as the WSGVAP is a policy document and would not build new housing that results in direct population increases. However, the WSGVAP 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 WSGVAP 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 WSGVAP 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 4.16, *Recreation,* future 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 WSGVAP 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 modifications of the WSGVAP. Planned parks and recreational facilities proposed within Altadena, East Pasadena-East San Gabriel, South Monrovia Islands, South El Monte and Whittier Narrows and the 140-acre Puente Hills Landfill Park just outside the WSGV Planning Area. construction of the planned parks and recreational facilities in combination with the WSGVAP goals, policies, and implementation programs to support the acquisition of resource-sensitive lands for permanent open space and provision of multi-benefit open spaces would further reduce impacts to parks and recreation facilities. 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 WSGVAP 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 WSGVAP or other targeted growth plan for the Planning Area, this Alternative cannot guide the development of additional parks and recreational facilities within the WSGV, 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 4.17, *Transportation,* implementation of the WSGVAP 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 WSGVAP, increase in service population anticipated from buildout in the 2045 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 measure 4.17-1.

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 WSGVAP 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 located near commercial centers and major roadways. Furthermore, Alternative 1 would not provide additional policies, plans, and implementation actions to help develop the West 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 WSGVAP 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 4.18, *Tribal Cultural Resources,* implementation of the WSGVAP would result in less than significant impacts to tribal cultural resources, especially with compliance with Assembly Bill (AB) 52 and Senate Bill (SB) 18 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 WSGVAP. In addition to regulatory compliance, Mitigation Measure 4.18-1 would ensure future projects comply with the provisions of SB 18 and AB 52, as necessary, to incorporate tribal consultation into the review process to ensure that tribal cultural resources are properly identified and that mitigation measures are identified to reduce impacts on these resources. All of the tribes identified on the County's tribal consultation lists would be contacted on a project-by-project basis as projects are proposed under the WSGVAP, including the FTBMI and the Kizh Nation, to ensure tribal consultation and project-specific mitigation measures are incorporated into the planning and environmental review process of each discretionary project proposed under the WSGVAP. Future projects developed under the WSGVAP would also be required to comply with State Health and Safety Code Section 7050.5 and Public Resources Code (PRC) Section 5097.98 in the event of inadvertent discovery of human remains, which would require consultation with the NAHC to determine whether the remains are Native American and if those remains are determined to be Native American, how best to handle the discovery with the identification of a Most Likely Descendent (MLD).

Additionally, Policy CR-7.1 of the WSGVAP strives to ensure that tribal consultation is meaningful, respectful, and tailored to the specifics of each project, land area, and tribe involved to adequately understand and mitigate impacts to tribal cultural resources. Future projects developed under the WSGVAP would be required to demonstrate consistency with this policy, and the Area Plan as a whole, as it relates to protecting tribal cultural resources.

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 WSGVAP 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 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 and SB 18, as necessary, prior to approving a project. AB 52 and SB 18 (as applicable) tribal consultation requirements would ensure that tribal cultural resources are properly identified and that mitigation measures are identified to reduce impacts on these resources. Similar to the 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 Project (MM 4.18-1). Therefore, 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 Project.

Utilities and Service Systems

As discussed in Section 4.19, *Utilities and Service Systems,* since the anticipated growth under the WSGVAP would be generally consistent with SCAG regional 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 WSGVAP 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 WSGV. 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 discussed in Section 4.20, *Wildfire*, adoption of the Project would result in less than significant impacts related to wildfire. Future projects implementing WSGVAP's goals, policies, strategies, and implementation actions could, depending on the location and site-specific conditions of projects, increase the risk of wildfire. However, all future projects would be required to comply with the County Fire Code, CBC, and General Plan policies, which would reduce the extent to which future projects could increase fire risk. Furthermore, future projects would be subject to project-level environmental review where site-specific fire risks would be evaluated and mitigation, if necessary, would be applied to address significant impacts. 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 WSGVAP 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 WSGV Planning Area, 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. Additionally, unlike the Project, Alternative 1 would not reduce land use intensities in hazard areas within the WSGV Planning Area. 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 biological resources, geology and soils, energy, and transportation as Alternative 1 would not reduce the land use intensities in hazards or wildland urban interface areas and the smart growth of developing near commercial centers and major roadways would not be provided. 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: Dispersed Growth Alternative

Alternative 2 Description

Under the Dispersed Growth Alternative (Alternative 2) the WSGVAP would not be adopted as the long-range planning document for the WSGV Planning Area. Alternative 2 would be similar to the Project as it would propose the same amount of potential growth, allowing up to 10,874 additional units to be developed within the WSGV Planning Area. Unlike the Project, the potential future growth would not be

located primarily along commercial corridors and major roadways but would be dispersed throughout the nine WSGV communities. Alternative 2 would still result in the same number of allowable units and potential population increase. Alternative 2 would not include the proposed administrative "cleanup" of zoning data applicable to the Project area (e.g., rezoning of A-1 parcels to be consistent with existing General Plan designations), and would not introduce new or revise existing development standards under the Project's proposed PASD. Alternative 2 would have no proposed modifications to the land use intensity in areas with hazards and natural resource areas. Under Alternative 2, individual projects could require a General Plan Amendment and a Zone Change if the proposed densities and development intensities would be increased above existing levels.

Comparison of the Effects of Alternative 2 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 2 would be dispersed throughout the WSGV Planning Area, where development would be consistent with current County plans, policies, and regulations regarding aesthetics. However, similar to the Project, Alternative 2 would result in higher density development than what currently exists in the Plan Area. Therefore, Alternative 2 would result in similar impacts to the Project and would result in a significant and unavoidable impact.

Additionally, 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 WSGV Planning Area while providing for the diverse needs of the WSGV communities, incentivizing neighborhood-serving small business commercial centers integrated with mixed-use development, conserving natural resources and direct development away from hazard areas, preserving existing industrial uses, and improving urban greening in commercial corridors. Moreover, Alternative 2 would not include the policies, goals, and implementing actions of the WSGVAP related to the protection of ridgelines and scenic views. Since development under Alternative 2 would not be subject to these goals and policies of the overarching WSGVAP, 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-A (Residential Agricultural) or R-1 (Single-Family Residence), 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 2, the same amount of potential development would occur as the Project but would not have a corresponding planning document as the WSGVAP would not be adopted. Conversion of agricultural land, farmland, or forestry land would not occur under this alternative. In contrast to the Project, Alternative 2 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 WSGV; however, this benefit would not occur with implementation of Alternative 2. Therefore, Alternative 2 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 WSGVAP 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 WSGVAP 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 2, the same amount of potential development would occur as the Project but would be dispersed throughout the WSGV Planning Area. While Alternative 2 would allow for the development of the same amount of units as the Project, Alternative 2 would not focus growth in areas near community centers and major roadways to promote a more pedestrian friendly environment. Since the WSGVAP 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 Housing Element Update, 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 WSGV. Therefore, impacts with conflicting with applicable air quality plans, policies, and regulations would be less than significant under Alternative 2, similar to the Project.

In regard to the Project's significant and unavoidable impacts to the thresholds listed above, development facilitated under Alternative 2 would also have the potential to result in similar impacts. Under Alternative 2, the same amount of potential development would occur as the Project but would be dispersed through the area without a planning document guiding the growth as the WSGVAP would not be adopted. 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 2 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 2. Therefore, impacts to air quality under Alternative 2 would remain significant and unavoidable, but with a greater impact than those identified for the Project since the growth would not be concentrated near major roadways and commercial corridors.

Biological Resources

As discussed in Section 4.4, *Biological Resources,* the Project, as a result of development facilitated by the WSGVAP, would result in significant and unavoidable impacts to biological resources even with mitigation measures incorporated.

Under Alternative 2, the same amount of potential development would occur as the Project but would be dispersed through the area without a planning document guiding the growth as the WSGVAP would not be adopted. Alternative 2 would not reduce land use intensities in areas within or adjacent to natural resources and in wildland urban interface areas. 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 2 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 2.

Therefore, impacts to biological resources under Alternative 2 would remain significant and unavoidable, similar to those identified for the Project. However, while both Alternative 2 and the Project would result in significant and unavoidable impacts related to biological resources, Alternative 2 would result in more severe impacts with respect to biological resources because the Project would reduce land use intensities in areas within or adjacent to wildland urban interface areas and future growth would not be focused in developed areas near major roadways and commercial corridors.

Cultural Resources

As discuss in Section 4.5, *Cultural Resources,* the Project, as a result of development facilitated by the WSGVAP, would result in significant and unavoidable impacts related to a substantial adverse change in the significance of a historic resource and related to cumulative impacts to historic and archaeological resources. The Project would result in less than significant impacts to archaeological and paleontological resources and human remains, after incorporation and implementation of Mitigation measures 4.5-1 through 4.5-10.

Under Alternative 2, the same amount of potential development would occur as the Project but would be dispersed through the area without a planning document guiding the growth as the WSGVAP would not be adopted. 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 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 Project, individual projects under Alternative 2 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 Project. Therefore, impacts to cultural resources under Alternative 2 would remain significant and unavoidable, similar to those identified for the Project.

Energy

As discussed in Section 4.6, *Energy,* future development implemented under the WSGVAP would result in less than significant impacts with respect to energy.

Under Alternative 2, the same amount of potential development would occur as the Project but would be dispersed through the area without a planning document guiding the growth as the WSGVAP would not be adopted. Future development projects' construction and operation activities would still be regulated by the same laws, regulations, plans, and policies related to energy use and savings as the 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 2 would result in less than significant impacts related to energy. While Alternative 2 would allow development of the same amount of units, Alternative 2 would not target future growth along commercial corridors and along major roadways to improve connectivity and walkability and therefore, would not aid in reducing VMT or air quality or GHG emissions by clustering higher residential densities near community-serving uses. The Project's benefit of creating walkable connected communities with defined community centers/corridors with access to transit, local jobs and economic revitalization would not be achieved under this Alternative and as such, the energy efficiency and saving designs and strategies contained in the WSGVAP would not be able to be applied uniformly across the WSGV Planning Area. Thus, Alternative 2 would result in less than significant impacts related to energy, but greater than the Project.

Geology and Soils

As discussed in Section 4.7, *Geology and Soils*, future development implemented under the WSGVAP would result in less than significant impacts with respect to geology and soils. Under Alternative 2, the same amount of potential development would occur as the Project but would be dispersed through the area without a planning document guiding the growth as the WSGVAP would not be adopted. Any new development under Alternative 2 would be site-specific and would be exposed to existing geologic and soil conditions and hazards that would be unique to that property. As discussed in Section 4.7, *Geology and Soils*, Project-related impacts would be less than significant due to compliance with existing regulatory requirements and policies related to geotechnical hazards, such as seismic activity, ground shaking, liquefaction, landslides, ground failure, soil expansion, and soil stability. Therefore, impacts to

geology and soils would be less than significant, but slightly greater than the Project since Alternative 2 would not reduce land use intensities in areas with geologic hazards.

Greenhouse Gas Emissions

As discussed in Section 4.8, *Greenhouse Gas Emissions,* the County, as lead agency, has determined that the WSGVAP's contribution to cumulative GHG emissions and global climate change would be less than significant if the WSGVAP is consistent with the applicable regulatory plans and policies to reduce GHG emissions: CARB's 2022 Scoping Plan, SB 37 and E-3-05, SCAG's Connect SoCal 2020 and 2024, 2045 CAP, OurCounty Sustainability Plan, CALGreen Code, and County Green Building Codes. 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 WSGVAP would be less than significant.

Under Alternative 2, the same amount of potential development would occur as the Project but would be dispersed through the area without a planning document guiding the growth as the WSGVAP would not be adopted. 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 Project, if future development under Alternative 2 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. While Alternative 2 would allow for the development of the same amount of units as the Project, Alternative 2 would not focus growth in areas near community centers and major roadways to promote a more pedestrian friendly environment. Therefore, impacts under Alternative 2 would be greater than the Project.

Hazards and Hazardous Materials

As discussed in Section 4.9, *Hazards and Hazardous Materials,* adoption and implementation of the WSGVAP would result in less than significant impacts to hazards and hazardous materials.

Under Alternative 2, the same amount of potential development would occur as the Project but would be dispersed through the area without a planning document guiding the growth as the WSGVAP 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.

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. However, since the timing, intensity, and design of future development permitted under Alternative 2 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 2. 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 2 would remain significant and unavoidable, which would be greater impacts than those identified for the Project.

Hydrology and Water Quality

As discussed in Section 4.10, *Hydrology and Water Quality,* adoption of the WSGVAP, either directly or as a result of future projects facilitated by the WSGVAP, would result in less than significant impacts to hydrology and water quality, and no mitigation would be required.

Under Alternative 2, the same amount of potential development would occur as the Project but would be dispersed through the area without a planning document guiding the growth as the WSGVAP would not be adopted. Future projects' potential to impact hydrology and water quality 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.

While future development under this Alternative could occur anywhere within the WSGV Planning Area under the County's General Plan jurisdiction, including undeveloped or non-urban areas, compliance with all applicable regulations, plans, and policies, including the CBC and County 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. Therefore, impacts to hydrology and water quality would be less than significant, similar to the Project.

Land Use and Planning

As discussed in Section 4.11, *Land Use and Planning,* adoption of the WSGVAP, either directly or as a result of future projects facilitated by the WSGVAP, would not result in a significant impact to land use and planning.

Under Alternative 2, the same amount of potential development would occur as the Project but would be dispersed through the area without a planning document guiding the growth as the WSGVAP would not be adopted. Since development would not have a planning document guiding the potential growth, future development projects under Alternative 2 may 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. However, Alternative 2 would add potential housing in accordance with the recently adopted Housing Element Update and the RHNA. Therefore, impacts related to conflict with the intent of regional plans or preclude the attainment of regional plans' primary goals would be significant and unavoidable under Alternative 2, which is greater than the Project.

Development facilitated under this Alternative would not be subjected to the WSGVAP benefits of providing for the diverse needs of the WSGV communities, incentivizing neighborhood-serving small business commercial centers integrated with mixed-use development, conserving natural resources and direct development away from hazard areas, preserving existing industrial uses, and improving urban

greening in commercial corridors. Thus, this Alternative would have a more severe impact than the Project and would not create any of the benefits of the Project in the WSGV Planning Area.

Mineral Resources

As discussed in Section 4.12, *Mineral Resources,* implementation of the WSGVAP would not result in the loss of availability of known oil or natural gas resources that would be of value to the region and residents of the State nor would result in the loss of availability of a locally important mineral resource recovery site as delineated on a general plan or local land use plan. Impacts to oil and natural gas resources from implementation of the WSGVAP would be less than significant.

Under Alternative 2, the same amount of potential development would occur as the Project but would be dispersed through the WSGV Planning Area without a planning document guiding the growth as the WSGVAP would not be adopted. Under Alternative 2, potential future development would occur in accordance with the General Plan and other approved planning documents, including the Oil Well Ordinance, which would continue to regulate oil and gas production activities in the Project area in accordance with the provisions therein, similar to Project conditions. Alternative 2 would not have the same benefit of the WSGVAP, as Alternative 2 does not propose goals and policies relevant to mineral resources. Additionally, Alternative 2 may include development in MRZ-2 zones, while the Project does not. Thus, impacts to mineral resources under Alternative 2 would be less than significant, but greater than Project.

Noise

As discussed in Section 4.13, *Noise,* as a result of development facilitated by the WSGVAP, would result in significant and unavoidable impacts to noise and vibration even with Mitigation Measures 4.13-1 through 4.13-3 incorporated.

Under Alternative 2, the same amount of potential development would occur as the Project but would be dispersed through the WSGV Planning Area without a planning document guiding the growth as the WSGVAP 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 the 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 2 is unknown at this time, it would be speculative at this time to assume that all future projects under Alternative 2 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 2, which would be similar impacts as those identified for the Project.

Population and Housing

As discussed in Section 4.14, *Population and Housing,* while implementation of the WSGVAP 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 WSGVAP 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 2, the same amount of potential development would occur as the Project but would be dispersed through the WSGV Planning Area without a planning document guiding the growth as the WSGVAP would not be adopted. Therefore, impacts related to unplanned population growth and removal of housing causing displacement would be less than significant under Alternative 2, similar to the Project.

Public Services

As discussed in Section 4.15, *Public Services,* adoption of the WSGVAP would not directly increase demand on the existing police and fire protection services, schools, or libraries as the WSGVAP is a policy document and would not build new housing that results in direct population increases. However, the WSGVAP 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 WSGVAP 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 2, the same amount of potential development would occur as the Project but would be dispersed through the WSGV Planning Area without a planning document guiding the growth as the WSGVAP would not be adopted. Higher residential densities would still occur under Alternative 2, but the land use and zoning designations would only be modified to allow for the future development of the same number of units as 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 2, similar to the Project.

Recreation

As discussed in Section 4.16, *Recreation,* implementation of the WSGVAP 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 WSGVAP

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 WSGVAP. Planned parks and recreational facilities proposed within Altadena, East Pasadena-East San Gabriel, South Monrovia Islands, South El Monte and Whittier Narrows and the 140-acre Puente Hills Landfill Park just outside the WSGV Planning Area. Construction of the planned parks and recreational facilities in combination with the WSGVAP goals, policies, and implementation programs to support the acquisition of resource-sensitive lands for permanent open space and provision of multi-benefit open spaces would further reduce impacts to parks and recreation facilities. For these reasons, impacts related to recreation would be less than significant.

Under Alternative 2, the same amount of potential development would occur as the Project but would be dispersed through the WSGV Planning Area without a planning document guiding the growth as the WSGVAP would not be adopted. Higher residential densities would still occur under Alternative 2, but the land use and zoning designations would only be modified to allow for the future development of the same number of units as the Project. 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 2 and the Project would be similar.

However, because Alternative 2 does not involve implementation of the WSGVAP or other targeted growth plan for the WSGV Planning Area, this Alternative cannot guide the development of additional parks and recreational facilities within the WSGV Planning Area, 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 4.17, *Transportation,* implementation of the WSGVAP 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 WSGVAP, increase in service population anticipated from buildout in the 2045 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 4.17-1 and 4.17-2.

Under Alternative 2, the same amount of potential development would occur as the Project but would be dispersed through the WSGV Planning Area without a planning document guiding the growth as the WSGVAP would not be adopted. Higher residential densities would still occur under Alternative 2, but the land use and zoning designations would only be modified to allow for the future development of the same number of units as the Project. 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. 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 2. Therefore, impacts to transportation under Alternative 2 would remain significant and unavoidable, similar to those identified for the Project.

While impacts to transportation would be similar under Alternative 2 and the Project, this Alternative would not increase transit-oriented growth within the WSGV Planning Area, which would encourage use of alternative transit services and help to reduce Countywide VMT as higher residential densities would be located near commercial centers and major roadways. Furthermore, Alternative 2 would not provide additional policies, plans, and implementation actions to help develop the West 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. This Alternative would have the potential to introduce the same amount of growth to the region as the Project, but this growth would be dispersed throughout the WSGV Planning Area, without concentrating growth in walkable areas. Therefore, without the policies, plans, and implementation actions of the WSGVAP guiding transportation decisions across the WSGV 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 4.18, *Tribal Cultural Resources,* implementation of the WSGVAP would result in less than significant impacts to tribal cultural resources, especially with compliance with Assembly Bill (AB) 52 and Senate Bill (SB) 18 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 WSGVAP. In addition to regulatory compliance, Mitigation Measure 4.18-1 would ensure future projects comply with the provisions of SB 18 and AB 52, as necessary, to incorporate tribal consultation into the review process to ensure that tribal cultural resources are properly identified and that mitigation measures are identified to reduce impacts on these resources. All of the tribes identified on the County's tribal consultation lists would be contacted on a project-by-project basis as projects are proposed under the WSGVAP, including the FTBMI and the Kizh Nation, to ensure tribal consultation and project-specific mitigation measures are incorporated into the planning and environmental review process of each discretionary project proposed under the WSGVAP.

Future projects developed under the WSGVAP would also be required to comply with State Health and Safety Code Section 7050.5 and Public Resources Code (PRC) Section 5097.98 in the event of inadvertent discovery of human remains, which would require consultation with the NAHC to determine whether the remains are Native American and if those remains are determined to be Native American, how best to handle the discovery with the identification of a MLD. Additionally, Policy CR-7.1 of the WSGVAP strives to ensure that tribal consultation is meaningful, respectful, and tailored to the specifics of each project, land area, and tribe involved to adequately understand and mitigate impacts to tribal cultural resources. Future projects developed under the WSGVAP would be required to demonstrate consistency with this policy, and the Area Plan as a whole, as it relates to protecting tribal cultural resources.

Under Alternative 2, the same amount of potential development would occur as the Project but would be dispersed through the WSGV Planning Area without a planning document guiding the growth as the WSGVAP would not be adopted. 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 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 and SB 18, as necessary, prior to approving a project. AB 52 and SB 18 (as applicable) tribal consultation requirements would ensure that tribal cultural resources are properly identified and that mitigation measures are identified to reduce impacts on these resources. Similar to the Project, individual projects under Alternative 2 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 Project (MM 4.18-1). Therefore, Alternative 2 would result in less than significant impacts to tribal cultural resources. Impacts under this Alternative would be similar as those identified for the Project.

Utilities and Service Systems

As discussed in Section 4.19, *Utilities and Service Systems,* since the WSGVAP would generally be consistent with SCAG's regional population 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 2, the same amount of potential development would occur as the Project but would be dispersed through the WSGV Planning Area without a planning document guiding the growth as the WSGVAP would not be adopted. Similar to the Project, development under Alternative 2 would be generally consistent with SCAG's projections as Alternative 2 would have the same potential growth as the Project. 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 WSGV Planning Area. Therefore, impacts to utilities and service systems would be less than significant, similar to the Project.

Wildfire

As discussed in Section 4.20, *Wildfire*, adoption of the Project would result in less than significant impacts related to wildfire. Future projects implementing WSGVAP's goals, policies, strategies, and implementation actions could, depending on the location and site-specific conditions of projects, increase the risk of wildfire. However, all future projects would be required to comply with the County Fire Code, CBC, and General Plan policies, which would reduce the extent to which future projects could increase fire risk. Furthermore, future projects would be subject to project-level environmental review where site-specific fire risks would be evaluated and mitigation, if necessary, would be applied to address significant impacts. Therefore, impacts would be less than significant.

Under Alternative 2, the same amount of potential development would occur as the Project but would be dispersed through the WSGV Planning Area without a planning document guiding the growth as the WSGVAP 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 Housing Element Update, 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 2 is unknown at this time, especially in the non-urban areas of the WSGV, impacts associated with wildfires would be considered greater under Alternative 2. Additionally, unlike the Project, Alternative 2 would not reduce land use intensities in hazard areas within the WSGV Planning Area. Therefore, impacts related to wildfire under Alternative 2 would be less than significant but would have greater impacts than those identified for the Project.

Summary of Impacts of Alternative 2 Compared to the Project

Implementation of Alternative 2 would result in similar impacts for the majority of issue areas as identified for the Project, with the exception of hazards and hazardous materials and land use and planning, which would result in two new significant and unavoidable impacts. Hazards and hazardous materials 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 2 is unknown at this time, it is speculative at this time to assume that all future projects would be able to reduce this impact to a less than significant level under Alternative 2; thus, the potential impact remains significant and unavoidable.

Additionally, Alternative 2 would result in a new significant and unavoidable impact to land use and planning. Since development would not have a planning document guiding the potential growth, future development projects under Alternative 2 may 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. Furthermore, while the significance conclusion would be the same as the Project, Alternative 2 would result in more severe impacts related to air quality, biological resources, energy, geology and soils, greenhouse gas emissions, mineral resources, transportation and wildfire, as Alternative 2 would not reduce the land use intensities in hazards or wildland urban interface areas nor focus growth along commercial corridors and major roadways with access to transit.

5.5.3 Alternative 3: Housing Element/Regional Housing Needs Allocation Only Alternative

Alternative 3 Description

Under Alternative 3, only implementation of zoning recommendations from the recently adopted Housing Element Update would occur, which was guided by SCAG's 6th Cycle RHNA. Thus, buildout of the Alternative 3 would include a targeted redesignation/rezoning program to accommodate development of approximately 7,479 additional dwelling units, which would generate a new population of approximately 17,875 additional residents. Under Alternative 3, the redesignation of certain residential and commercial areas to facilitate additional housing and local-serving businesses would not occur, and land use intensity in areas with hazards and natural resources would not be altered.

Alternative 3 would also not include the proposed administrative "cleanup" of zoning data applicable to the Project area (e.g., rezoning of A-1 parcels to be consistent with existing General Plan designations), and would not introduce new or revise existing development standards under the Project's proposed PASD. Under Alternative 3, the WSGVAP would not be adopted. Under Alternative 3, individual projects could require a General Plan Amendment and/or a Zone Change if the proposed densities and development intensities would be increased above existing levels in order to implement the recommendations within the recently adopted Housing Element Update.

Comparison of the Effects of Alternative 3 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 3 would be guided by the County's recently adopted Housing Element Update, where development would be consistent with current County plans, policies, and regulations regarding aesthetics. However, similar to the Project, Alternative 3 would result in higher density development than what currently exists in the Plan Area. Therefore, Alternative 3 would result in a significant and unavoidable impact, similar to the Project.

Additionally, 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 WSGV Planning Area while providing for the diverse needs of the WSGV communities, incentivizing neighborhood-serving small business commercial centers integrated with mixed-use development, conserving natural resources and direct development away from hazard areas, preserving existing industrial uses, and improving urban greening in commercial corridors. Moreover, Alternative 3 would not include the policies, goals, and implementing actions of the WSGVAP related to the protection of ridgelines and scenic views. Since development under Alternative 3 would not be subject to these goals and policies of the overarching WSGVAP, 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-A (Residential Agricultural) or R-1 (Single-Family Residence), 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 3, development would occur in similar areas as the Project but would be in accordance with the recently adopted Housing Element Update as the WSGVAP would not be adopted. Since development would only occur in accordance to the Housing Element Update, conversion of agricultural

land, farmland, or forestry land would not occur under this alternative. In contrast to the Project, Alternative 3 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 WSGV; however, this benefit would not occur with implementation of Alternative 3. Therefore, Alternative 3 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 WSGVAP 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 WSGVAP 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 3, development would occur in similar areas as the Project but would be in accordance with the Housing Element Update. While Alternative 3 would allow for the development of less units than the Project, Alternative 3 would not focus growth in areas near commercial corridors and major roadways with access to transit and public amenities to promote a more pedestrian friendly environment. Since the WSGVAP would not be adopted as the guiding land use and zoning document for the WSGV 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 Housing Element Update, 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 WSGV Planning Area. Therefore, impacts with conflicting with applicable air quality plans, policies, and regulations would be less than significant under Alternative 3, similar to the Project.

In regard to the Project's significant and unavoidable impacts to the thresholds listed above, development facilitated under Alternative 3 would also have the potential to result in similar impacts. Under Alternative 3, development would occur in similar areas as the Project but would be in accordance with the Housing Element Update as the WSGVAP 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 3 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 3. Therefore, impacts to air quality under Alternative 3 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 WSGVAP, would result in significant and unavoidable impacts to biological resources even with mitigation measures incorporated.

Under Alternative 3, development would occur in similar areas as the Project but would be in accordance with the recently adopted Housing Element Update as the WSGVAP would not be adopted. Alternative 3 would not reduce land use intensities in areas within or adjacent to natural resources and in wildland urban interface areas. Even though future development would be consistent with the adopted Housing Element Update, 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 3 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 3. Therefore, impacts to biological resources under Alternative 3 would remain significant and unavoidable, similar to those identified for the Project. However, while both Alternative 3 and the Project would result in significant and unavoidable impacts related to biological resources, Alternative 3 would result in more severe impacts with respect to biological resources because this alternative would not reduce land use and zoning intensities in areas within or adjacent to natural resources or wildland urban interface areas.

Cultural Resources

As discuss in Section 4.5, *Cultural Resources,* the Project, as a result of development facilitated by the WSGVAP, would result in significant and unavoidable impacts related to a substantial adverse change in the significance of a historic resource and related to cumulative impacts to historic and archaeological resources. The Project would result in less than significant impacts to archaeological and paleontological resources and human remains, after incorporation and implementation of Mitigation Measures 4.5-1 through 4.5-10.

Under Alternative 3, development would occur in similar areas as the Project but would be in accordance with the recently adopted Housing Element Update as the WSGVAP would not be adopted. Even though

future development would be consistent with the adopted Housing Element Update, 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 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 Project, individual projects under Alternative 3 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 Project. Therefore, impacts to cultural resources under Alternative 3 would remain significant and unavoidable, similar to those identified for the Project.

Energy

As discussed in Section 4.6, *Energy,* future development implemented under the WSGVAP would result in less than significant impacts with respect to energy.

Under Alternative 3, development would occur in similar areas as the Project but would be in accordance with the recently adopted Housing Element Update as the WSGVAP 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 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 3 would result in less than significant impacts related to energy.

While Alternative 3 would allow development of less units, Alternative 3 would also not target future growth along commercial corridors and along major roadways to improve connectivity and walkability and therefore, would not aid in reducing VMT or air quality or GHG emissions by clustering higher residential densities near community-serving uses. The Project's benefit of creating walkable connected communities with defined community centers/corridors with access to transit, local jobs and economic revitalization would not be achieved under this Alternative and as such, the energy efficiency and saving designs and strategies contained in the WSGVAP would not be able to be applied uniformly across the WSGV Planning Area. Thus, Alternative 3 would result in less than significant impacts related to energy, similar to the Project.

Geology and Soils

As discussed in Section 4.7, *Geology and Soils*, future development implemented under the WSGVAP would result in less than significant impacts with respect to geology and soils. Under Alternative 3, development would occur in similar areas as the Project but would be in accordance with the recently adopted Housing Element Update as the WSGVAP would not be adopted. Any new development under Alternative 3 would be site-specific and would be exposed to existing geologic and soil conditions and hazards that would be unique to that property. As discussed in Section 4.7, *Geology and Soils*, Project-related impacts would be less than significant due to compliance with existing regulatory requirements and policies related to geotechnical hazards, such as seismic activity, ground shaking, liquefaction, landslides, ground failure, soil expansion, and soil stability. These same regulatory requirements and

policies related to geotechnical hazards would apply to Alternative 3. Therefore, impacts to geology and soils would be less than significant, but slightly greater than the Project since Alternative 3 would not reduce land use intensities in areas with geologic hazards.

Greenhouse Gas Emissions

As discussed in Section 4.8, *Greenhouse Gas Emissions,* the County, as lead agency, has determined that the WSGVAP's contribution to cumulative GHG emissions and global climate change would be less than significant if the WSGVAP is consistent with the applicable regulatory plans and policies to reduce GHG emissions: CARB's 2022 Scoping Plan, SB 37 and E-3-05, SCAG's Connect SoCal 2024, 2045 CAP, OurCounty Sustainability Plan, CALGreen Code, and County Green Building Codes. 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 WSGVAP would be less than significant.

Under Alternative 3, development would occur in similar areas as the Project but would be in accordance with the recently adopted Housing Element Update as the WSGVAP would not be adopted. Even though future development would be consistent with the recently adopted Housing Element Update, 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 Project, if future development under Alternative 3 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. While Alternative 3 would allow for the development of less units than the Project, Alternative 3 would not focus growth in areas near commercial corridors and major roadways with access to transit and public amenities to promote a more pedestrian friendly environment.

Hazards and Hazardous Materials

As discussed in Section 4.9, *Hazards and Hazardous Materials,* adoption and implementation of the WSGVAP would result in less than significant impacts to hazards and hazardous materials.

Under Alternative 3, development would occur in similar areas as the Project but would be in accordance with the recently adopted Housing Element Update as the WSGVAP 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.

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. Alternative 3 would implement the recently adopted Housing Element, which is consistent with the most recent County's emergency and evacuation plans, policies, and regulations. Therefore, impacts related to hazards and hazardous materials under Alternative 3 would be less than significant, similar to the Project.

Hydrology and Water Quality

As discussed in Section 4.10, *Hydrology and Water Quality,* adoption of the WSGVAP, either directly or as a result of future projects facilitated by the WSGVAP, would result in less than significant impacts to hydrology and water quality.

Under Alternative 3, development would occur in similar areas as the Project but would be in accordance with the recently adopted Housing Element Update as the WSGVAP would not be adopted. Even though future development would be consistent with the recently adopted Housing Element Update, future projects' potential to impact hydrology and water quality 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.

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 CBC and County 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.

Land Use and Planning

As discussed in Section 4.11, *Land Use and Planning,* adoption of the WSGVAP, either directly or as a result of future projects facilitated by the WSGVAP, would not result in a significant impact to land use and planning.

Under Alternative 3, development would occur in similar areas as the Project but would be in accordance with the recently adopted Housing Element Update as the WSGVAP would not be adopted. Since development would occur in accordance with the recently adopted Housing Element Update, future development projects under Alternative 3 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. However, Alternative 3 only accounts for the number of units assigned for the WSGV Planning Area for the 6th Cycle RHNA and does not provide any buffer in housing units to help achieve future housing cycles. Therefore, another planning document may be required in the future to help meet future housing goals. All future development under this Alternative 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 3, similar to the Project.

However, while Alternative 3 would result in similar impacts as the Project, development facilitated under this Alternative would not be subjected to the WSGVAP benefits of providing for the diverse needs of the WSGV communities, incentivizing neighborhood-serving small business commercial centers integrated with mixed-use development, conserving natural resources and direct development away from hazard areas, preserving existing industrial uses, and improving urban greening in commercial corridors. Thus, while the severity of impacts would be similar between Alternative 3 and the Project, this Alternative would not create any of the benefits of the Project in the WSGV Planning Area.

Mineral Resources

As discussed in Section 4.12, *Mineral Resources,* implementation of the WSGVAP would not result in the loss of availability of known oil or natural gas resources that would be of value to the region and residents of the State nor would result in the loss of availability of a locally important mineral resource recovery site as delineated on a general plan or local land use plan. Impacts to oil and natural gas resources from implementation of the WSGVAP would be less than significant.

Under Alternative 3, development would occur in similar areas as the Project but would be in accordance with the recently adopted Housing Element Update as the WSGVAP would not be adopted. Under Alternative 3, potential future development would occur in accordance with the General Plan and other approved planning documents, including the Oil Well Ordinance, which would continue to regulate oil and gas production activities in the WSGV Planning Area in accordance with the provisions therein, similar to Project conditions. However, Alternative 3 would not have the same benefit of the WSGVAP, as Alternative 3 does not propose goals and policies relevant to mineral resources. Additionally, Alternative 3 may include development in MRZ-2 zones, while the Project does not. Thus, impacts to mineral resources under Alternative 3 would be less than significant, but greater than the Project.

Noise

As discussed in Section 4.13, *Noise,* as a result of development facilitated by the WSGVAP, would result in significant and unavoidable impacts to noise and vibration even with Mitigation Measures 4.13-1 through 4.13-3 incorporated.

Under Alternative 3, development would occur in similar areas as the Project but would be in accordance with the recently adopted Housing Element Update as the WSGVAP 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 3 is unknown at this time, it would be speculative at this time to assume that all future projects under Alternative 3 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 3, which would be similar impacts as those identified for the Project.

Population and Housing

As discussed in Section 4.14, *Population and Housing*, while implementation of the WSGVAP 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 WSGVAP would not result in the direct displacement of WSGV Planning Area residents or housing. Potential

displacement impacts associated with individual proposed development projects in the WSGV 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 3, development would be dispersed throughout the nine unincorporated communities in the WSGV Planning Area. Since development would occur in accordance to the land use and zoning designations that would facilitate the implementation of the recently adopted Housing Element Update, development under Alternative 3 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 3, similar to the Project. However, the severity of impacts would be slightly less under this Alternative than the Project because implementation of Alternative 3 would not encourage development to the extent of the Project (3,395 units less than the Project). Additionally, Alternative 3 would only plan for a buildout year of 2029, consistent with SCAG's 6th Cycle RNHA, instead of a buildout year of 2045. Thus, population growth under this Alternative would be consistent with the Housing Element Update, and would occur slower than the Project due to less planned capacity for housing units.

Public Services

As discussed in Section 4.15, *Public Services,* adoption of the WSGVAP would not directly increase demand on the existing police and fire protection services, schools, or libraries as the WSGVAP is a policy document and would not build new housing that results in direct population increases. However, the WSGVAP 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 WSGVAP 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 3, development would occur in similar areas as the Project but would be in accordance with the Housing Element Update as the WSGVAP would not be adopted. Higher residential densities would still occur under Alternative 3, but not to the extent of the Project, and the land use and zoning designations would only be modified to implement the recently adopted Housing Element Update. 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 3, similar to the Project.

While growth under Alternative 3 would occur at a slightly 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 3 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 4.16, *Recreation,* implementation of the WSGVAP would result in less than significant impacts related to recreation.

Under Alternative 3, development would occur in similar areas as the Project but would be in accordance with the recently adopted Housing Element Update as the WSGVAP would not be adopted. Higher residential densities would still occur under Alternative 3 but not to the extent of the Project, and the land use and zoning designations would only be modified to implement the recently adopted Housing Element Update. 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 3 and the Project would be similar.

However, because Alternative 3 does not involve implementation of the WSGVAP or other targeted growth plan for the Planning Area, this Alternative cannot guide the development of additional parks and recreational facilities within the WSGV Planning Area, 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 4.17, *Transportation,* implementation of the WSGVAP 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 WSGVAP, increase in service population anticipated from buildout in the 2045 with Project scenario, and land uses within the WSGV 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 4.17-1 and 4.17-2.

Under Alternative 3, development would occur in similar areas as the Project but would be in accordance with the recently adopted Housing Element Update as the WSGVAP would not be adopted. Higher residential densities would still occur under Alternative 3 compared to existing conditions but not to the extent of the Project. Under this alternative, the land use and zoning designations would only be modified to implement the recently adopted Housing Element Update. Even though future development facilitated

under this Alternative would be consistent with the Housing Element Update, 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 3 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 3. Therefore, impacts to transportation under Alternative 3 would remain significant and unavoidable, similar to those identified for the Project.

Tribal Cultural Resources

As discussed in Section 4.18, *Tribal Cultural Resources,* implementation of the WSGVAP would result in less than significant impacts to tribal cultural resources, especially with compliance with Assembly Bill (AB) 52 and Senate Bill (SB) 18 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 WSGVAP. In addition to regulatory compliance, Mitigation Measure 4.18-1 would ensure future projects comply with the provisions of SB 18 and AB 52, as necessary, to incorporate tribal consultation into the review process to ensure that tribal cultural resources are properly identified and that mitigation measures are identified to reduce impacts on these resources. All of the tribes identified on the County's tribal consultation lists would be contacted on a project-by-project basis as projects are proposed under the WSGVAP, including the FTBMI and the Kizh Nation, to ensure tribal consultation and project-specific mitigation measures are incorporated into the planning and environmental review process of each discretionary project proposed under the WSGVAP. Future projects developed under the WSGVAP would also be required to comply with State Health and Safety Code Section 7050.5 and Public Resources Code (PRC) Section 5097.98 in the event of inadvertent discovery of human remains, which would require consultation with the NAHC to determine whether the remains are Native American and if those remains are determined to be Native American, how best to handle the discovery with the identification of a MLD. Additionally, Policy CR-7.1 of the WSGVAP strives to ensure that tribal consultation is meaningful, respectful, and tailored to the specifics of each project, land area, and tribe involved to adequately understand and mitigate impacts to tribal cultural resources. Future projects developed under the WSGVAP would be required to demonstrate consistency with this policy, and the Area Plan as a whole, as it relates to protecting tribal cultural resources.

Under Alternative 3, development would occur in similar areas as the Project but would be in accordance with the recently adopted Housing Element Update as the WSGVAP would not be adopted. Even though future development would be consistent with the Housing Element Update, 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 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 and SB 18, as necessary, prior to approving a project. AB 52 and SB 18 (as applicable) tribal consultation requirements would ensure that tribal cultural resources are properly identified and that mitigation measures are identified to reduce impacts on these resources. Similar to the Project, individual projects under Alternative 3 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 Project (MM 4.18-1). Therefore, Alternative 3 would result in less than significant impacts to tribal cultural resources. Impacts under this Alternative would be similar as those identified for the Project.

Utilities and Service Systems

As discussed in Section 4.19, *Utilities and Service Systems,* since the WSGVAP would generally be consistent with SCAG's regional population 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 3, development would occur in similar areas as the Project but would be in accordance with the recently adopted Housing Element Update as the WSGVAP would not be adopted. Similar to the Project, development under Alternative 3 would not induce population growth beyond SCAG's projections as development would be guided by the Housing Element Update. 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 WSGV Planning Area. Therefore, impacts to utilities and service systems would be less than significant, similar to the Project.

While growth under Alternative 3 would occur at a slightly 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 3 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 discussed in Section 4.20, *Wildfire*, adoption of the Project would result in less than significant impacts related to wildfire. Future projects implementing WSGVAP's goals, policies, strategies, and implementation actions could, depending on the location and site-specific conditions of projects, increase the risk of wildfire. However, all future projects would be required to comply with the County Fire Code, CBC, and General Plan policies, which would reduce the extent to which future projects could increase fire risk. Furthermore, future projects would be subject to project-level environmental review where site-specific fire risks would be evaluated and mitigation, if necessary, would be applied to address significant impacts. Therefore, impacts would be less than significant.

Under Alternative 3, development would occur in the same areas as the Project but would be in accordance with recently adopted Housing Element Update as the WSGVAP 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 Housing Element Update, 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 3 is unknown at this time, especially in the non-urban areas of the WSGV, impacts associated with wildfires could be considered greater under Alternative 3. Additionally, unlike the Project, Alternative 3 would not reduce land use intensities in hazard areas within the WSGV Planning Area. Therefore, impacts related to wildfire under Alternative 3 would be less than significant but would have greater impacts than those identified for the Project.

Summary of Impacts of Alternative 3 Compared to the Project

Implementation of Alternative 3 would result in similar impacts for the majority of issue areas as identified for the Project. While the significance conclusion would be the same as the Project, Alternative 3 would result in more severe impacts related to biological resources, geology and soils, and wildfire, as Alternative 3 would not reduce the land use intensities in hazards or wildland urban interface areas. Alternative 3 would have the same population and housing significance conclusion as the Project, but impacts would be reduced because implementation of Alternative 3 would not encourage development to the extent of the Project (3,395 units less than the Project). Alternative 3 would facilitate the implementation of the Housing Element Update by increasing housing units within the WSGV Planning Area, which is one of the overarching goals of the Project, but Alternative 3 would not provide the community benefits of the WSGVAP.

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 and Alternative 2 would result in two new significant and unavoidable impact 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 only provide the structure to allow for more growth in the WSGV Planning Area, which would not create a comprehensive plan for the WSGV.

5.6.1 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 aesthetics impact but would also result in three new significant and unavoidable impacts associated with GHG emissions, hazards and hazardous materials, and wildfires. 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 Alternative 2 would increase the severity of many of the Project's impacts due to the dispersed development of the same number of allowable units as the Project, impacts under this Alternative would overall be greater than the Project. While Alternative 3 would not reduce any of the Project's significant and unavoidable impacts, this Alternative would reduce the impacts related to population and housing due to having fewer potential units than the Project. Alternative 3 would not reduce land use densities in hazardous and natural resources areas and would have more severe biological, geological, mineral resource, and wildfire impacts than the Project. Lastly, Alternative 3 would result in similar impacts to all other issue areas as compared to the Project. Therefore, Alternative 3 would be considered the environmentally superior alternative.

However, while Alternative 3 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 not include the proposed administrative "cleanup" of zoning data applicable to the Project area (e.g., rezoning of A-1 parcels to be consistent with existing General Plan designations), and would not introduce new development standards or revise existing development standards under the Project's proposed PASD. Additionally, this Alternative would not include implementation of the WSGVAP, which contains the benefits of providing for the diverse needs of the WSGV communities, incentivizing neighborhood-serving small business commercial centers integrated with mixed-use development, conserving natural resources and direct development away from hazard areas, preserving existing industrial uses, and improving urban greening in commercial corridors.

TABLE 5-1
SUMMARY OF ALTERNATIVE IMPACTS COMPARED TO THE PROPOSED PROJECT

		Alternatives to the Proposed Project		
Issue Areas	**Proposed Project**	**Alternative 1: No Project Alternative**	**Alternative 2: Dispersed Growth Alternative**	**Alternative 3: Housing Element / RHNA Only Alternative**
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	SU	=	=	=
4.6 Energy	LTS	▲	▲	=
4.7 Geology and Soils	LTS	▲	▲	▲
4.8 GHG Emissions	LTS	▲ ▲	▲	=
4.9 Hazards and Hazardous Materials	LTS	▲ ▲	▲ ▲	=
4.10 Hydrology and Water Quality	LTS	=	=	=
4.11 Land Use and Planning	LTS	▲	▲ ▲	=
4.12 Mineral Resources	LTS	=	▲	▲
4.13 Noise	SU	=	=	=
4.14 Population and Housing	LTS	▼	=	▼
4.15 Public Services	LTS	=	=	=
4.16 Recreation	LTS	=	=	=
4.17 Transportation	SU	▲	▲	=
4.18 Tribal Cultural Resources	LTSM	=	=	=
4.19 Utilities and Service Systems	LTS	=	=	=
4.20 Wildfire	LTS	▲ ▲	▲	▲

SOURCE: ESA 2024

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

TABLE 5-2
ABILITY OF ALTERNATIVES TO MEET PROJECT OBJECTIVES

Project Objectives	Alternative 1: No Project Alternative	Alternative 2: Dispersed Growth Alternative	Alternative 3: Housing Element/RHNA Only
Objective 1: Foster harmonious and coordinated growth balanced with the preservation of natural areas and resources within the WSGV Planning Area. Implement growth that locates resident-serving uses in proximity to residential with enhanced urban greening and historic preservation.	No	No	No
Objective 2: Improve connectivity and walkability within the communities of the WSGV Planning Area to create pedestrian-friendly, accessible neighborhoods with complete streets. Promote landscaping and other greening measures, lighting, wayfinding signage, and open spaces along the streets to create community-centric “healthy streets”.	No	No	No
Objective 3: Strengthen community identity and culture through inclusion of multi-functional spaces and facilities that foster play, social cohesion, cultural inclusivity, exploration, dining, recreation, and entertainment throughout the WSGV Planning Area.	No	Partially	Partially
Objective 4: Improve the jobs-housing balance within the WSGV Planning Area through increasing access to workforce training, partnerships with targeted employers, and skills development resources in order to connect community members to local well-paying and high-quality career opportunities	No	No	No
Objective 5: Promote economic development in the WSGV Planning Area by attracting a wide range of businesses, including small businesses and non-profits, to create neighborhood-serving commercial centers/corridors integrated with mixed-use development with diverse options for housing, shopping, entertainment, recreation, and amenities	No	No	No
Objective 6: Preserve areas within or adjacent to natural resources or hazard areas and in the wildland-urban interface by decreasing land use densities and development intensities	No	No	No
Objective 7: Create strong community identity through public art, street beautification, and activities and programming centered around the community centers.	No	No	No
Objective 8: Develop goals, policies, and implementation programs that support smart growth, sustainable development, and equitable enhancement of residential neighborhoods while preserving the historical resources of the WSGV Planning Area	No	No	No

CHAPTER 6
Other CEQA Considerations

6.1 Introduction

Chapter 6, *Other CEQA Considerations,* of this Draft Program Environmental Impact Report (PEIR) for the proposed West San Gabriel Valley Area Plan (WSGVAP 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)

6.2 Significant and Unavoidable Environmental Impacts

Section 15126.2(c) of the State CEQA Guidelines requires that 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, cultural resources, noise, and transportation, as follows:

- **Aesthetics:** four significant and unavoidable impacts would occur with implementation of the WSGVAP, where development facilitated under the Area 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 within the WSGV Planning 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 WSGVAP, where development facilitated under the Area Plan would result in a cumulative considerable net increase of any criteria pollutant for which the Area 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 WSGVAP, where development facilitated under the Area 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).
- **Cultural Resources:** three significant and unavoidable impacts would occur with implementation of the WSGVAP, where development facilitated under the Area Plan would result in direct and cumulative impacts related to causing a substantial adverse change in the significant of a historic resource, and cumulative impacts related to a substantial adverse change in the significant of a unique archaeological resource.
- **Noise:** four significant and unavoidable impacts would occur with implementation of the WSGVAP, where development facilitated under the Area Plan would result in direct and cumulative impacts related to generating a substantial temporary or permanent increase in ambient noise levels due to construction and operational noise in the vicinity of the Area Plan 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 WSGVAP, where development facilitated under the Area 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 a 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 a 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.

6.3.1 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 WSGVAP. 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 WSGVAP. 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 future development allowed 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 WSGVAP would clustered along commercial corridors and major roadways with access to transit to promote the use of alternative transportation, encourage walkability, and reduce vehicle mile traveled by residents within the County.

As described in Section 4.19, *Utilities and Service Systems*, the WSGVAP is a long-range policy document that primarily focuses increased densities along commercial corridors and major roadways, as well as in a few select existing low-density residential areas near commercial corridors and transit stops. In addition, the WSGVAP also includes land use and zoning changes to reduce land use intensities in areas with hazards or within or adjacent to natural resources and in wildland urban interface (WUI) areas. 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 WSGVAP would not increase water demand within the WSGV Planning Area beyond previous projections. In addition, the proposed WSGVAP policies are intended to result in reduced water use and increase water efficiencies, which would reduce water demand associated with future development under the WSGVAP.

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 future development allowed 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 land use and zoning changes would include increasing densities along commercial corridors and major roadways as well as in a select few existing low-density residential areas near commercial corridors and transit. These changes aim to create more defined community centers with neighborhood-serving small business commercial uses integrated with mixed-used development along existing commercial corridors, where residents would be able to easily access commercial, retail, and community-serving uses, such as plazas and urban open spaces. 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, which includes standards and requirements related to energy efficiency. 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.

6.3.2 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 WSGVAP is intended to guide long-term growth within the WSGV 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 WSGVAP to guide long-term growth in the Planning Area, if future needs of the West San Gabriel Valley change, adjustments to the WSGVAP may be implemented.

6.3.3 Irreversible Damage from Environmental Accidents

The Project has the potential to expose the public and the environment to hazards associated with future developments. As described in Section 4.9, *Hazards and Hazardous Materials*, the WSGVAP is a long-range policy document that primarily focuses increased densities along commercial corridors and major roadways, as well as in a few select existing low-density residential areas near commercial corridors and transit stops. In addition, the WSGVAP also includes land use and zoning changes to reduce land use intensities in areas with hazards or within or adjacent to natural resources and in WUI areas. Future construction activities associated with projects implementing the WSGVAP'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. Furthermore, future projects developed under the WSGVAP could include land uses in the WSGV 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 include, but are not limited to, the Resource Conservation and Recovery Act (RCRA), which provides the 'cradle to grave' regulation of hazardous wastes; Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), 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 WSGV Planning Area from exposure to hazardous materials.

6.3.4 Consumption of Resources Justified

While future development implemented under the WSGVAP would increase resource consumption during construction and operation, adoption of the Area Plan 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 West San Gabriel Valley, will continue to experience growth in population, jobs, and housing. The WSGVAP provides a long-range planning framework to guide long-term growth in the West San Gabriel Valley. Specifically, the County is proposing land use and zoning changes that would include increasing densities along commercial corridors and major roadways as well as in a select few existing low-density residential areas near commercial corridors and transit. In addition, the WSGVAP also includes land use and zoning changes to reduce land use intensities in areas with hazards or within or adjacent to natural resources and in WUI areas.

Based on these land use and zoning changes, the Project would provide the ability of future developments to be in closer proximity to existing commercial corridors and 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 a 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.

6.4.1 Remove Obstacles to Growth

As discussed in Chapter 3, *Project Description*, the WSGVAP is intended to guide long-term growth of the WSGV Planning Area, respond to local planning issues, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. The WSGV 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 obstacles to additional growth and development by simplifying and streamlining land use and zoning regulations for the WSGV Planning Area. The WSGVAP 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.

6.4.2 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 WSGVAP. This would be a direct, growth-inducing effect of the Project. Although the WSGVAP 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 primarily along commercial corridors and major roadways as well as in select few existing low-density residential areas near commercial corridors and transit. This growth would be consistent with existing and future RHNA allocations. Therefore, the Project would have indirect growth-inducing effects.

6.4.3 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 WSGVAP, which is intended to guide long-term development, respond to local planning issues, foster harmonious and coordinated growth balanced with natural preservation, improve connectivity and walkability, generate a thriving business friendly region while enhancing sustainability in the built and natural environments, and ensure equitable decision-making throughout the WSGV Planning Area. Although the Project does not include approval of physical development, the proposed changes to land use and zoning designations would allow for increased growth in the WSGV 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 WSGVAP would be directly driven by market demands rather than by new development capacity created by the land use changes proposed by the WSGVAP. 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.

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CHAPTER 7
Report Preparation

7.1 Lead Agency

Los Angeles County Department of Regional Planning

320 W. Temple Street
Los Angeles, CA 90012

Mi Kim	Supervising Regional Planner
Adrine Arakelian	Principal Regional Planner
James Drevno	Senior Regional Planner
Evan Sensibile	Regional Planner
Katrina Castaneda	Regional Planner

7.2 Consultant

Environmental Science Associates

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Los Angeles, CA 90017

Ruta K. Thomas	Project Director, Overall Quality Assurance/ Quality Control
Janelle Firoozi	Project Manager, Quality Assurance/Quality Control
Hayley Ward	Deputy Project Manager, Aesthetics, Land Use, Utilities, Population/Housing, Alternatives
Dave Crook	Senior Quality Assurance/Quality Control Reviewer
Mike Harden	Senior Quality Assurance/Quality Control Reviewer
Todd Gordon	Hydrology and Water Quality, Geology and Soils, Mineral Resources
Steve Smith	Hazards and Hazardous Materials, Utilities and Service Systems
Juliana Medan	Agricultural and Forestry Resources, Transportation, Wildfire
Jon Teofilo	Senior Reviewer – Transportation
Bailey Setzler	Biological Resources
Johanna Page	Senior Reviewer – Biological Resources

Ana Rodriguez Lomeli	Population and Housing, Public Services, Recreation
Sara Dietler	Cultural Resources – Archaeological Resources
Shannon Papin	Cultural Resources – Historic Resources
Fatima Clark, OCCA	Cultural Resources, Tribal Cultural Resources, Paleontological Resources
Antonette Hrycyk	Cultural Resources – Historic Resources
Alan Sako, LEED-AP BD+C	Senior Reviewer – Air Quality, Energy, GHG Emissions, Noise
Elbert Hsiung	Air Quality, Energy, GHG Emissions
Caleb Manatanona	Air Quality, Energy, GHG Emissions
Tim Witwer	Noise
Abdul Khan	Noise
Jason Nielsen	Senior Geospatial Services (GIS)
Jaclyn Anderson	GIS
Jessica McKay	GIS
Denise Kaneshiro	Graphics
Nicole Sanchez-Sullivan	Publications Services Manager

7.3 Subconsultant

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Los Angeles, CA 90017

John Muggridge	Quality Assurance/Quality Control, Transportation
Dongyang Lin	Transportation
Yunjie Luo	Transportation
Danielle Caparas	Transportation

Appendix A

Notice of Preparation & Comments Received

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: West San Gabriel Valley Area Plan

Lead Agency: County of Los Angeles — Contact Person: Evan Sensibile
Mailing Address: 320 West Temple Street, Room 1362 — Phone: (213) 974-6425
City: Los Angeles — Zip: 90012 — County: Los Angeles

Project Location: County: Los Angeles — City/Nearest Community: West San Gabriel Valley
Cross Streets: N/A — Zip Code: Several
Longitude/Latitude (degrees, minutes and seconds): ____° ____′ ____″ N / ____° ____′ ____″ W Total Acres: 14,848
Assessor's Parcel No.: Several — Section: ____ Twp.: ____ Range: ____ Base: ____
Within 2 Miles: State Hwy #: Several — Waterways: Several
Airports: Several — Railways: Several — Schools: Several

Document Type:

CEQA: [X] NOP [ ] Early Cons [ ] Neg Dec [ ] Mit Neg Dec [ ] Draft EIR [ ] Supplement/Subsequent EIR (Prior SCH No.) ____ Other: ____
NEPA: [ ] NOI [ ] EA [ ] Draft EIS [ ] FONSI
Other: [ ] Joint Document [ ] Final Document [ ] Other: ____

Local Action Type:

[ ] General Plan Update [X] General Plan Amendment [ ] General Plan Element [X] Community Plan
[ ] Specific Plan [ ] Master Plan [ ] Planned Unit Development [ ] Site Plan
[X] Rezone [ ] Prezone [ ] Use Permit [ ] Land Division (Subdivision, etc.)
[ ] Annexation [ ] Redevelopment [ ] Coastal Permit [ ] Other: ____

Development Type:

[ ] Residential: Units ____ Acres ____
[ ] Office: Sq.ft. ____ Acres ____ Employees ____
[ ] Commercial: Sq.ft. ____ Acres ____ Employees ____
[ ] Industrial: Sq.ft. ____ Acres ____ Employees ____
[ ] Educational: ____
[ ] Recreational: ____
[ ] Water Facilities: Type ____ MGD ____
[ ] Transportation: Type ____
[ ] Mining: Mineral ____
[ ] Power: Type ____ MW ____
[ ] Waste Treatment: Type ____ MGD ____
[ ] Hazardous Waste: Type ____
[X] Other: Area Plan

Project Issues Discussed in Document:

[X] Aesthetic/Visual
[X] Agricultural Land
[X] Air Quality
[X] Archeological/Historical
[X] Biological Resources
[ ] Coastal Zone
[X] Drainage/Absorption
[X] Economic/Jobs
[ ] Fiscal
[X] Flood Plain/Flooding
[X] Forest Land/Fire Hazard
[X] Geologic/Seismic
[X] Minerals
[X] Noise
[X] Population/Housing Balance
[X] Public Services/Facilities
[X] Recreation/Parks
[X] Schools/Universities
[X] Septic Systems
[X] Sewer Capacity
[X] Soil Erosion/Compaction/Grading
[X] Solid Waste
[X] Toxic/Hazardous
[X] Traffic/Circulation
[X] Vegetation
[X] Water Quality
[X] Water Supply/Groundwater
[X] Wetland/Riparian
[X] Growth Inducement
[X] Land Use
[X] Cumulative Effects
[X] Other: GHG Emissions

Present Land Use/Zoning/General Plan Designation:
Several

Project Description: *(please use a separate page if necessary)*

The West San Gabriel Valley Area Plan (WSGVAP) is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley Planning Area and its communities. The WSGVAP is intended to guide long-term growth within the WSGV Planning Area by encouraging development of housing options and affordability, preserving/sustaining open space, protecting community health, safety, and general welfare, increasing access to community amenities, and promoting areas suitable for growth. Goals, policies, and implementation programs would be developed for the WSGVAP to support these objectives, especially to support smart growth and sustainable development throughout the WSGV Planning Area.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

X	Air Resources Board	X	Office of Historic Preservation
X	Boating & Waterways, Department of	X	Office of Public School Construction
X	California Emergency Management Agency	X	Parks & Recreation, Department of
X	California Highway Patrol	X	Pesticide Regulation, Department of
X	Caltrans District # 7	X	Public Utilities Commission
	Caltrans Division of Aeronautics	X	Regional WQCB # 4
	Caltrans Planning	X	Resources Agency
	Central Valley Flood Protection Board	X	Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission	X	San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
X	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of	X	State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of	X	SWRCB: Water Quality
X	Energy Commission		SWRCB: Water Rights
X	Fish & Game Region # 5		Tahoe Regional Planning Agency
	Food & Agriculture, Department of	X	Toxic Substances Control, Department of
X	Forestry and Fire Protection, Department of	X	Water Resources, Department of
X	General Services, Department of		
	Health Services, Department of		Other:
X	Housing & Community Development		Other:
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date November 14, 2023 Ending Date December 22, 2023

Lead Agency (Complete if applicable):

Consulting Firm: Environmental Science Associates
Address: 626 Wilshire Boulevard, Suite 1100
City/State/Zip: Los Angeles, CA 90017
Contact: Marlie Long
Phone: 619.719.4197

Applicant: County of Los Angeles
Address: 320 West Temple Street, Room 1362
City/State/Zip: Los Angeles, CA 90012
Phone: 213.974.6425

Signature of Lead Agency Representative: **Date:** 11/9/2023

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

LA COUNTY PLANNING

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

NOTICE OF PREPARATION OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING

DATE: November 14, 2023

TO: State Clearinghouse, Responsible Agencies, Trustee Agencies, Organizations, and Interested Parties

SUBJECT: Notice of Preparation of a Draft Program Environmental Impact Report and Notice of Public Scoping Meeting for the West San Gabriel Valley Area Plan

The County of Los Angeles (County), as Lead Agency pursuant to the California Environmental Quality Act (CEQA), will prepare a Draft Program Environmental Impact Report (PEIR) for the proposed West San Gabriel Valley Area Plan (WSGVAP, Area Plan, or Project). The County has prepared this Notice of Preparation (NOP) to provide agencies, organizations, and other interested parties with sufficient information describing the Project and its potential environmental effects to enable meaningful response to this NOP. The public comment period associated with the release of this NOP will commence on **Tuesday, November 14, 2023**, and end on **Friday, December 22, 2023**.

All interested parties, including the public, responsible agencies, and trustee agencies, are invited to provide comments and input on the scope and content of the environmental information contained in the Draft PEIR. Trustee and responsible agencies should provide comments and input related to the agencies' respective areas of statutory responsibilities in connection with the proposed Project. As a responsible or trustee agency, your agency may need to use the PEIR prepared by the County when considering any permits that your agency must issue, or other approval for the Project.

PROJECT NAME: West San Gabriel Valley Area Plan

PROJECT/PERMIT NUMBERS: Project No. PRJ2023-003982
Environmental Assessment No. RPPL2023005884
Advance Planning Case No. RPPL2023005880
General Plan Amendment No. RPPL2023005882
Zone Change No. RPPL2023005883

PROJECT APPLICANT: Los Angeles County

PROJECT LOCATION. The West San Gabriel Valley (WSGV) Planning Area is one of the County's 11 Planning Areas identified in the County General Plan (General Plan). The WSGV Planning Area encompasses 23.2 square miles within the southeast portion of Los Angeles County and is bound by the Antelope Valley Planning Area and the San Gabriel Mountains to the north, the East San Gabriel Valley Area Planning Area to the east, the Gateway Planning Area to the south, and the Metro and San Fernando Valley Planning Areas to the west. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities." The WSGV Planning Area and its associated communities are identified on ***Figure 1, Regional Location with WSGVAP Communities***.

PROJECT DESCRIPTION. The West San Gabriel Valley Area Plan (WSGVAP) is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the WSGV Planning Area and its communities. The WSGVAP is intended to guide long-term growth within the WSGV Planning Area by encouraging development of housing options and affordability, preserving/sustaining open space, protecting community health, safety, and general welfare, increasing access to community amenities, and promoting areas suitable for growth. Goals, policies, and implementation programs would be developed for the WSGVAP to support these objectives, especially to support smart growth and sustainable development throughout the WSGV Planning Area. The WSGVAP would execute these goals primarily through, but not limited to, the following Project components:

General Plan Amendment No. RPPL2023005882. The General Plan Amendment would establish the WSGVAP as part of the County General Plan. The WSGVAP would create goals and policies for the unincorporated area communities of Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. This new area plan includes the following:

- Areawide goals and policies with respect to the following topics, including but not limited to: Land Use, Mobility, Conservation and Open Space, Public Services and Facilities, Economic Development, and Historic Preservation.
- Areawide Implementation Programs.
- Community chapters, as needed, with additional goals, policies, and implementation programs that are community-specific, addressing planning issues that are unique to a particular geographic community and cannot be addressed through areawide goals, policies, and programs.
- Update and incorporation of the existing Altadena Community Plan into the WSGVAP as a community chapter.

- Updates to the land use policy map which, at the minimum, would:
    1) Incorporate the proposed land use policy changes as identified in the Housing Element;
    2) Maintain consistency between zoning and land use policy;
    3) Redesignate certain residential and commercial areas to facilitate additional housing and local-serving businesses; and
    4) Utilize the General Plan Land Use Legend.

Zone Change No. RPPL2023005883. The Zone Change would:

- Update the zoning map for the Project area to maintain consistency with the updated land use policy map and incorporate the proposed rezoning as identified in the Housing Element to meet the Regional Housing Needs Assessment goals for Los Angeles County.
- Rezone certain A-1 parcels that are not currently used for agricultural purposes to R-A (Residential Agricultural), R-1 (Single-Family Residence), R-2 (Two-Family Residence), or OS (Open Space) as well as rezone certain areas identified for growth along major corridors and near major transit stops as appropriate.

Advance Planning Case No. RPPL2023005880. Amend Title 22 (Planning and Zoning Code) to implement the goals and policies of the Area Plan 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 amendments to Title 22 would:

- Establish a Planning Area Standards District to reorganize development standards that are applicable to the unincorporated communities in the WSGV Planning Area under one division and establish new planning area wide standards and/or community-specific standards, as-needed.
- Assess, update, and revise the following existing community standards districts (CSDs): East Pasadena-East San Gabriel, La Crescenta-Montrose, Altadena, and South San Gabriel to bring them into conformance with the goals and policies of the Area Plan.

The WSGVAP anticipates a buildout horizon of 2045, meaning that the capacity for additional growth anticipated through the implementation of the WSGVAP is anticipated to be fully developed by 2045.

POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT. As permitted by State CEQA Guidelines Section 15060(d), the County decided not to prepare an Initial Study and will begin work directly on the Draft PEIR because it has determined that a PEIR is required for the proposed Project. The Draft PEIR will evaluate potentially significant environmental effects of the proposed Project, identify feasible mitigation measures that may lessen or avoid such impacts, and identify a range of reasonable alternatives to the proposed Project. Potentially significant Project impacts that will be analyzed in the Draft PEIR will include the following environmental topics: Aesthetics, Agriculture/Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology/Soils, Greenhouse Gas (GHG) Emissions, Hazards/Hazardous Materials,

Hydrology/Water Quality, Land Use/Planning, Mineral Resources, Noise, Population/Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities/Service Systems, and Wildfire.

NOTICE OF PUBLIC SCOPING MEETING. Consistent with Assembly Bill 361, which allows teleconference provisions for local agency meetings, the County will conduct one virtual public scoping meeting to inform the public and interested agencies about the Project and solicit oral and written comments as to the appropriate scope and content of the Draft PEIR. All interested parties are invited to attend the virtual scoping meeting to assist in identifying issues to be addressed in the Draft PEIR. The Scoping Meeting will involve a presentation about the WSGVAP, the environmental review process, and schedule. The Project's Scoping Meeting will be held virtually, online via Zoom Webinar on **December 14th, starting at 6:30pm.**

The link below will take you to the virtual Scoping Meeting Webpage with instructions on joining the meeting:

planning.lacounty.gov/long-range-planning/wsgvap/documents/

Though email is the preferred form of communication, you may direct your written comments via email, and/or U.S. Postal Services to:

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, California 90012
Tel: (213) 974-6425
Fax: (213) 626-0434
wsgvap@planning.lacounty.gov

DOCUMENT AVAILABILITY. The NOP for this Project is available for public review on the West San Gabriel Valley Area Plan website at the following locations:

planning.lacounty.gov/long-range-planning/wsgvap/documents/ or

planning.lacounty.gov/environmental-review/public-notice/ (under "Advance Planning Projects")

The NOP is also available for public review at the following public libraries:

Altadena Library	600 E Mariposa St	Altadena, CA	91001
Hastings Library	3325 E Orange Grove Blvd	Pasadena, CA	91107
La Crescenta Library	2809 Foothill Blvd	La Crescenta, CA	91214
Lamanda Park Library	140 S Altadena Drive	Pasadena, CA	91107
Live Oak Library	22 W Live Oak Ave	Arcadia, CA	91007
Montrose Library	2465 Honolulu Ave	Montrose, CA	91020
South El Monte Library	1430 North, Central Ave	South El Monte, CA	91733
Temple City Library	5939 Golden West Ave	Temple City, CA	91780

The hours of operation at each library vary. Please see the County library website to confirm this information before visiting: https://lacountylibrary.org/. For libraries not affiliated with the County, please confirm hours of operation using the library's website or phone line.

PROJECT WEBSITE. Visit the WSGVAP website for more information: https://planning.lacounty.gov/long-range-planning/wsgvap/.

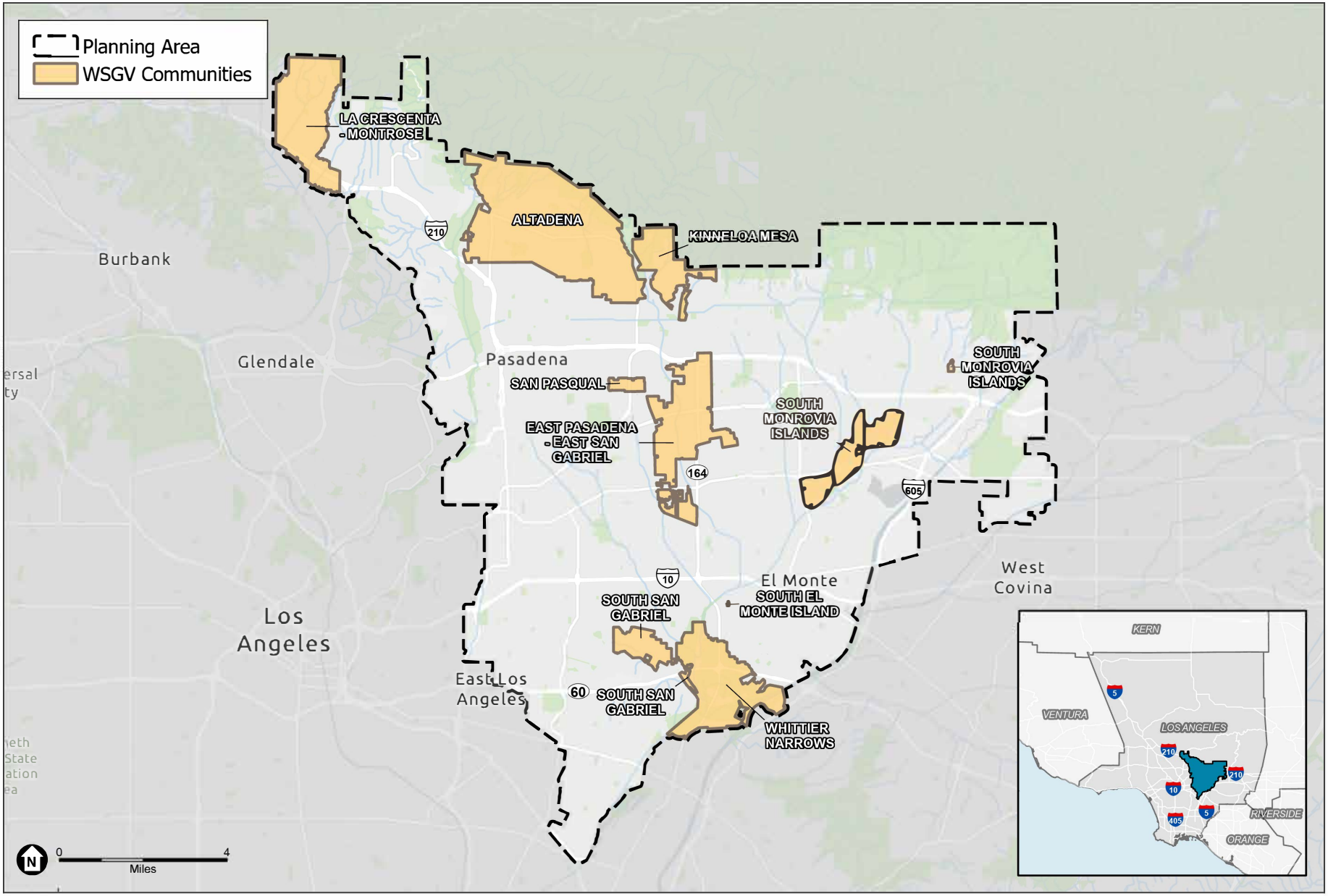
Thank you for your participation in the environmental review of this Project.

For more information about the West San Gabriel Valley Area Plan and Programmatic Environmental Impact Report (PEIR) visit: planning.lacounty.gov/long-range-planning/wsgvap/ or email wsgvap@planning.lacounty.gov or call (213) 974-6425 and leave a message. To view the Notice of Preparation (NOP) online, including a Spanish and Chinese version of the NOP, please visit: planning.lacounty.gov/long-range-planning/wsgvap/documents/ or planning.lacounty.gov/environmental-review/public-notice/.

Si desea conocer más información sobre el Plan del Área Oeste del Valle de San Gabriel y sobre el Informe Programático de Impacto Ambiental (PEIR, por sus siglas en inglés) visite la página web: planning.lacounty.gov/long-range-planning/wsgvap/, envíe un correo electrónico a wsgvap@planning.lacounty.gov o llame al (213) 974-6427 y deje un mensaje. Es posible consultar el Aviso de Preparación (NOP) en línea, incluida una versión en español y otra en chino, en: planning.lacounty.gov/long-range-planning/wsgvap/documents/ o planning.lacounty.gov/environmental-review/public-notice/.

如需 West San Gabriel Valley 地區計劃和計劃環境影響報告（PEIR）的更多資訊，請造訪：planning.lacounty.gov/long-range-planning/wsgvap/、傳送電郵至 wsgvap@planning.lacounty.gov 或致電(213)974-6427 並留言。如需線上查閱《編制通知》(NOP)，包括西班牙文及中文版本，請造訪：planning.lacounty.gov/long-range-planning/wsgvap/documents/ 或planning.lacounty.gov/environmental-review/public-notice/.

ATTACHMENTS: **Figure 1: Regional Location with WSGVAP Communities**



SOURCE: Los Angeles DPR, 2023; ESA, 2023.

West San Gabriel Valley Area Plan

Regional Location with WSGVAP Communities

ESA

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"
Norma E. García-González, Director Alina Bokde, Chief Deputy Director

December 22, 2023

TO: Evan Sensibile
Department of Regional Planning

FROM: Jui Ing Chien JIC
Planning and CEQA Section

SUBJECT: **WEST SAN GABRIEL VALLEY AREA PLAN**
NOTICE OF PREPARATION OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT

The Notice of Preparation of the draft Program Environmental Impact Report (PEIR) for the West San Gabriel Valley Area Plan (WSGV) has been reviewed for potential impacts on the facilities of the Los Angeles County Department of Parks and Recreation (DPR). Our understanding is that the Project will provide a new community-based plan to guide long-term growth within the WSGV Planning Area by encouraging development of housing options and affordability, preserving/sustaining open space, protecting community health, safety, and general welfare, increasing access to community amenities, and promoting areas suitable for growth. Please find below DPR's comments to inform the development of the draft PEIR for the Project:

Zone Change No. RPPL2023005883
The proposed Project would incorporate the proposed rezoning as identified in the Housing Element to satisfy the regional housing needs for the County, as well as rezoning certain agricultural parcels to residential uses and rezoning certain areas for growth along major corridors and transit stops. In accordance with the 2016 Los Angeles Countywide Park Needs Assessment (PNA), certain study areas in the WSGV have high levels of park need, and the impact of the proposed project should take this into account in the PEIR analysis. As shown in the following table, the WSGV includes unincorporated communities which correspond to various study areas established as part of the 2016 PNA.

West San Gabriel Valley Community	PNA Study Area	Park Need Level	Park Acres per 1,000	Park Accessibility (% of population living within 1/2 mile of a park)	DPR Facilities located within the Community
Altadena	Unincorporated Altadena	Low	0.9	32	• Charles S. Farnsworth Park • Charles white Park

West San Gabriel Valley Community	PNA Study Area	Park Need Level	Park Acres per 1,000	Park Accessibility (% of population living within 1/2 mile of a park)	DPR Facilities located within the Community
					• Loma Alta Park • Loma Alta Park Staging Area and Trailhead • Altadena Crest Trail • Altadena Triangle Park • Altadena Golf Course
	Unincorporated San Pasqual/ Unincorporated East Pasadena	Very Low	0.8	28	• Michillinda Park
East Pasadena-East San Gabriel	Unincorporated East San Gabriel/ Unincorporated Arcadia	Very High	0.1	15	• Michillinda Park
Kinneloa Mesa	City of Pasadena - Eastside / Unincorporated Kinneloa Mesa	Moderate	1.4	51	• Eaton Canyon Natural Area and Nature Center • Eaton Canyon Equestrian Park • Eaton Canyon Trailhead • Eaton Canyon Golf Course • Eaton Canyon Trail • Hastings Debris Basin Trail
La Crescenta-Montrose	Unincorporated La Crescenta - Montrose	Very Low	2.3	18	• Two Strike County Park • Pickens Canyon Park
San Pasqual	Unincorporated San Pasqual/ Unincorporated East Pasadena	Very Low	0.8	28	• Michillinda Park
South Monrovia Islands	Unincorporated El Monte/ Unincorporated Monrovia	Low	0.2	56	• Pamela County Park • Santa Anita Wash Trail
South San Gabriel	Unincorporated Sunrise Village-South San Gabriel-Whittier Narrows	Low	5.7	19	• Whittier Narrows Recreation Area
Whittier Narrows	Unincorporated Sunrise Village-South San Gabriel-Whittier Narrows	Low	5.7	19	• Whittier Narrows Recreation Area • Rio Hondo River Trail • San Gabriel River Trail
South El Monte Island	City of South El Monte/ Unincorporated El Monte/ Unincorporated Whittier Narrows	Low	0.7	36	

The County General Plan establishes a goal of four (4) acres of local parkland per 1,000 residents of the population in the unincorporated areas and a goal of six (6) acres of regional parkland per 1,000 residents of the total population of Los Angeles County. In addition, pursuant to the Quimby Act and to the County's Subdivision Code, new

residential subdivisions must dedicate parkland or pay in-lieu fees (or both, in some circumstances) to enable the County to maintain a ratio of three (3) acres of local parkland for every 1,000 residents. Please note that the Quimby Act and the County's Subdivision Code only apply to residential subdivisions and therefore do not apply to non-subdivision residential projects, such as an apartment complex proposed on a single parcel of land.

Los Angeles Countywide Parks Needs Assessment
The PEIR should also consider the following DPR documents in the analysis:

- 2016 Los Angeles Countywide Parks Needs Assessment (PNA): Adopted by the Los Angeles County Board of Supervisors on July 5, 2016, the PNA is a comprehensive study of the diverse park and recreation needs in cities and unincorporated communities across the county. Prepared by DPR, the PNA gathered data to determine the scope, scale, and location of park need in Los Angeles County. Since its completion in 2016, the PNA has been invaluable in informing planning, decision-making, and resource allocation for parks and recreation. Please refer to the 2016 PNA final reports, that include park need data for the unincorporated communities within the West San Gabriel Valley Planning Area: https://lacountyparkneeds.org/final-report/

- 2022 Los Angeles Countywide Parks Needs Assessment Plus (PNA+): Adopted by the Board of Supervisors on December 6, 2022, the PNA+ complements and offers new information not previously included in the 2016 PNA. Specifically, PNA+ includes data about access to regional parks, open space, trails, beaches and lakes, and local parks in rural areas, as well as mapping and analyses related to population vulnerability, environmental benefits, environmental burdens, and priority areas for environmental. Please refer to Appendix A which contains specific report for the West San Gabriel Valley Study Area and incorporate relevant data and recommendations from the report: West San Gabriel Valley Area: https://lacountyparkneeds.org/wp-content/uploads/2023/03/AppA_RegionalProfiles_WestSanGabrielValley_Dec2022.pdf

- Puente Hills Landfill and Master Plan: Approved by the Los Angeles County Board of Supervisors on October 25, 2016, the Puente Hills Landfill Park Master Plan seeks to transform over 140 acres of the former landfill into a regional park. While not located within the WSGV Planning Area, the proposed park is just outside the boundary at the southeast corner. The regional park will be a "Park for All", offering recreational, educational, and cultural opportunities to a diverse audience. The plan is to ultimately develop a premiere destination park in the San Gabriel Valley that celebrates the site's unique history, technological innovation, urban-wildland location, scale, and topography. Located at the southern edge of the San Gabriel Valley, this future regional park will serve the residents across San Gabriel Valley and beyond. Please use the link to access project information: https://puentehillslandfillpark.org/

Mitigation Measures

To address potential significant impacts on existing recreational resources, the PEIR should include mitigation measures that would ensure that future impacts to parks, open space, and recreation lands are minimized. Project proponents must notify DPR in advance of the nature, extent, and duration of construction activities that may affect parks, trails, and other facilities operated and maintained by DPR.

Open Space and Recreation Resources Map

The PEIR should include a map identifying the locations of all existing open space and recreation lands in the Project study area, including public parks, recreational facilities, and other open space and recreational areas owned/maintained by local, state, federal agencies, non-profit organizations, and other entities.

Thank you for including DPR in this environmental review process. If we may be of further assistance, please contact Ms. Jui Ing Chien, Park Planner, at (626) 588-5317 or by email at jchien@parks.lacounty.gov.

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:
wsgvap@planning.lacounty.gov
Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, CA 90012

December 22, 2023

Notice of Preparation of a Draft Program Environmental Impact Report for the West San Gabriel Valley Area Plan (Proposed Project)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Program Environmental Impact Report (EIR). Please send a copy of the Draft Program EIR upon its completion and public release directly to South Coast AQMD as copies of the Draft Program EIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses (electronic versions of all emission calculation spreadsheets, air quality modeling, and health risk assessment input and output files, not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.**

CEQA Air Quality Analysis

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website[1] as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod[2] 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.

South Coast AQMD has developed both regional and localized significance thresholds. 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[3] and localized significance thresholds (LSTs)[4] to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

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. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of

[1] South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook.
[2] CalEEMod is available free of charge at: www.caleemod.com.
[3] South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.
[4] South Coast AQMD's guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). 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.

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[5].

In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the Draft EIR. The assumptions in the air quality analysis in the EIR will be the basis for evaluating the permit under CEQA and imposing permit conditions and limits. Questions on permits should be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385.

The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*[6] 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[7].

The South Coast AQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*[8] 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.

Mitigation Measures

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. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook,[9] South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2022 Air Quality Management Plan,[10] and Southern California Association of

[5] South Coast AQMD's guidance for performing a mobile source health risk assessment can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis.
[6] CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at: http://www.arb.ca.gov/ch/handbook.pdf.
[7] CARB's technical advisory can be found at: https://www.arb.ca.gov/ch/landuse.htm.
[8] South Coast AQMD. 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. Available at: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf.
[9] https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook
[10] South Coast AQMD's 2022 Air Quality Management Plan can be found at: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan (Chapter 4 - Control Strategy and Implementation).

Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy.[11].

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at swang1@aqmd.gov.

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

SW
LAC231115-04
Control Number

[11] Southern California Association of Governments' 2020-2045 RTP/SCS can be found at: https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.

Conserving, protecting, and stewarding our precious open spaces

P.O. BOX 1
PASADENA, CA 91102

T. 626.796.0782

WWW.ARROYOSFOOTHILLS.ORG

Arroyos & Foothills CONSERVANCY

ATTN: EVAN SENSIBILE
LOS ANGELES COUNTY
DEPARTMENT OF REGIONAL PLANNING
320 WEST TEMPLE ST.
LOS ANGELES, CA 90012

December 22nd, 2023

Los Angeles County West San Gabriel Valley Area Plan

Arroyos & Foothills Conservancy (AFC) appreciates the opportunity to provide comments on the LA County West San Gabriel Valley Area Plan (Plan). We like what we read and we comment in furtherance of its purposes and goals. The Plan touches on some of the points that follow but omits them in other places where it would be logical and informative to include them; otherwise they may be overlooked.

Our overarching mission of saving native habitat for wildlife is very much in alignment with the Plan's goals of preserving natural habitats and fostering wildlife connectivity. We would particularly like to direct attention to our regional initiative, the Hahamongna to Tujunga Wildlife Corridor (HTC), as an essential component in achieving these goals. The HTC is a recognized wildlife corridor and cited in authoritative publications (we will provide upon request). A map of the HTC is attached.

Hahamongna to Tujunga Wildlife Corridor Initiative
AFC works with urgency to create and enhance wildlife corridors, especially to counter the challenges faced by isolated species like mountain lions. The plight of mountain lions such as P-22 and P-41 highlights the need for safe passage between the isolated islands of natural habitat in our urban setting -- including without limitation the San Rafael Hills, Verdugo Mountains and Griffith Park -- and the San Gabriel Mountains. Wildlife corridors are required to connect these and smaller islands with a low elevation corridor along the frontage of the San Gabriels, including Altadena and La Crescenta-Montrose, via a combination of land and water routes.

Wildlife
As stated in the Plan, "wildlife" includes all native wild life -- mammals, amphibians and reptiles, birds, butterflies, bees, insects, etc. and plants. All wildlife moves, and the Plan should adequately address movement by all species. Wildlife depends on native plant species. Native plants are the backbone for the presence and movement of wildlife, virtually everywhere.

Urban conservation and Wildlife Corridors
Within the WSGV natural habitat must not only be preserved but also enhanced. Connecting islands of habitat means passage has to be recreated in an urban setting, whether by land or water. Turn back the biological clock to reclaim the prevalence of native species by rewilding.

Wildlife movement in urban settings can be complex. There are not only roads, but houses, landscaping, fences, walls, patios, pools, dogs, artificial light, noise, kids playing and people walking and talking. Likely lacking are native habitat, cover and natural water sources. Animals are not calm but wary. They do not linger but keep moving. This is not inviting for kittens, cubs and fawn, nor conducive to bed down. Urban wildlife corridors and crossings reflect these realities, requiring remedial actions.

The definitions of Habitat Linkages and Wildlife Corridors under *Regional Habitat Linkages* at page 26 should encompass corridors in the confined urban setting.

Urban conservation happens with remnants -- with bits and pieces. High priority properties are valued for their impact, not their size. We stress the significance of urban conservation, and we advocate for the inclusion of language in the Plan to support the conservation of smaller urban parcels. This inclusion could aid AFC and others obtain funding for our urban land conservation initiatives.

Habitat

- We must enhance native habitat, and not just preserve what currently exists. See *Prevent Habitat and Biodiversity Loss* at page 38.
- Maximize all opportunities to increase the native plant palate everywhere, including residential areas. (Is the Plan advisory for the incorporated areas within the WSGV or does it have no relevance to them? Can the Plan be cited effectively when pursuing its goals in incorporated areas?) Native plants in the front yard support wildlife – birds, bees, butterflies, insects and urban mammals -- and their prevalence and movement. Suggest adding to Policy C/NR 3.9 at page 33; at the top of the list under *Urban Greening Program* at page 36; under *Habitat Fragmentation* on page 38, and elsewhere.
- Drought tolerant landscaping gets us half the way toward sustainability; natives landscaping gets us all the way.
- Prioritize native trees when we seek to enhance the canopy. See page 51 under *Our County*…, page 54 under *Heat Mitigation*.
- Remove invasive species, allow natives to repopulate, and revegetate with locally sourced native plants.
- Use ecologically sensitive vegetative management practices when modifying habitat. For legally required fire fuel reduction this means removing non-native species and encouraging suitable native plants. [Let us know if a definition of ESVM would be helpful.] Suggest adding to *Fire Risk* section at page 27.

- Restoring waterways, whether by concrete removal in drainages or otherwise, should include habitat restoration. See references to modifying "channels" at page 39; top of page 67 under *Watershed Management.*
- Soil disturbance invites the intrusion of non-native plants. Minimize soil disturbance.
- All habitat restoration requires a sustained effort over multiple years to reestablish mature plant communities over invasive species.

Biodiversity

Consider defining the biodiversity challenge as preserving, restoring and enhancing native species.

We suggest the Plan cite and consider adopting and implementing the United Nations Convention on Biodiversity recommendations.

Lighting
Lighting has a profound impact on most wildlife. New projects should be designed with the impact of lighting on wildlife in mind. Mitigation should be considered for existing development where negative impacts exist. AFC would be happy to cite authorities; please advise if desired. See *Dark Skies* on page 37.

SEAs
The San Rafael Hills should be considered for an SEA.

Collaboration
AFC has the knowledge and tools to contribute to baseline biological surveys and long-term conservation plans. AFC currently collaborates with regional jurisdictions and conservation organizations to achieve regional conservation goals and is committed to the same with LA County.

Sincerely,

John Howell
CEO, Arroyos & Foothills Conservancy

From: Tim Martinez
To: West SGV Area Plan
Subject: West San Gabriel Valley Area Plan Comments
Date: Friday, December 22, 2023 3:22:16 PM

Hello,

My comments are in regard to the following parts of the WSGVAP:

"The Los Angeles County Urban Agriculture Incentive Zone (UAIZ) Program aims to put into action the UAIZ Act from the California Government Code. The goal is to boost urban agriculture by encouraging property owners in the County's urban areas to use their vacant or undeveloped land for small-scale farming" (Page 5)

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

Action 130: Support the use of public and private land for urban and peri-urban agriculture, such as community gardens, by measures such as identifying available public parcels, streamlining permitting and leasing processes, and incentivizing the conversion of vacant property to agricultural use.

My comments:

Please consider how to facilitate the types of activities listed as permitted under the Urban Agriculture Incentive Zone Program:

"Community gardens, nurseries, agricultural education centers, small-scale crops, and animal husbandry are just a few examples that are permitted. In limited cases, tool sheds, greenhouses, produce stands, and **instructional spaces** are acceptable structures for use with an agricultural land use under this program."

Yurts, shipping containers, and other temporary or semi-permanent structures would be ideal instructional spaces, but in my previous correspondence with the County, they have said that yurts are "not accessory to agriculture" because they are considered "habitable structures". To qualify for the Urban Agriculture Incentive Zone (UAIZ) program, the land must be vacant, and have no"habitable structures".

We cannot live in yurts in LA County, so how are these tents considered "habitable"? People have them in their backyards...

Here are a couple of County resources which refer to yurts as "temporary structures". This would indicate to me that they are not "habitable structures" as the County informed me:

"Fees will be based on the intended use of the structure, including permanently designated sites for tents, **yurts**, trailers, modulars, **and similar temporary structures**."
https://library.municode.com/ca/los_angeles_county/codes/code_of_ordinances?nodeId=TIT32FICO_4906.3.4FUMOPLREFESC

"What types of units do not qualify for STR use? • Motorhomes, cars, or other types of

recreational vehicles; • Boats; • ADUs or any other type of habitable accessory structures; **• Temporary or semi-permanent structures such as tents or yurts"** https://ttc.lacounty.gov/wp-content/uploads/2021/10/Proposed%20STR%20FAQ%2010.01.21.pdf

This is what the County wrote to me previously:

"Furthermore, please note that UAIZ is required to be on vacant land. That means absolutely NO habitable structures, and a yurt by definition is habitable. A classroom or education space can be allowed in a UAIZ project, but it should be outdoors supported by some type of shade structure rather than inside a yurt.

Also, Building and Safety requires needs building permits for any yurt structures. Anything other than storage structure is considered habitable and would need B&S permits. If the property is in any kind of fire hazard area, the Fire Department would have some requirements for a tentlike structure (onsite water tanks available for fighting fire, good access to the property, etc.) if Fire allows them at all."

If yurts are temporary structures, is the County correct in saying they would require building permits? Is the County correct that they cannot be used as an instructional space?

The UAIZ program has been a big failure. Eliott Kuhn of Cottonwood Urban Farm - a recipient of the UAIZ tax incentive, doesn't earn income from what he grows, but rather from what he knows:

"The narrow vision of urban agriculture — growing food in the city: That's not how I earn my income. I had to lean into what I know..."

This article, which quotes the Los Angeles Food Policy Council, illustrates perfectly how educational programs, instructional spaces and community building are desperately needed components that should be considered if we are really trying to promote the feasibility of urban agriculture, and the other laudable goals of the County and of the UAIZ program.

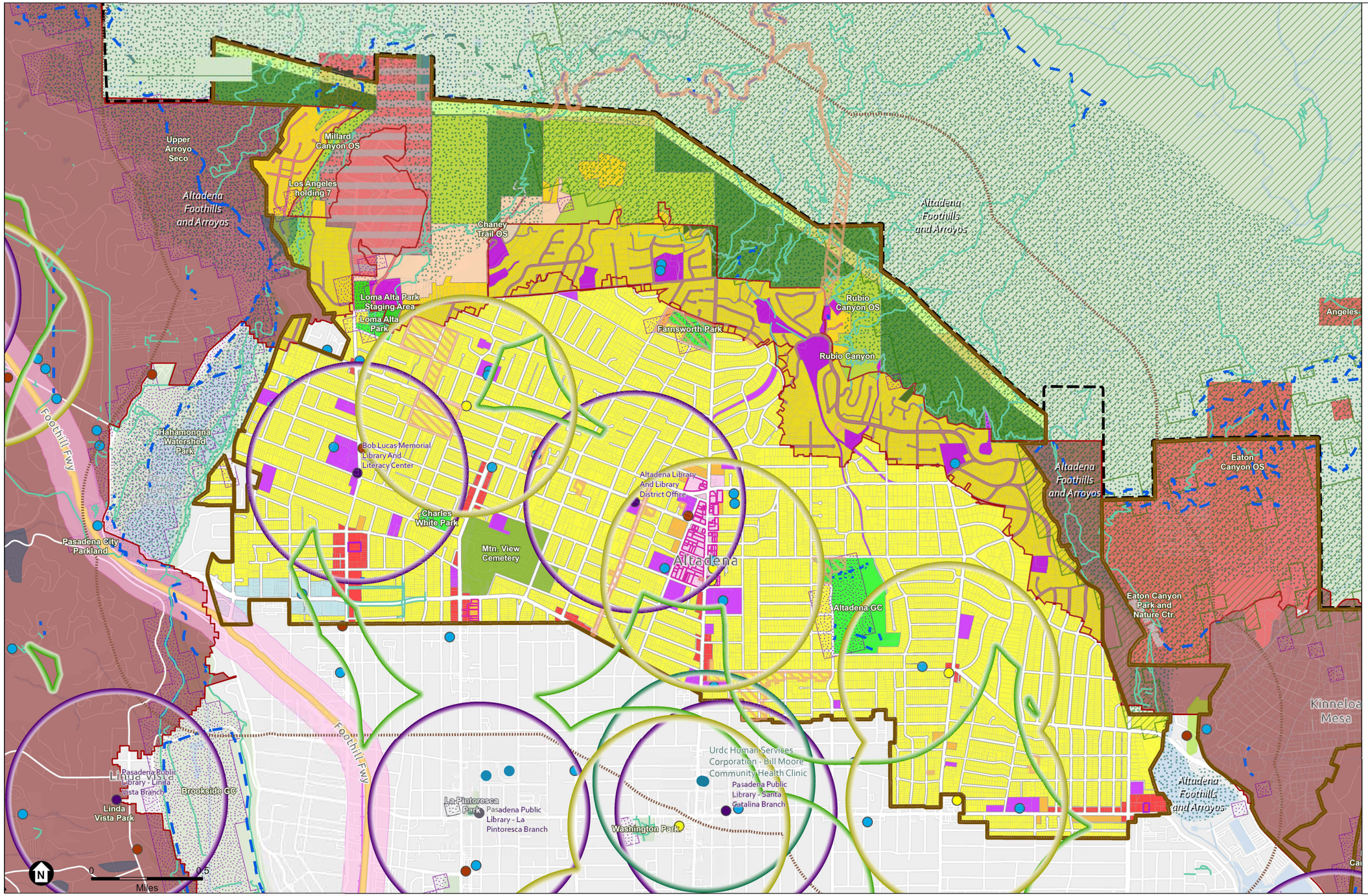
I recommend the streamlining and facilitation of permitting in the County's zoning/regulations for the type of outdoor kitchens, outdoor ovens, instructional spaces such as yurts, shipping containers, and other infrastructure that can facilitate educational programs instructional spaces, and community building related to the farm or garden. Relying on "what you know" rather than "what you grow" is essential for the success of urban agriculture.

Thank you,

Tim Martinez
1404 Chamberlain Road
Pasadena, CA 91103

Appendix B

WSGVAP Existing Conditions Community Maps



WSGV Communities
Planning Area
Parcels
1/2 Mile Buffer - Altadena
Interstate & Highways
500-Feet of Highways
Bicycle Paths
Pedestrian Trails
Land Value to Improvement Value Ratio (<1)
RHNA Rezoning Sites
Large Supermarkets & Grocers - 1/2-Mile
Parks & Open Space - 1/2-Mile Buffer
Hospitals and Clinics - 1/2-Mile
Libraries - 1/2-Mile Buffer

Community Facilities

Schools, Colleges & Universities
Hospitals and Clinics
Large Supermarkets & Grocers
Emergency Services (Ambulance, Fire, Rescue)
Libraries
Historic Resources

Flood Hazard Zones

500-Year Flood Zone

Fire Hazard Severity Zones

High (SRA)
Very High (SRA)
Very High (LRA)

Natural Resources

Natural Areas Small
Significant Ecological Area (SEA)
Farmland of Local Importance
Parks and Open Space
Natural Landscape Blocks
Hydrology

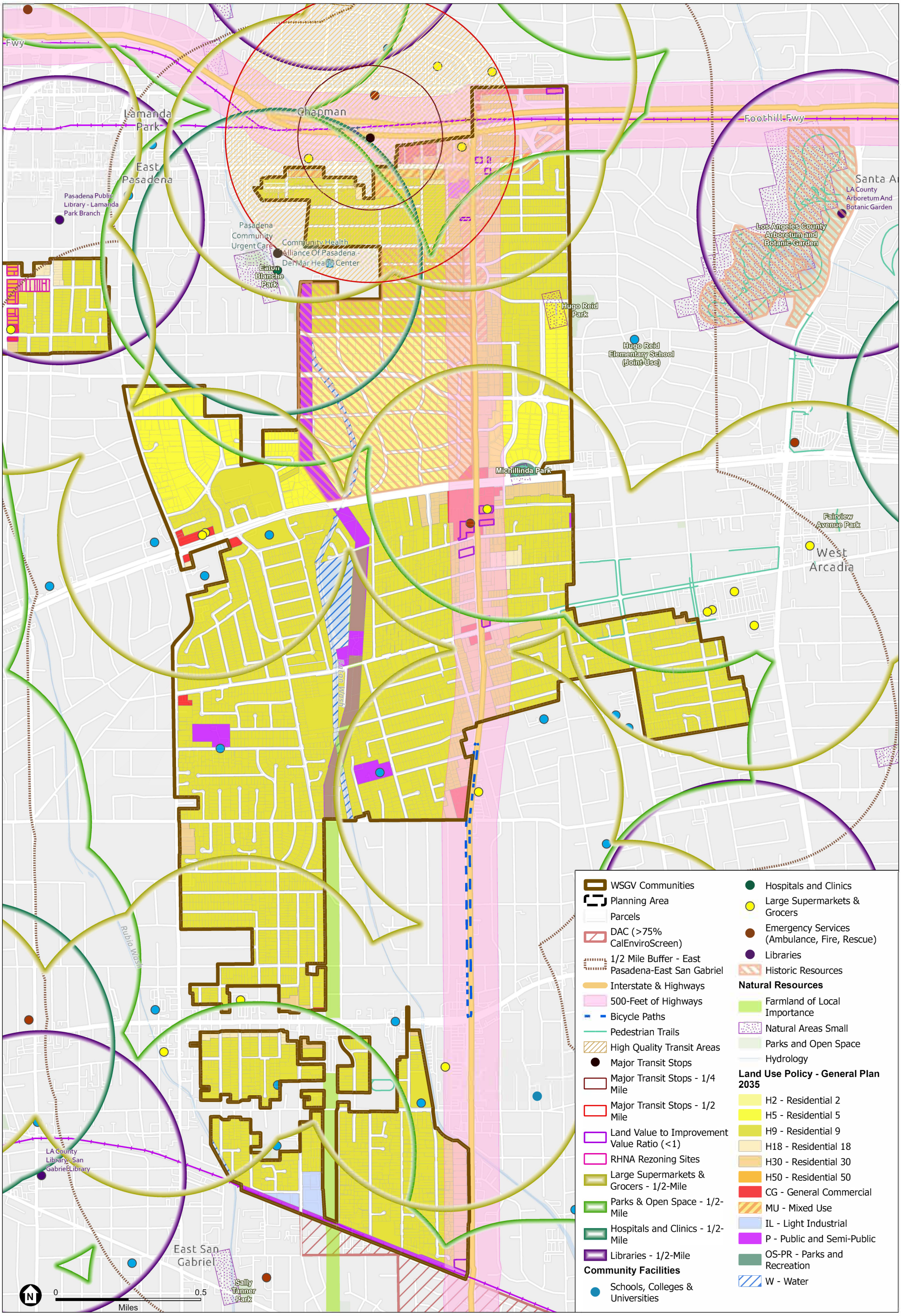
Altadena Land Use (Community Plan)

BP - Business Park
E - Estate/Equestrian (1 du/2.5 gross ac)
GC - General Commercial
I - Institutions
LD - Low Density Residential (1 to 6 du/gross ac)
LMD - Low/Medium Density Residential (6 to 12 du/gross ac)
MD - Medium Density Residential (12 to 22 du/gross ac)
MOS - Miscellaneous Open Space
MU - Mixed Use "Center"
N - Non-Urban (up to 1 du/gross ac)
NF - National Forest and National Forest Managed Lands
OS-NF - National Forest
PR - Public and Private Recreation
SP - Specific Plan
Public Streets
U - Utilities

SOURCE: LA County DRP, 2023; ESA, 2023; UrbanFootprint, 2023.

Figure 1
Altadena

ESA

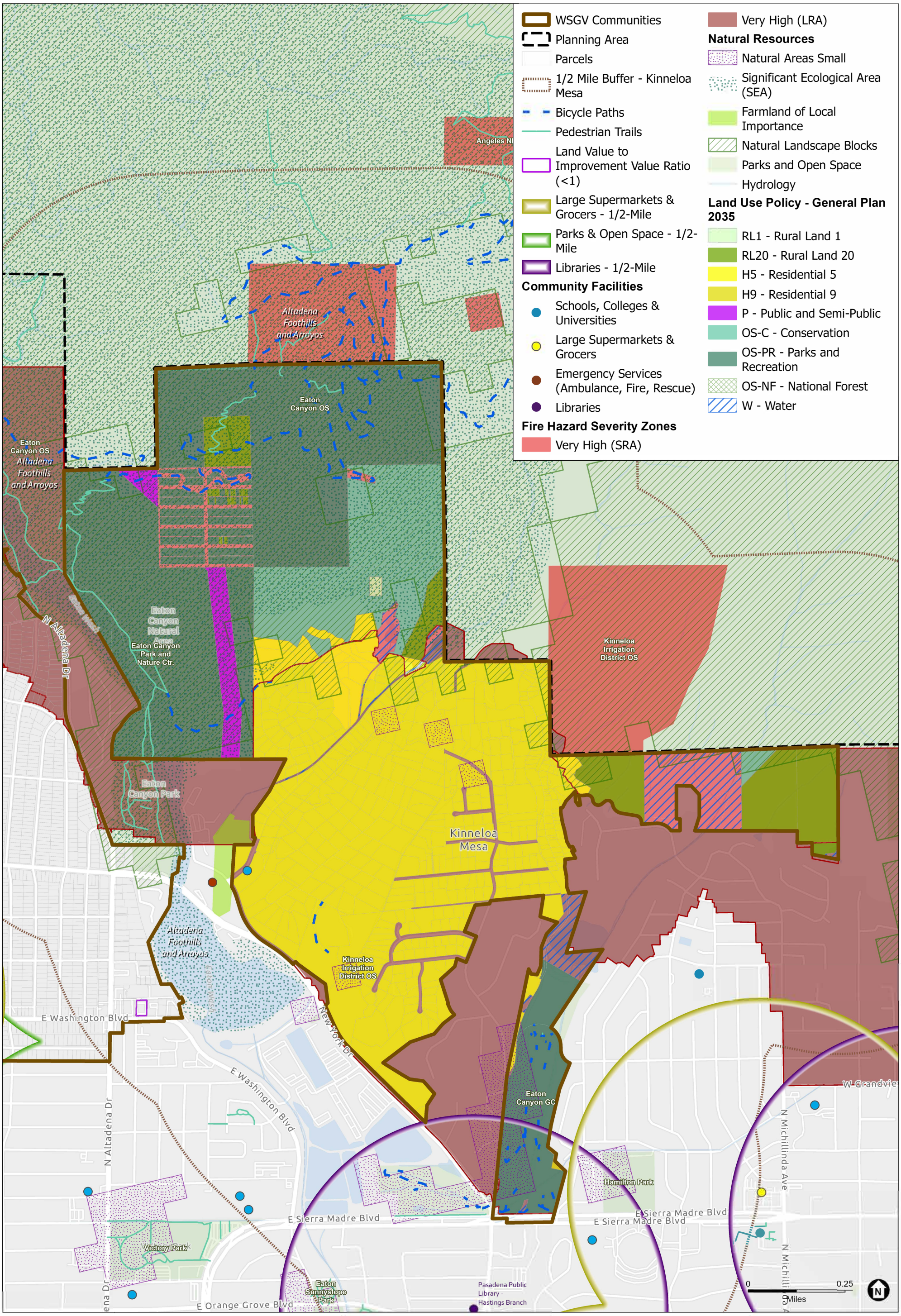


SOURCE: LA County DRP, 2023; ESA, 2023; UrbanFootprint, 2023.

West San Gabriel Valley Area Plan

Figure 2
East Pasadena - East San Gabriel

ESA

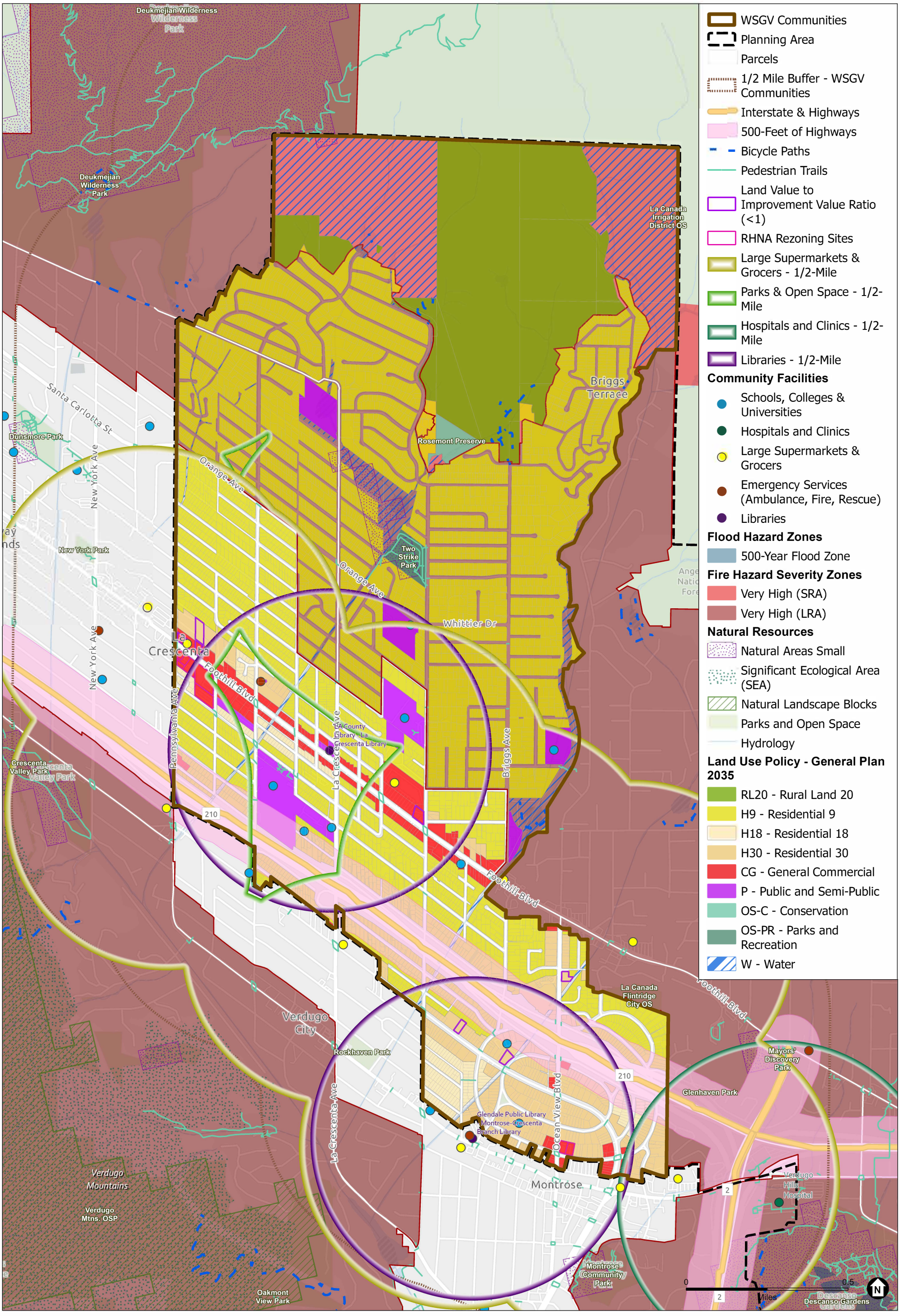


SOURCE: LA County DRP, 2023; ESA, 2023; UrbanFootprint, 2023.

West San Gabriel Valley Area Plan

Figure 3
Kinneloa Mesa

ESA

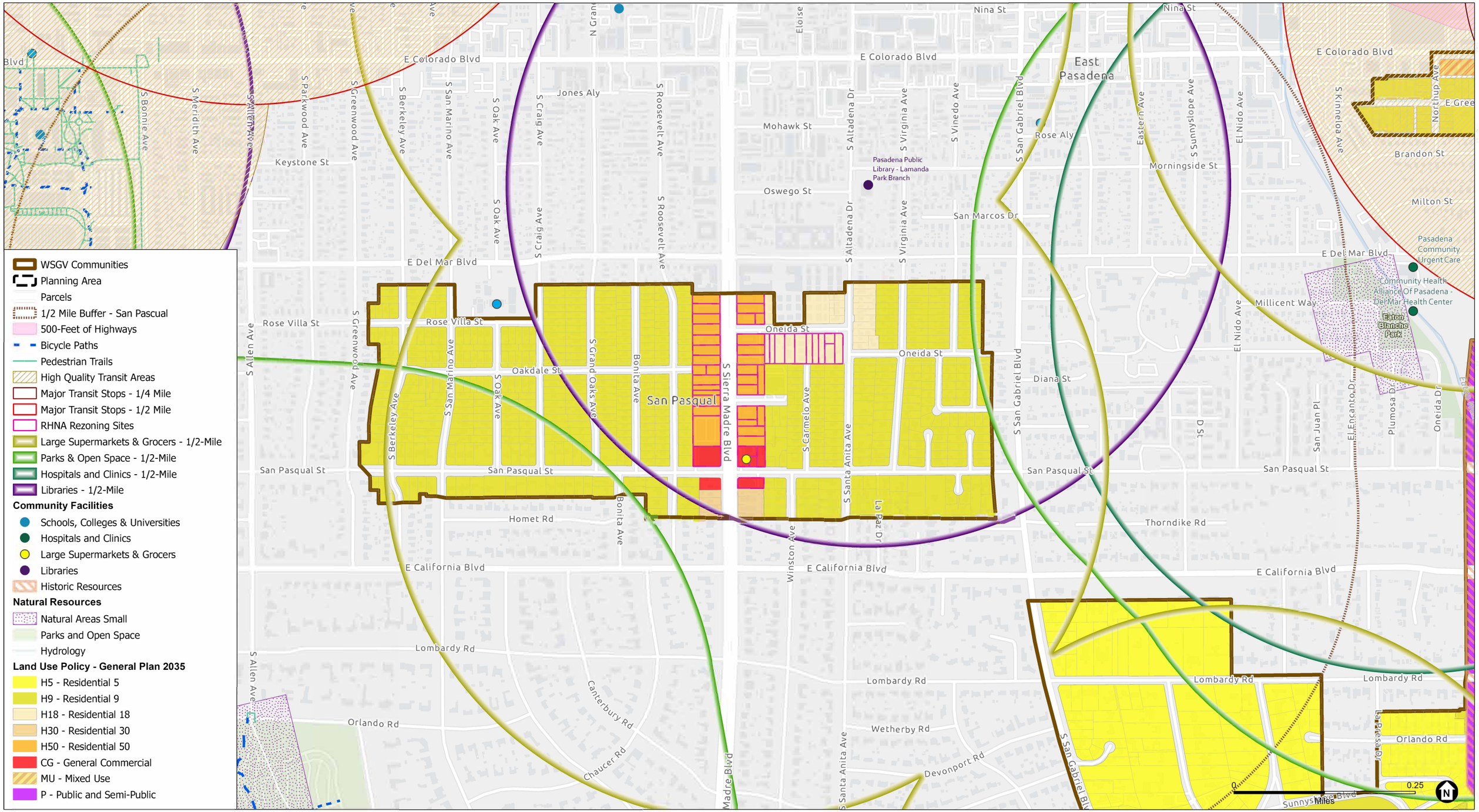


SOURCE: LA County DRP, 2023; ESA, 2023; UrbanFootprint, 2023.

West San Gabriel Valley Area Plan

Figure 4
La Crescenta-Montrose

ESA

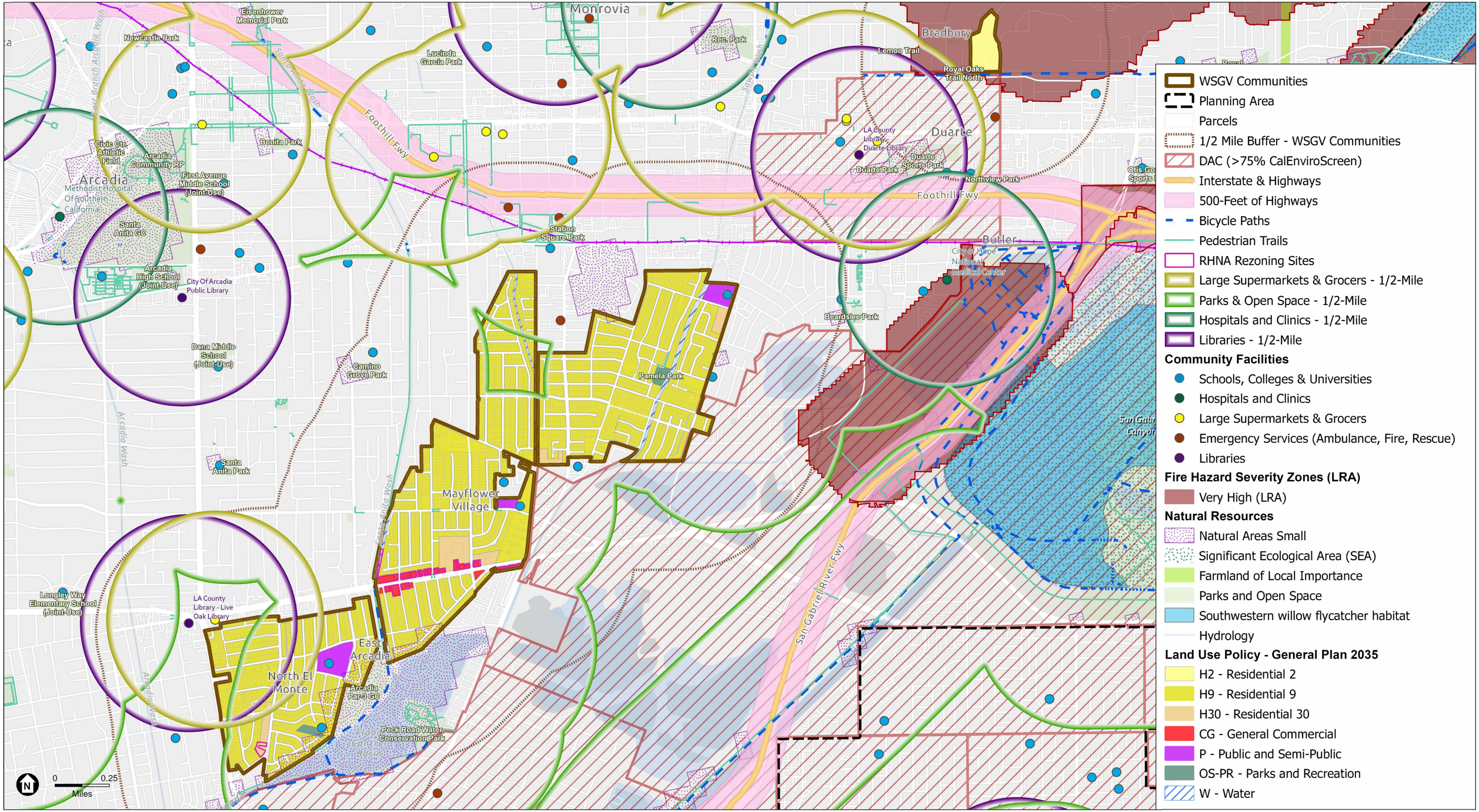


SOURCE: LA County DRP, 2023; ESA, 2023; UrbanFootprint, 2023.

West San Gabriel Valley Area Plan

Figure 5
San Pascual

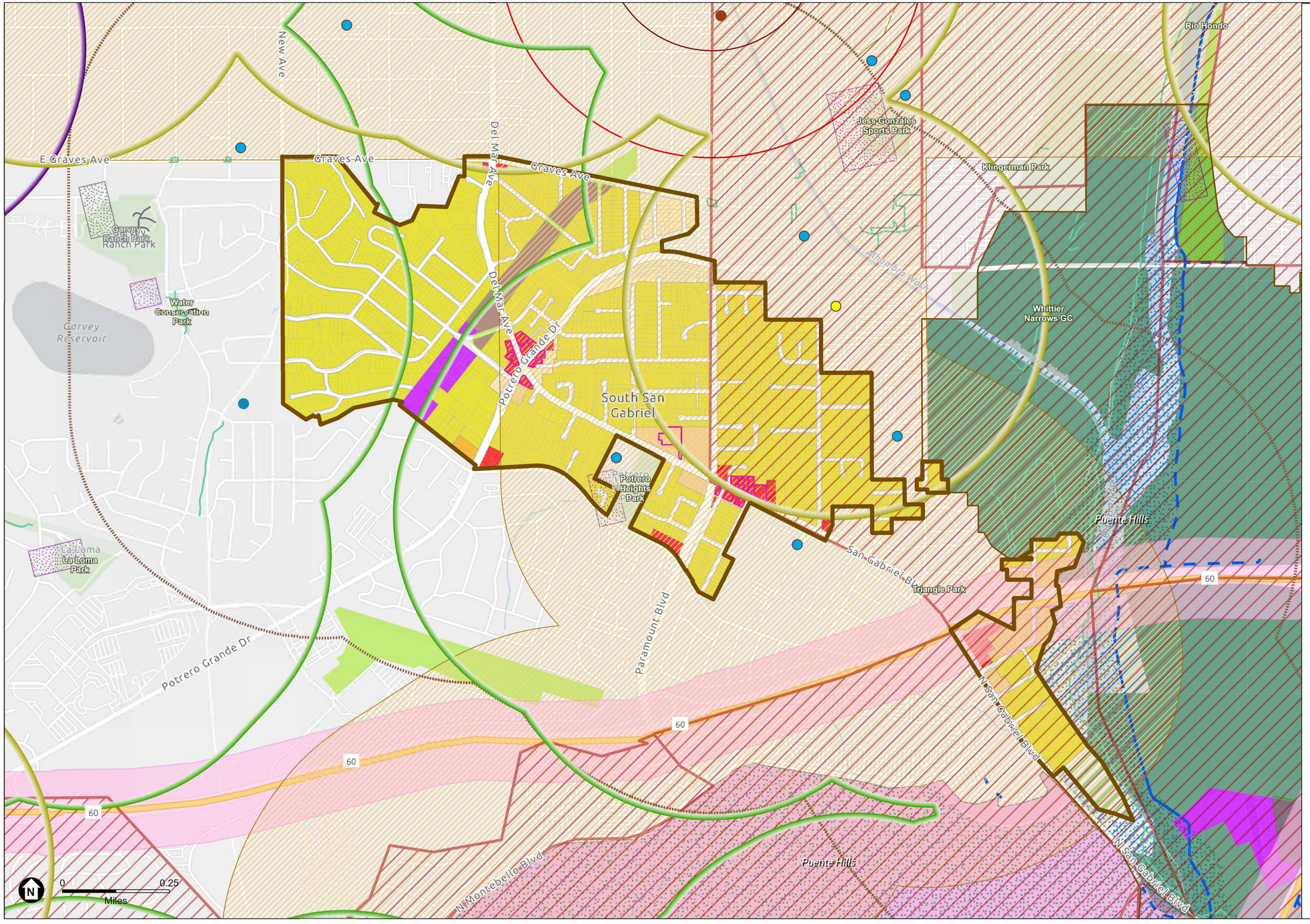
ESA



SOURCE: LA County DRP, 2023; ESA, 2023; UrbanFootprint, 2023.

Figure 6
South Monrovia Islands

ESA



- South San Gabriel
- WSGV Communities
- 1/2 Mile Buffer - South San Gabriel
- Parcels
- DAC (>75% CalEnviroScreen)
- Interstate & Highways
- 500-Feet of Highways
- Bicycle Paths
- Pedestrian Trails
- High Quality Transit Areas
- Major Transit Stops - 1/4 Mile
- Major Transit Stops - 1/2 Mile
- RHNA Rezoning Sites
- Large Supermarkets & Grocers - 1/2-Mile
- Parks & Open Space - 1/2-Mile
- Hospitals and Clinics - 1/2-Mile
- Libraries - 1/2-Mile

Community Facilities

- Schools, Colleges & Universities
- Large Supermarkets & Grocers
- Emergency Services (Ambulance, Fire, Rescue)

Natural Resources

- Natural Areas Small
- Significant Ecological Area (SEA)
- Prime Farmland
- Farmland of Local Importance
- Parks and Open Space
- Coastal California gnatcatcher habitat
- Hydrology

Land Use Policy - General Plan 2035

- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- H50 - Residential 50
- CG - General Commercial
- IL - Light Industrial
- P - Public and Semi-Public
- OS-PR - Parks and Recreation
- W - Water
- MR - Mineral Resources

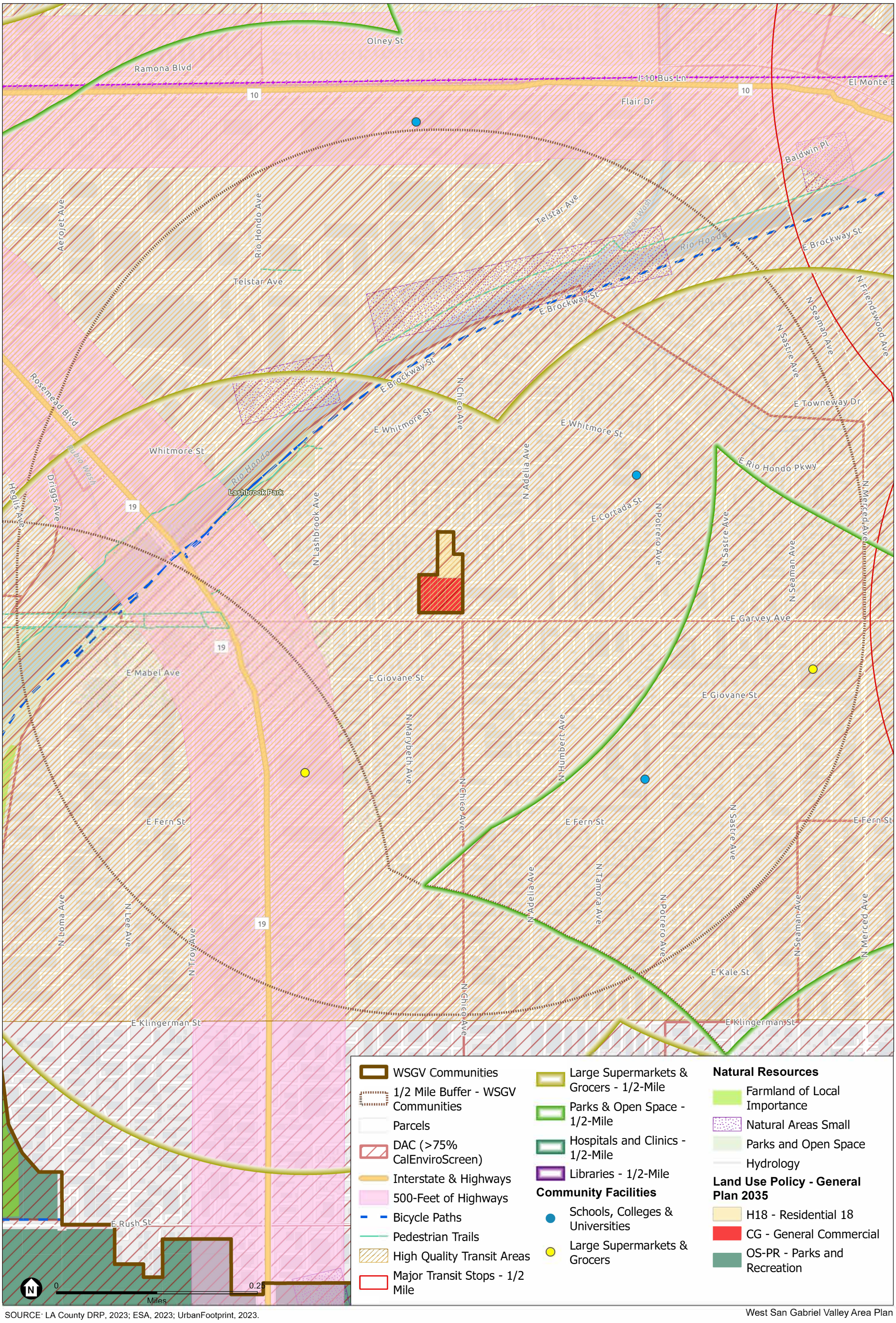
SOURCE: LA County DRP, 2023; ESA, 2023; UrbanFootprint, 2023.

West San Gabriel Valley Area Plan

Path: U:\GIS\GIS\Projects\19xxxx\D2019000435_03_WSGV\03_ProjectWSGV_Area_Plan\community_profiles\lu_scenarios_base_zoomed.aprx South San Gabriel lubasemap, SCadena 10/5/2023

Figure 7
South San Gabriel

ESA

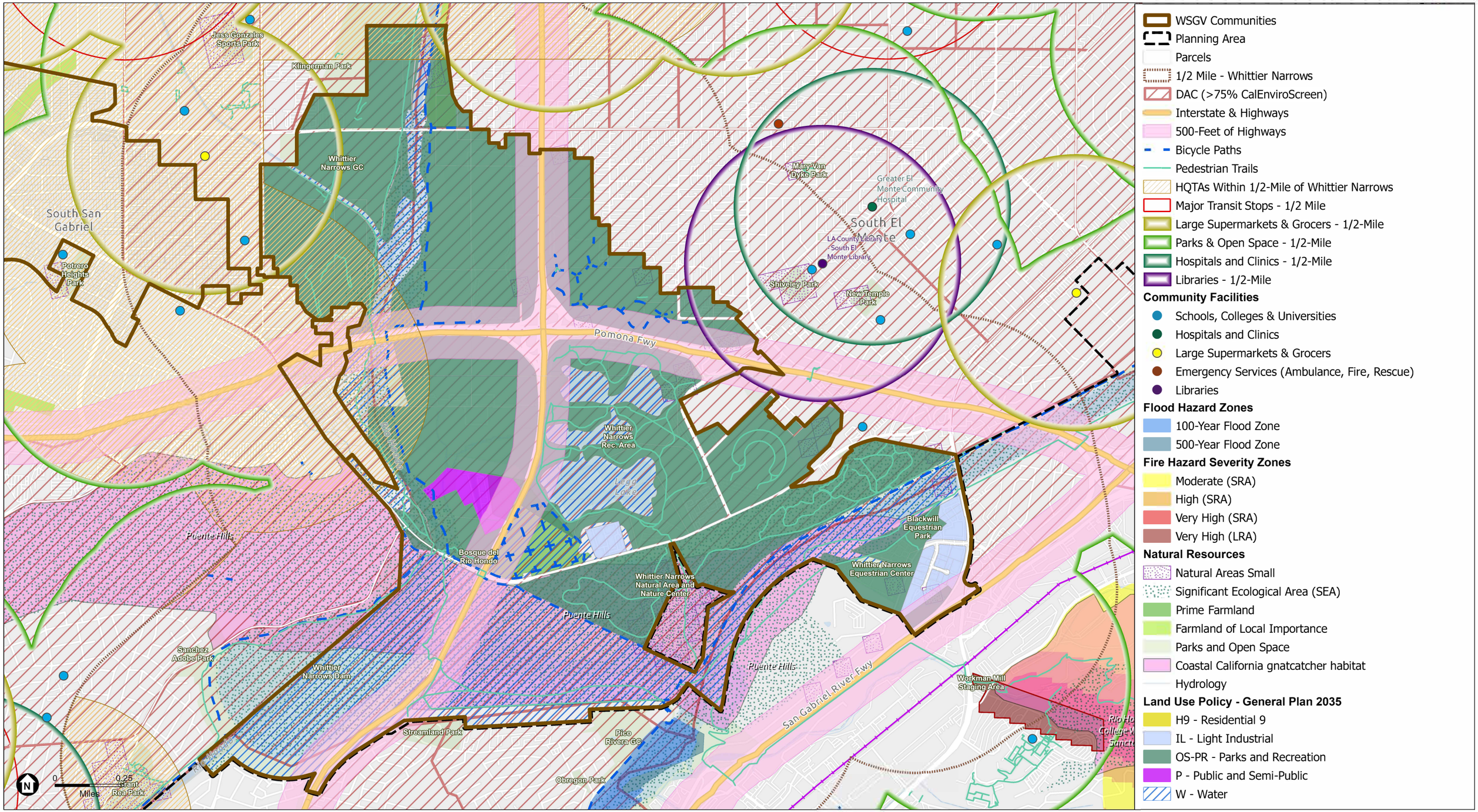


SOURCE: LA County DRP, 2023; ESA, 2023; UrbanFootprint, 2023.

West San Gabriel Valley Area Plan

Figure 8
South El Monte

ESA



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SOURCE: LA County DRP, 2023; ESA, 2023; UrbanFootprint, 2023.

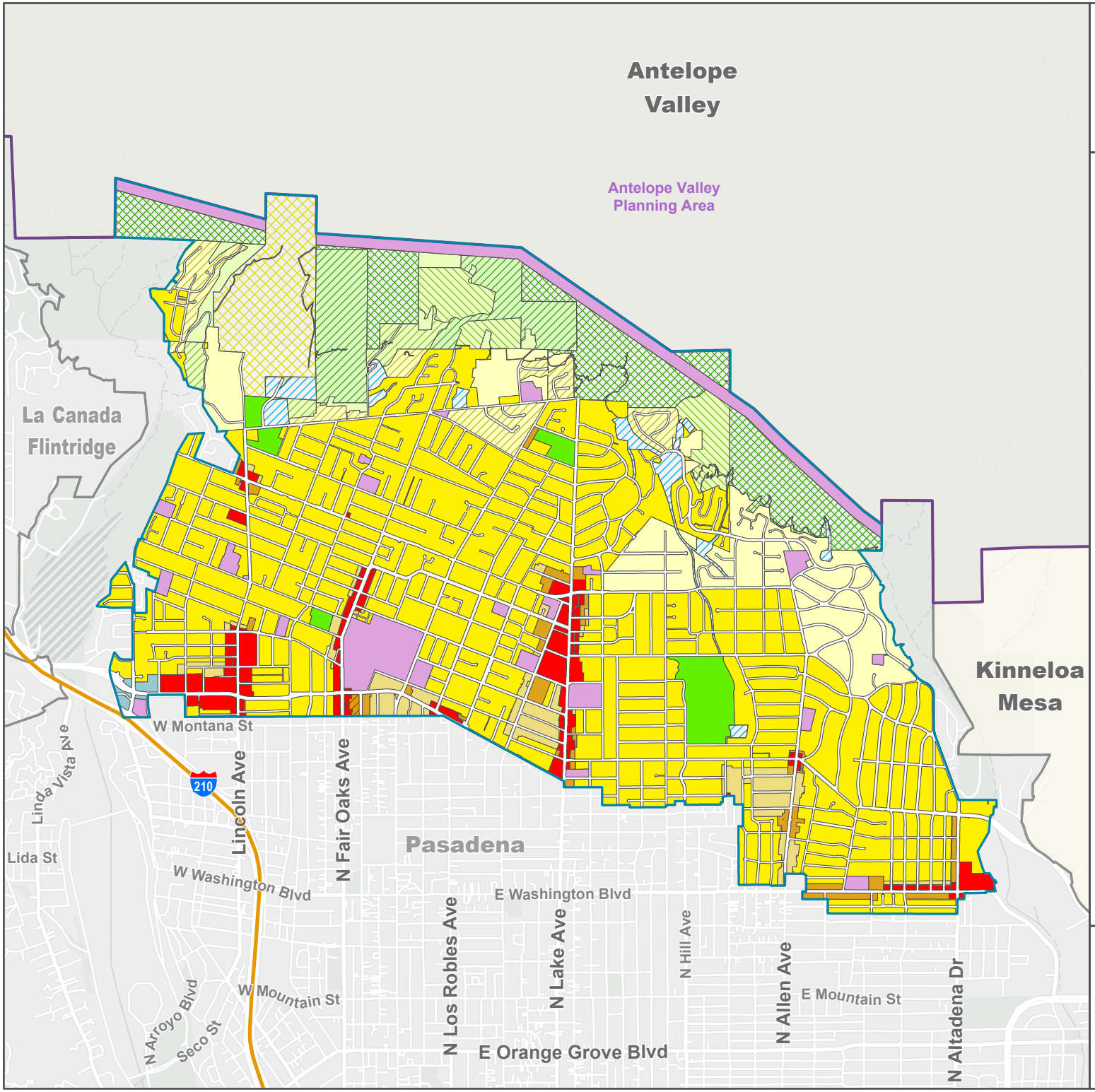
Figure 9
Whittier Narrows

ESA

Appendix C

WSGVAP Plan Area Communities:

Land Use and Zoning Modifications Maps



Los Angeles County

West San Gabriel Valley Area Plan Proposed Land Use Policy

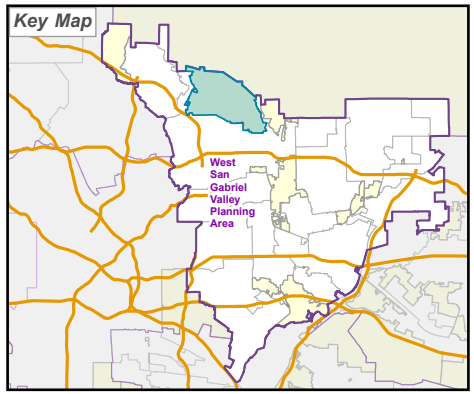
Altadena

Land Use Policy - Proposed

- RL1 - Rural Land 1
- RL2 - Rural Land 2
- RL5 - Rural Land 5
- 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
- P - Public and Semi-Public
- OS-PR - Parks and Recreation
- OS-NF - National Forest
- W - Water
- SP - Specific Plan

Administrative Boundaries

- Community Boundary
- Surrounding Planning Area



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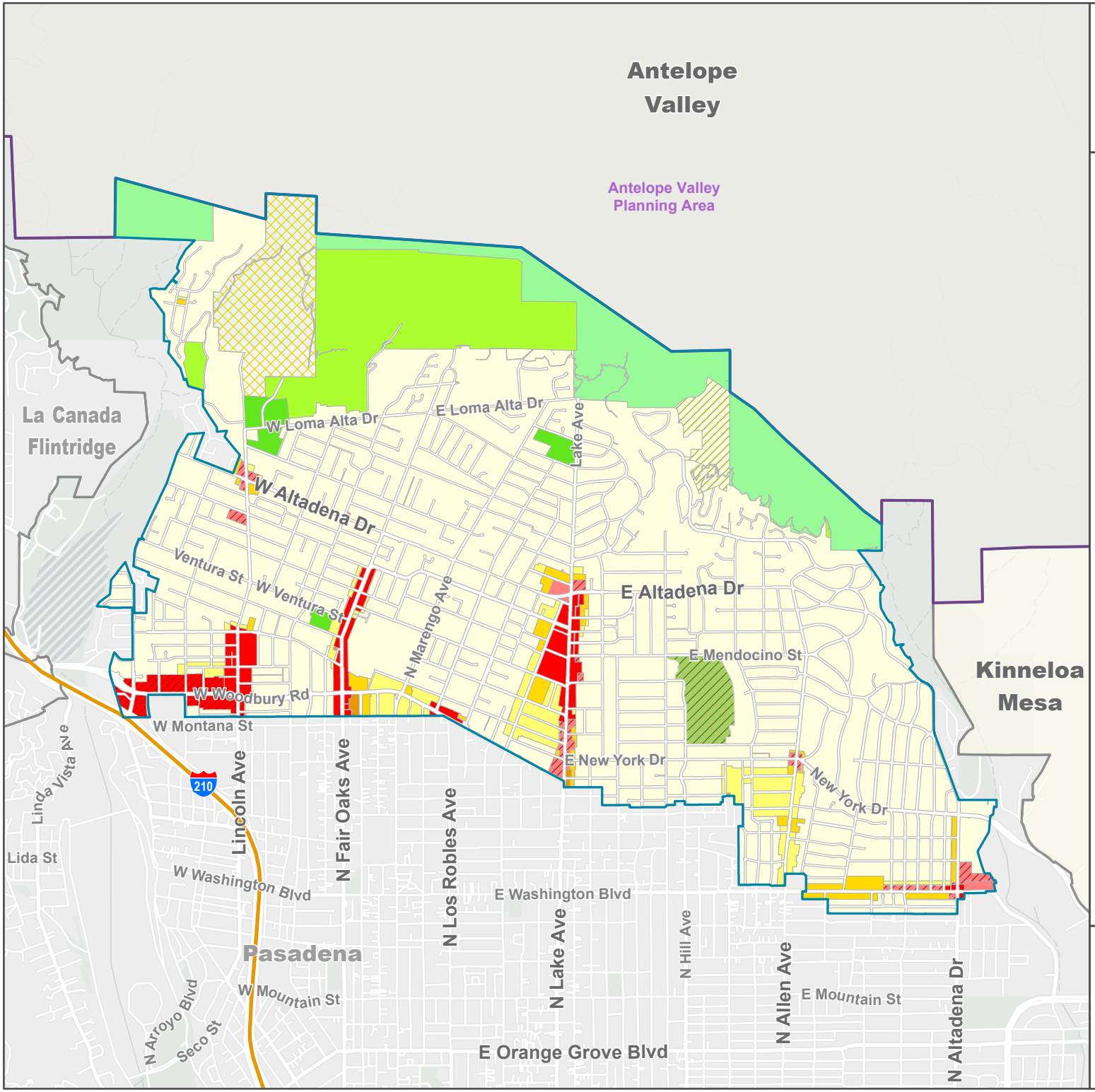


Los Angeles County

West San Gabriel Valley Area Plan Proposed Zoning

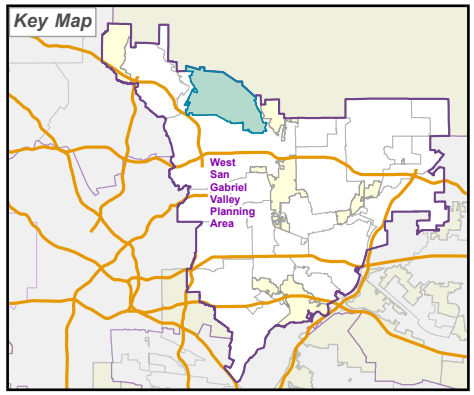
Altadena

Zoning Category

- A-1 - Light Agriculture
- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- R-4 - Limited Density Multiple Residence
- C-1 - Restricted Business
- C-2 - Neighborhood Business
- C-3 - General Commercial
- C-M - Commercial Manufacturing
- CPD - Commercial Planned Development
- R-R - Resort and Recreation
- O-S - Open Space
- B-1 - Buffer Strip
- SP - Specific Plan
- W - Watershed

Administrative Boundaries

- Community Boundary
- Surrounding Planning Area



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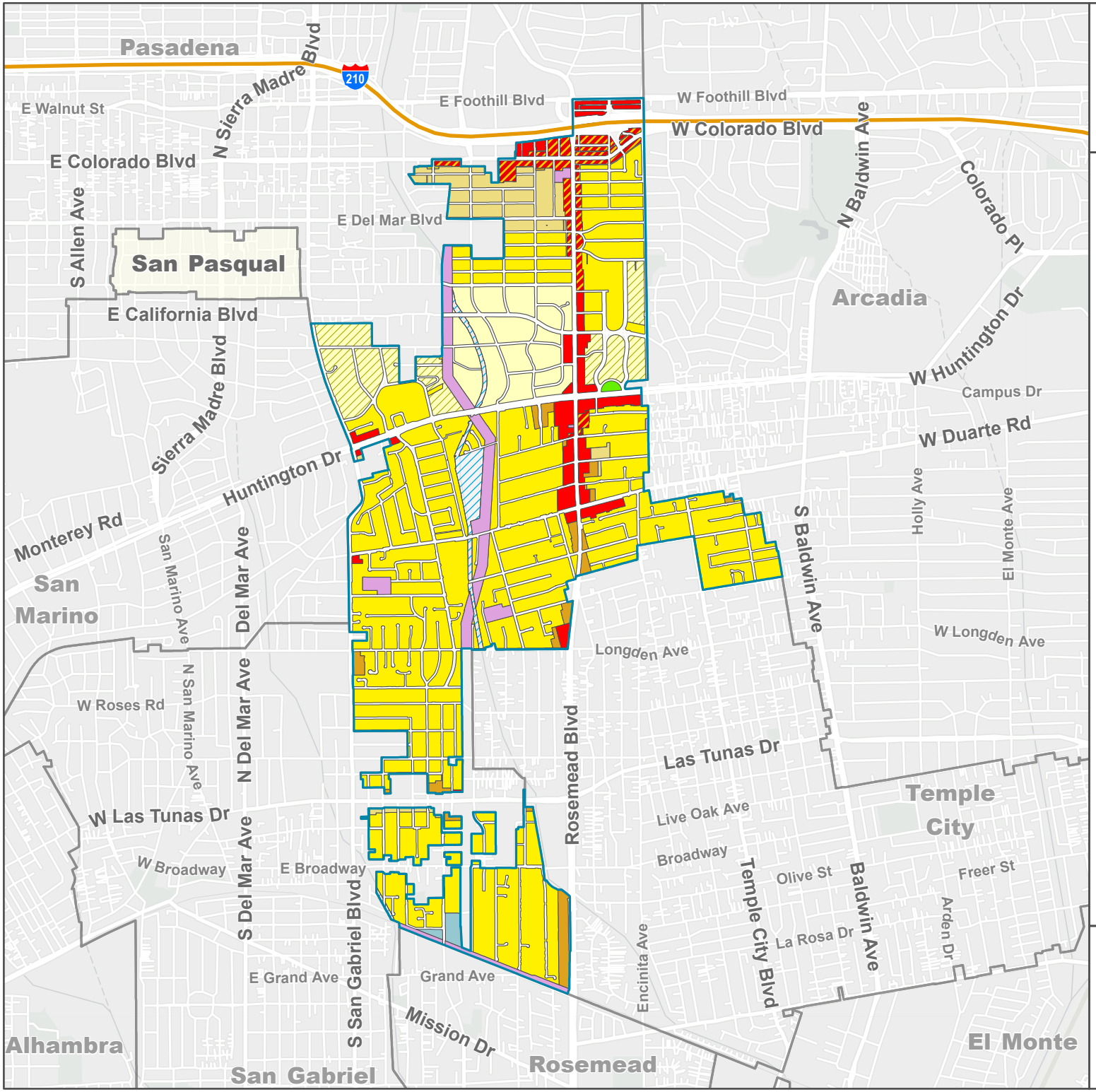


Los Angeles County

West San Gabriel Valley Area Plan Proposed Land Use Policy

East Pasadena - East San Gabriel

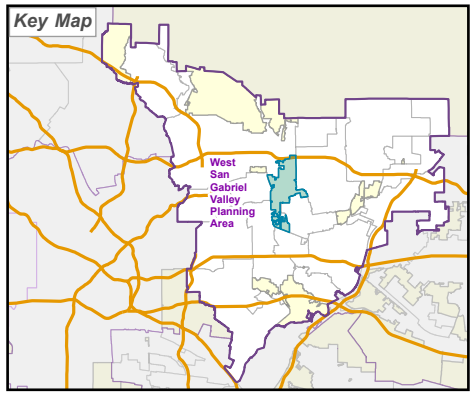
Land Use Policy - Proposed

- H2 - Residential 2
- H5 - Residential 5
- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- CG - General Commercial
- MU - Mixed Use
- IL - Light Industrial
- P - Public and Semi-Public
- OS-PR - Parks and Recreation
- W - Water

Administrative Boundaries

- Community Boundary

Key Map



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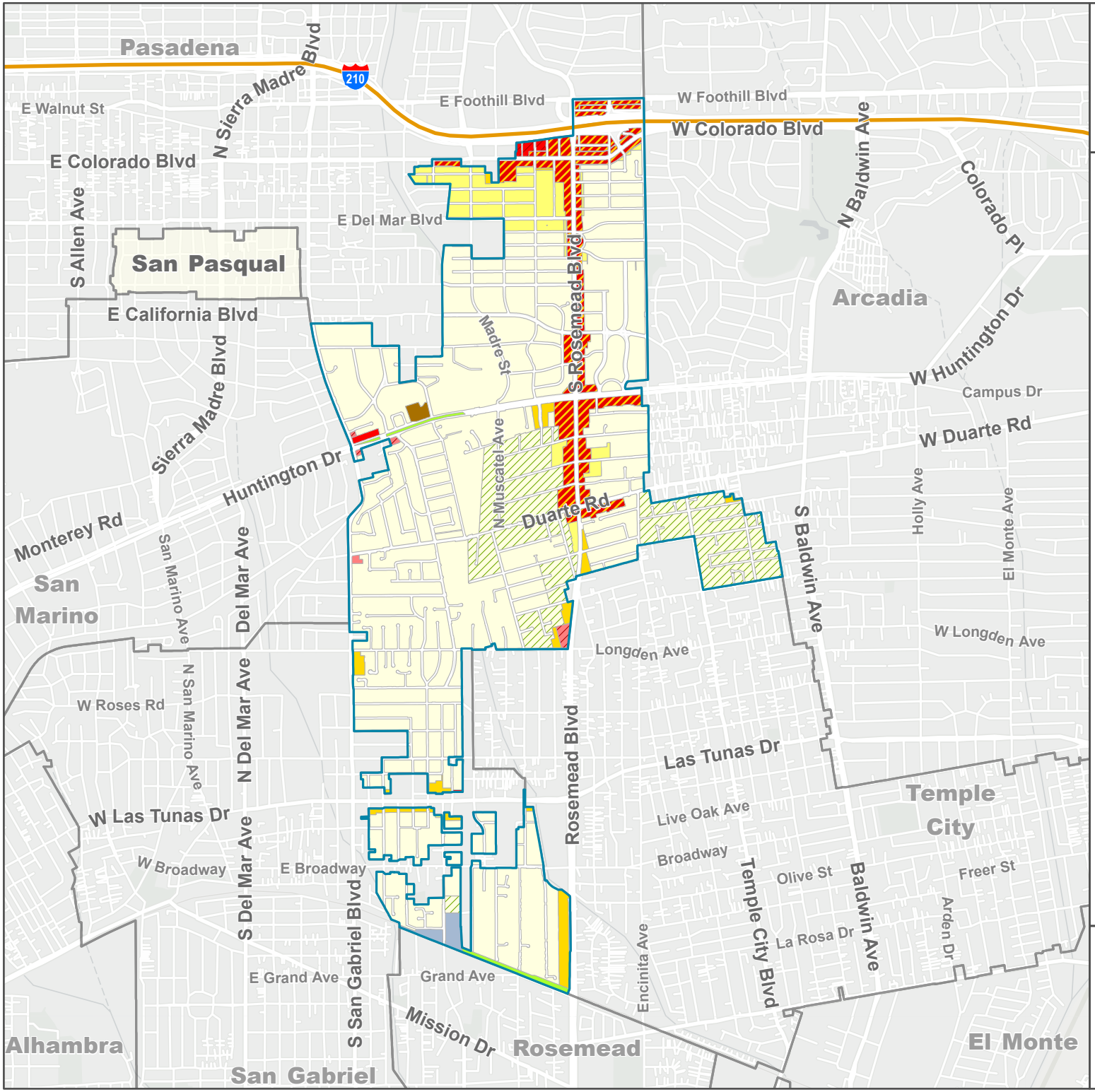


Los Angeles County

West San Gabriel Valley Area Plan Proposed Zoning

East Pasadena - East San Gabriel

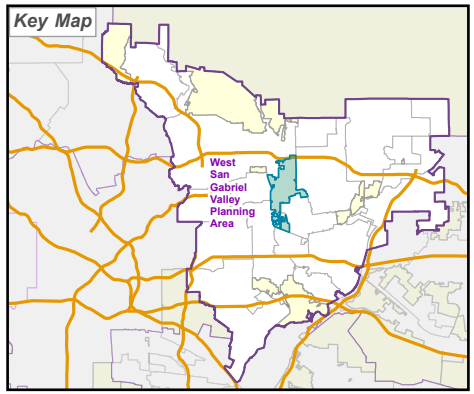
Zoning Category

- A-1 - Light Agriculture
- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- RPD - Residential Planned Development
- MXD - Mixed Use Development
- C-1 - Restricted Business
- C-2 - Neighborhood Business
- C-3 - General Commercial
- C-M - Commercial Manufacturing
- M-1 - Light Manufacturing

Administrative Boundaries

- Community Boundary

Key Map



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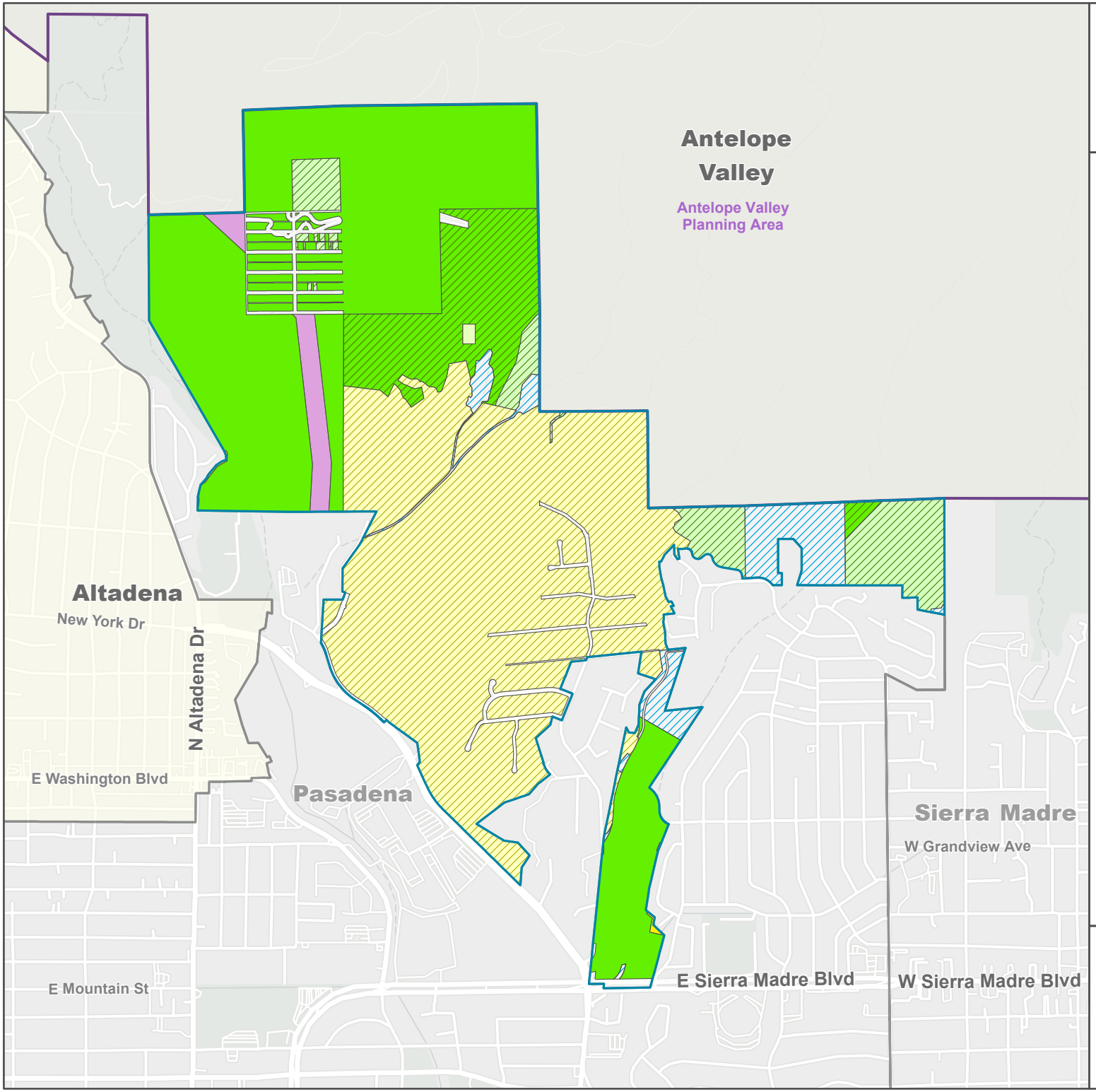


Los Angeles County

West San Gabriel Valley Area Plan Proposed Land Use Policy

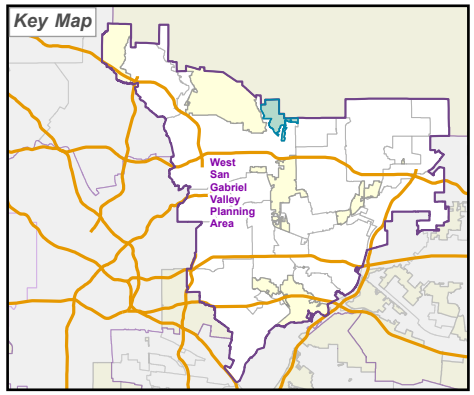
Kinneloa Mesa

Land Use Policy - Proposed

- RL1 - Rural Land 1
- RL20 - Rural Land 20
- H5 - Residential 5
- H9 - Residential 9
- P - Public and Semi-Public
- OS-C - Conservation
- OS-PR - Parks and Recreation
- OS-NF - National Forest
- W - Water

Administrative Boundaries

- Community Boundary
- Surrounding Planning Area



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Los Angeles County

West San Gabriel Valley Area Plan Proposed Zoning

Kinneloa Mesa

Antelope Valley

Antelope Valley Planning Area

Altadena

New York Dr

N Altadena Dr

E Washington Blvd

Pasadena

Sierra Madre

W Grandview Ave

E Mountain St

E Sierra Madre Blvd

W Sierra Madre Blvd

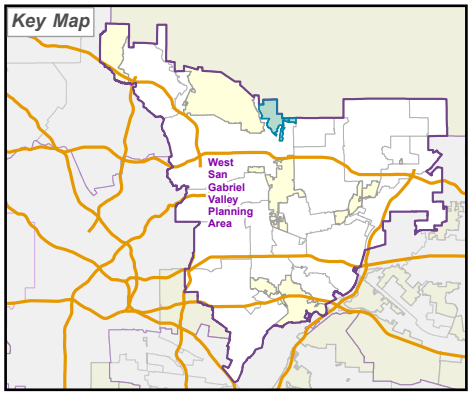
Zoning Category

- A-1 - Light Agriculture
- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- O-S - Open Space

Administrative Boundaries

- Community Boundary
- Surrounding Planning Area

Key Map



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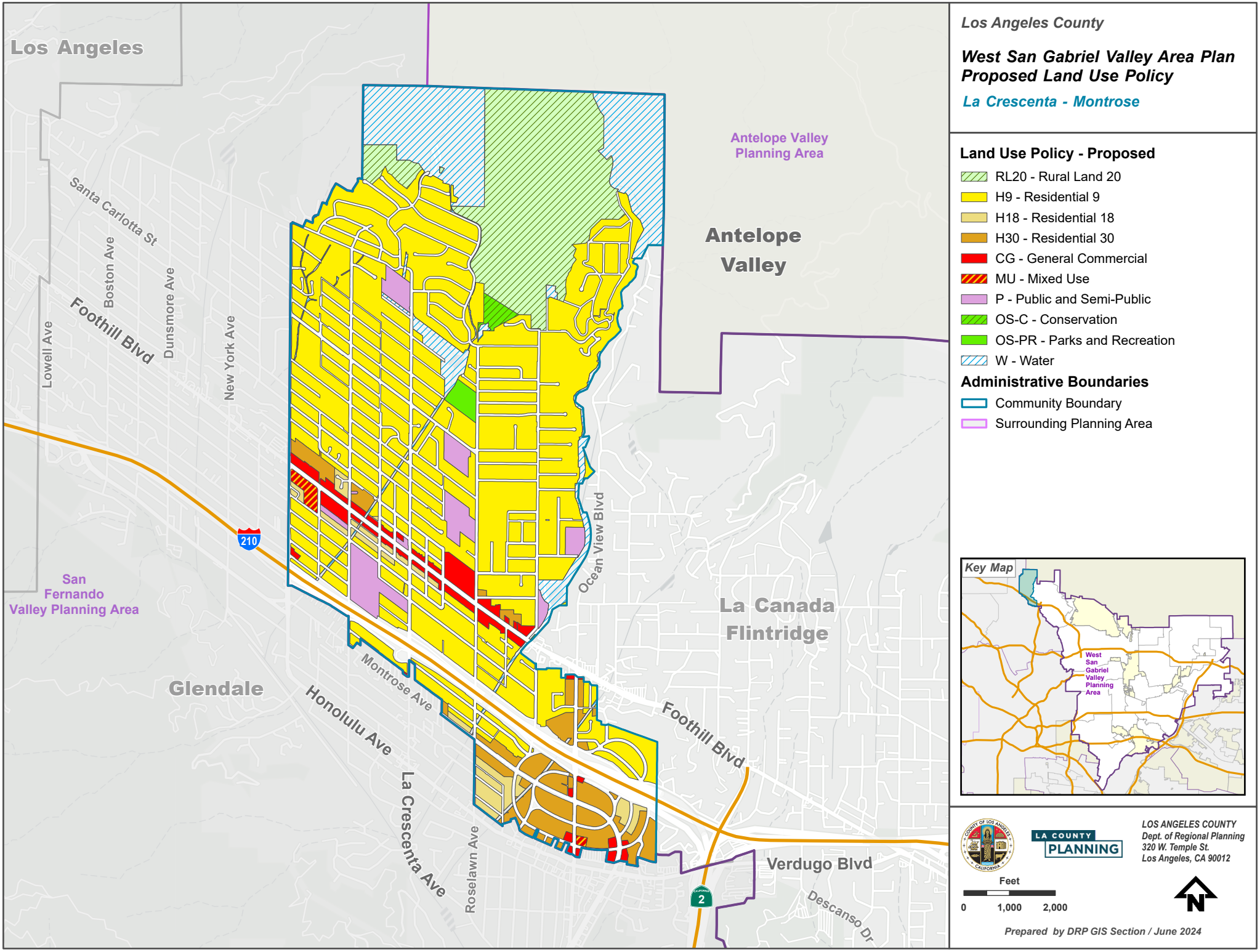

Los Angeles County

West San Gabriel Valley Area Plan Proposed Land Use Policy

La Crescenta - Montrose

Land Use Policy - Proposed

- RL20 - Rural Land 20
- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- CG - General Commercial
- MU - Mixed Use
- P - Public and Semi-Public
- OS-C - Conservation
- OS-PR - Parks and Recreation
- W - Water

Administrative Boundaries

- Community Boundary
- Surrounding Planning Area

Key Map

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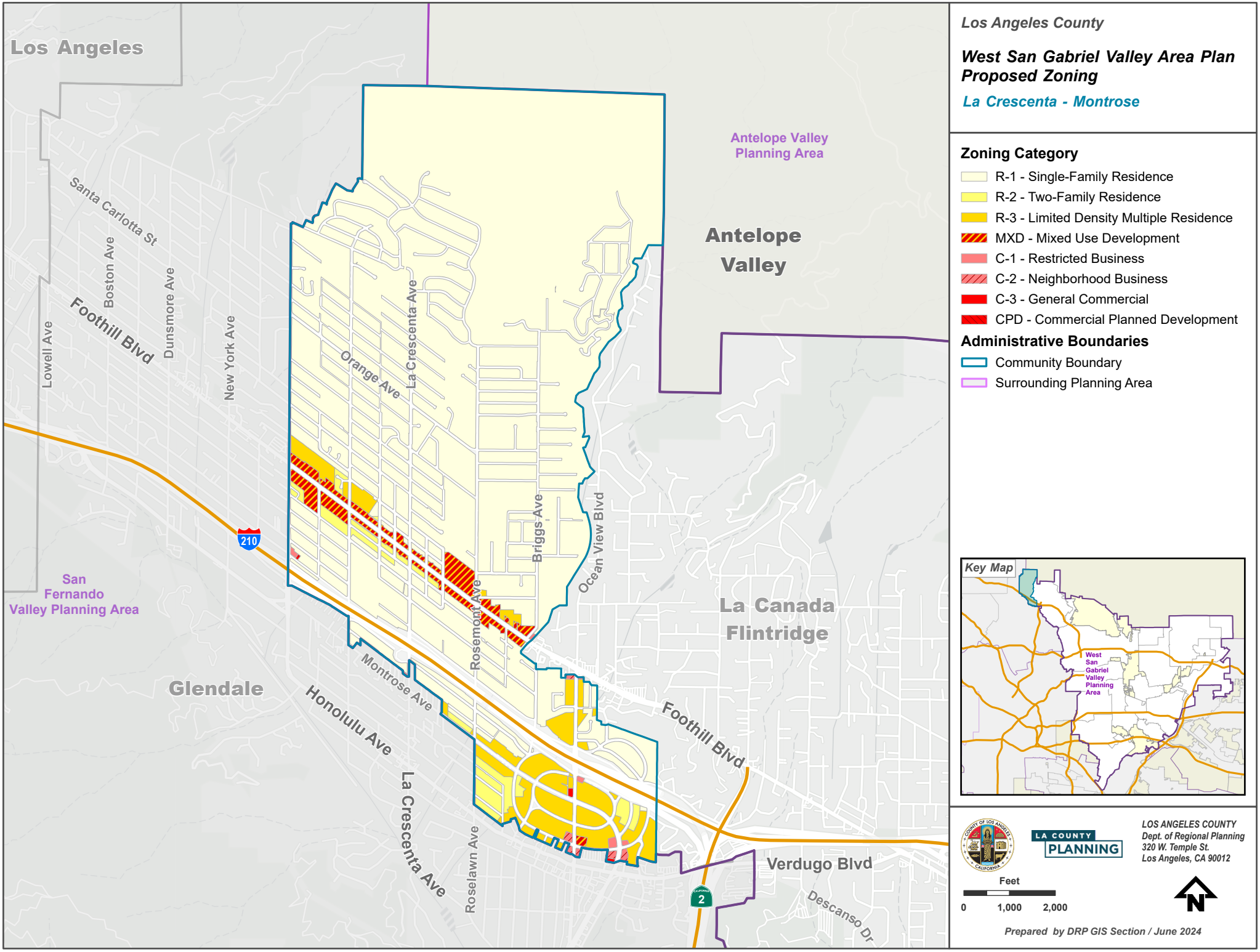
..\PROJECTS\DRP_ADVANCE_PLANNING\area_plans\West_San_Gabriel_Valley_Area_Plan\Area_Plan_Map_Series_WSGV.aprx - WSGV - Proposed LUP Zoning



Los Angeles County

West San Gabriel Valley Area Plan Proposed Zoning

La Crescenta - Montrose

Zoning Category

- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- MXD - Mixed Use Development
- C-1 - Restricted Business
- C-2 - Neighborhood Business
- C-3 - General Commercial
- CPD - Commercial Planned Development

Administrative Boundaries

- Community Boundary
- Surrounding Planning Area

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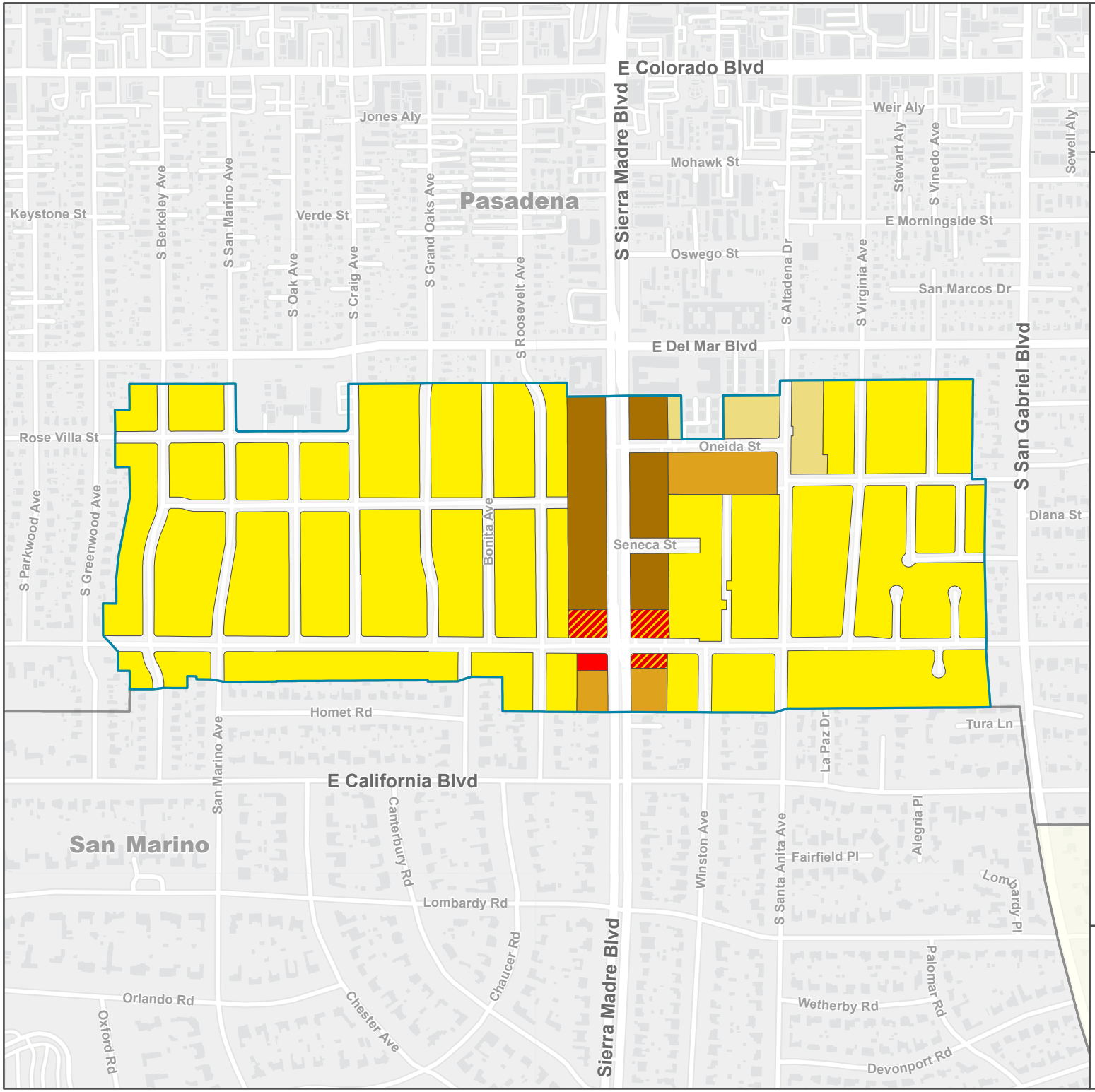
Los Angeles County

West San Gabriel Valley Area Plan
Proposed Land Use Policy

San Pasqual

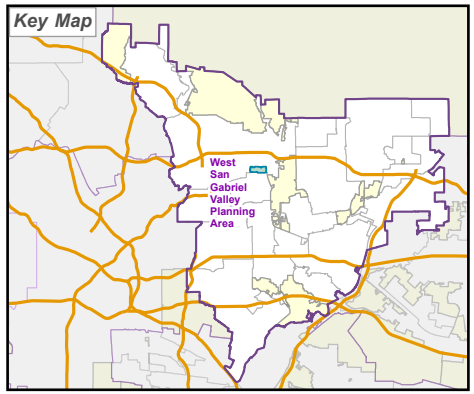


Land Use Policy - Proposed

- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- H100 - Residential 100
- CG - General Commercial
- MU - Mixed Use

Administrative Boundaries

- Community Boundary



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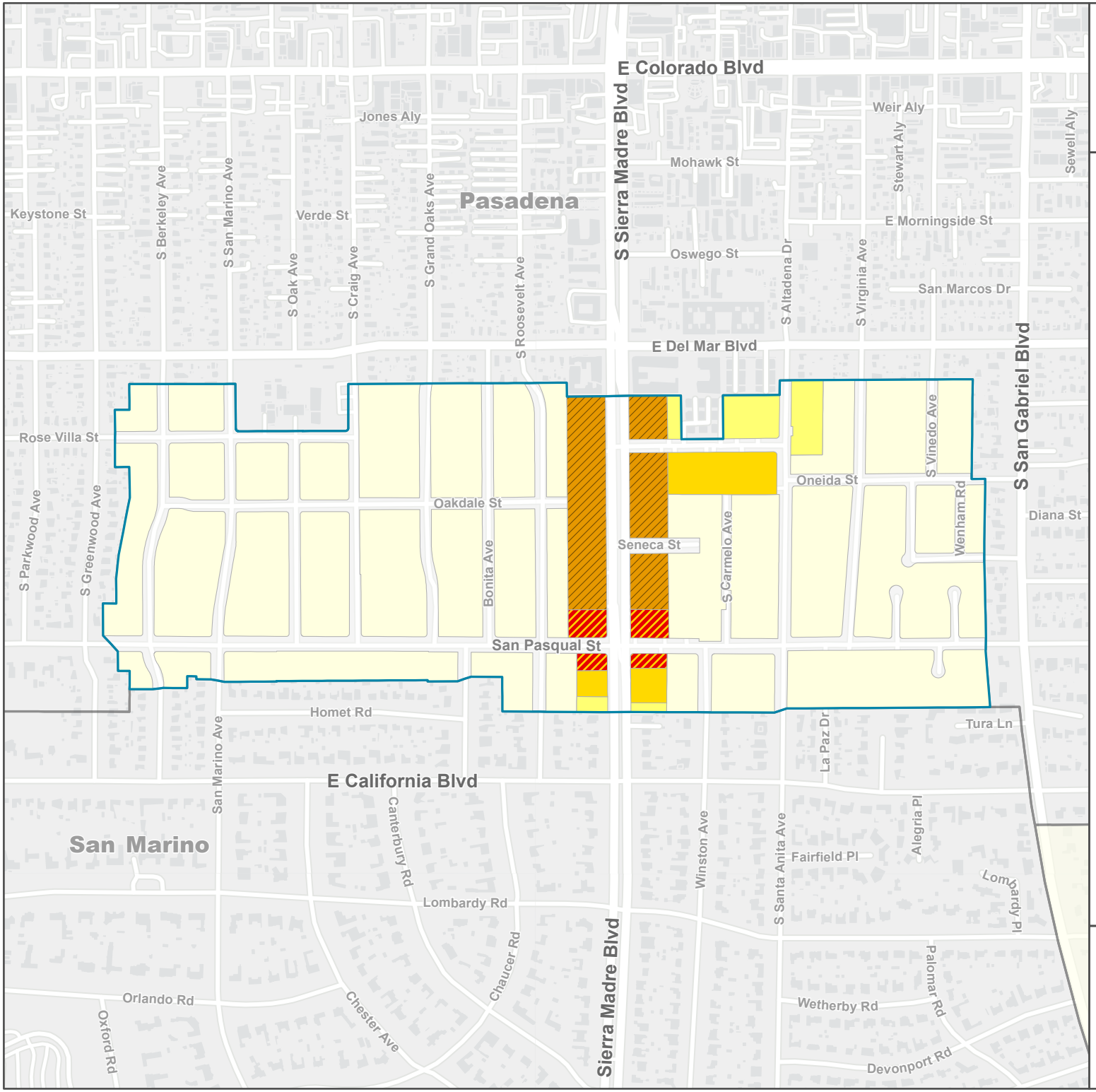
..\PROJECTS\DRP_ADVANCE_PLANNING\area_plans\West_San_Gabriel_Valley_Area_Plan\Area_Plan_Map_Series_WSGV.aprx - WSGV - Proposed LUP Zoning



Los Angeles County

West San Gabriel Valley Area Plan Proposed Zoning

San Pasqual

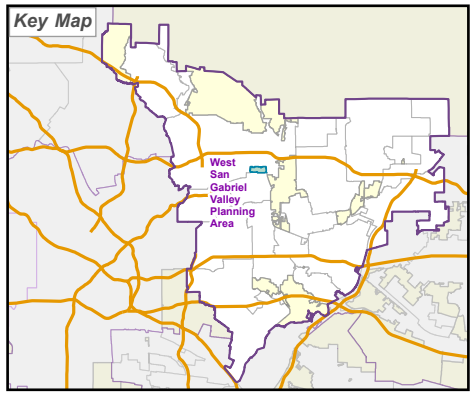
Zoning Category

- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- R-5 - High Density Multiple Residence
- MXD - Mixed Use Development

Administrative Boundaries

- Community Boundary

Key Map



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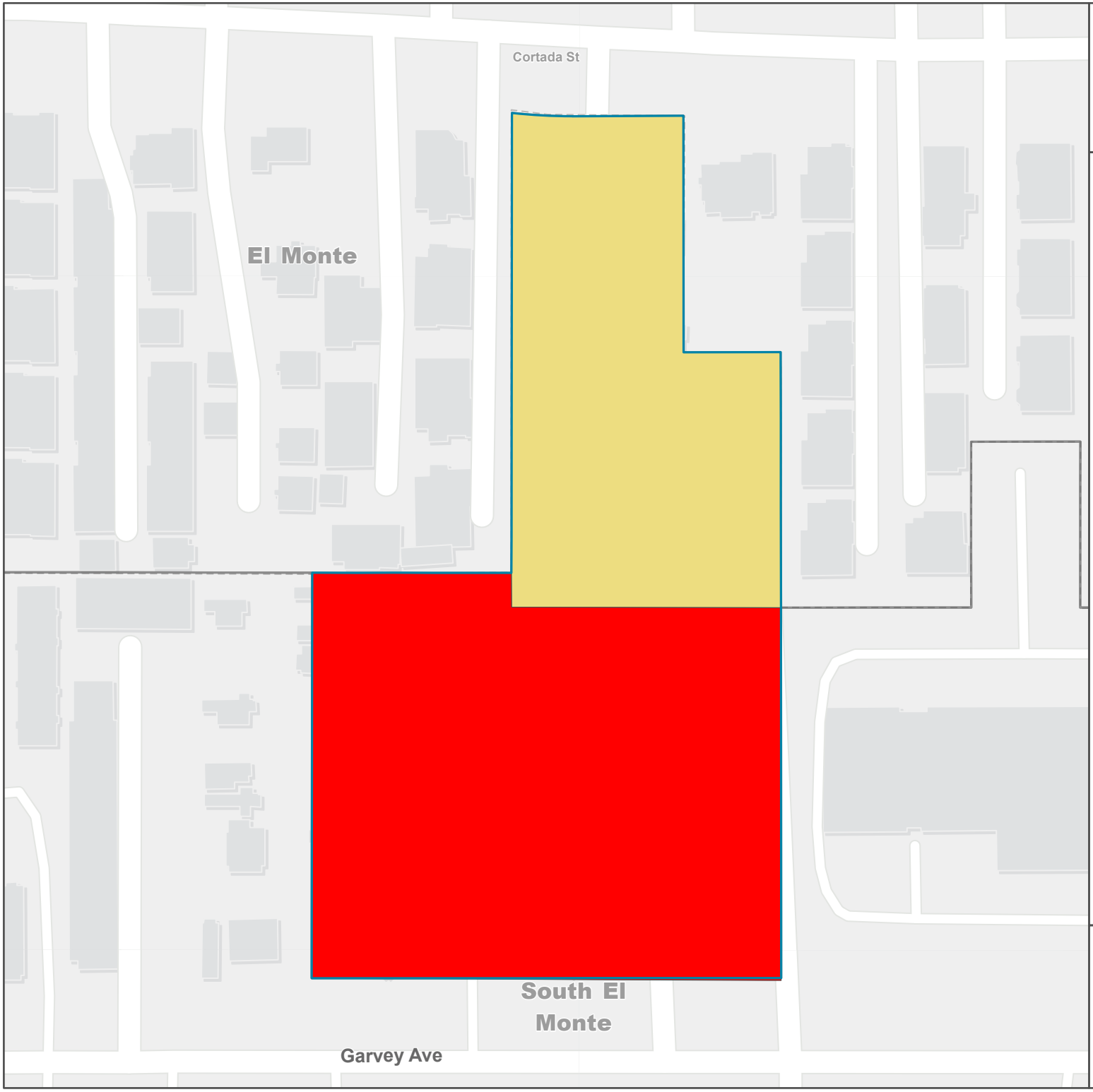


Los Angeles County

West San Gabriel Valley Area Plan Proposed Land Use Policy

South El Monte Island

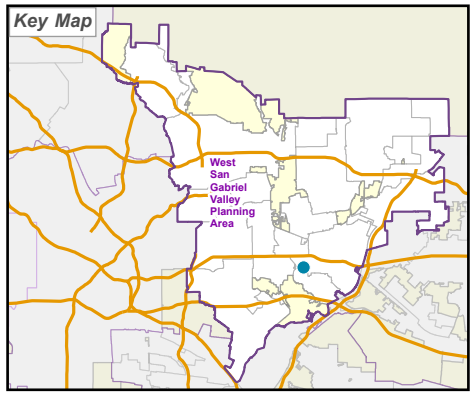
Land Use Policy - Proposed

- H18 - Residential 18
- CG - General Commercial

Administrative Boundaries

- Community Boundary

Key Map



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Feet

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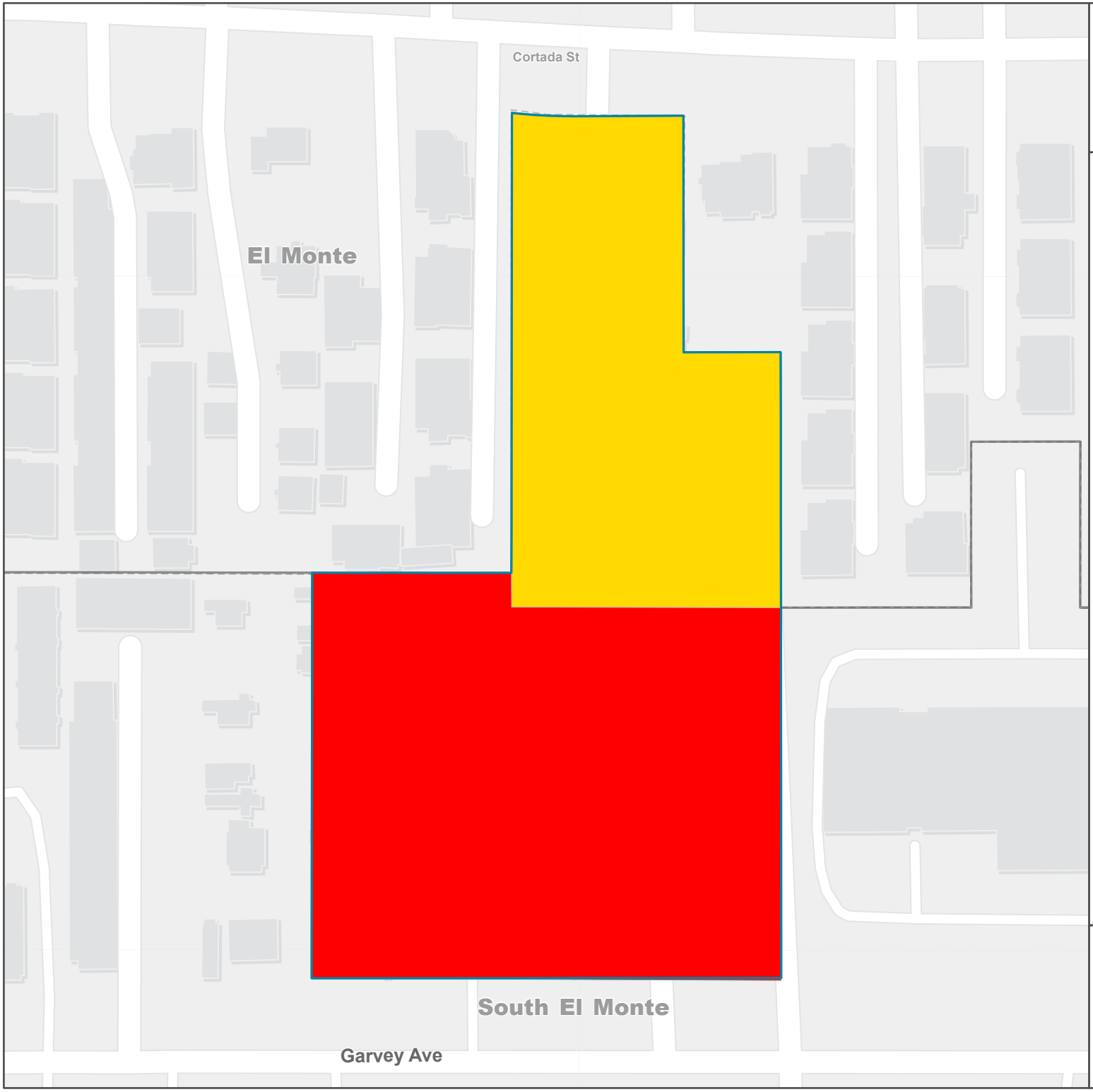


Los Angeles County

West San Gabriel Valley Area Plan Proposed Zoning

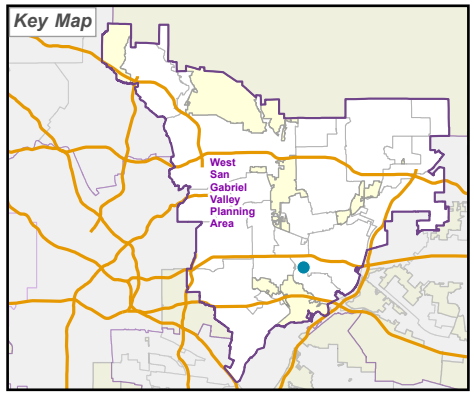
South El Monte Island

Zoning Category

- R-3 - Limited Density Multiple Residence
- C-3 - General Commercial

Administrative Boundaries

- Community Boundary



LA COUNTY PLANNING

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Feet

0 50 100

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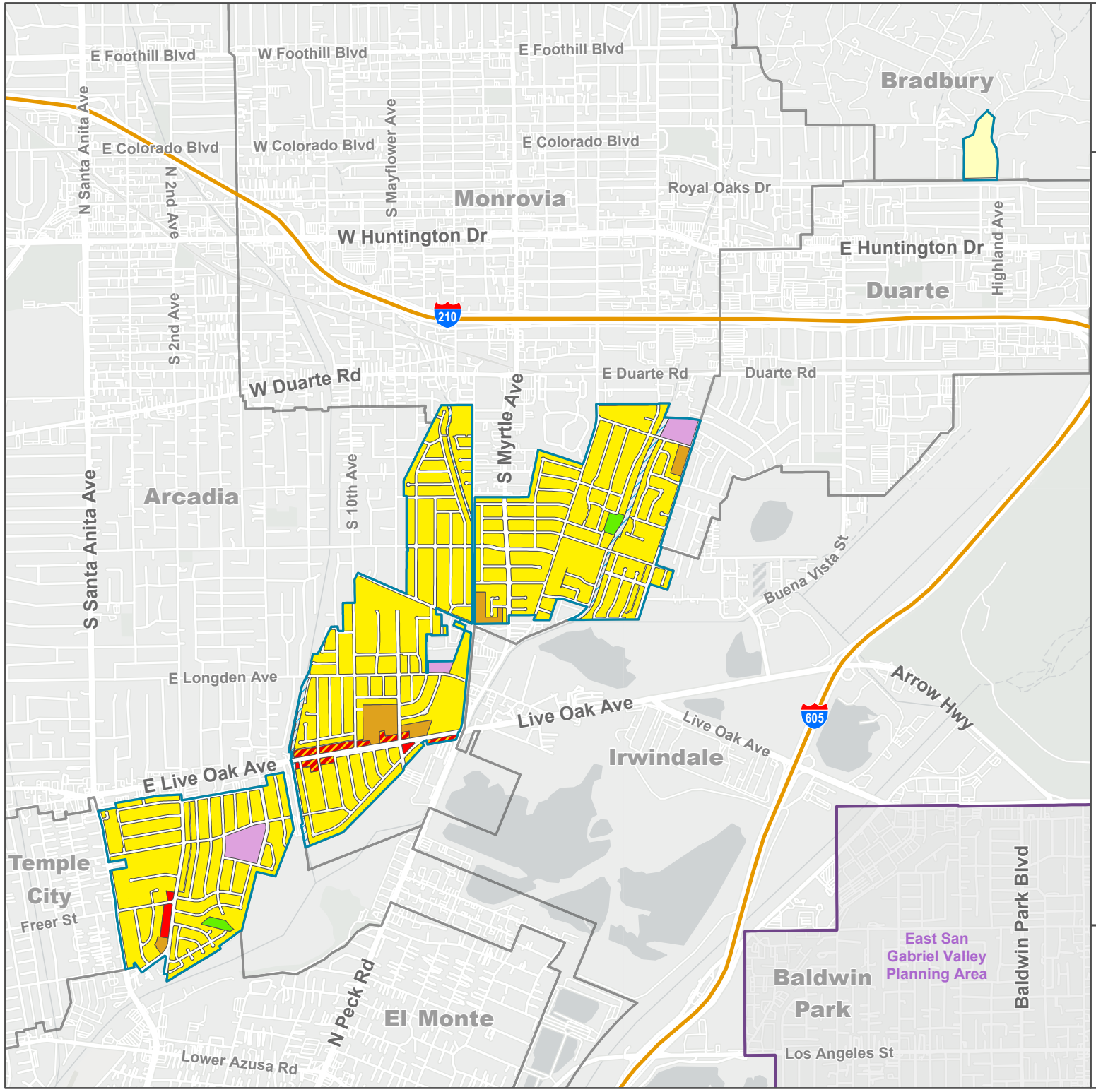


Los Angeles County

West San Gabriel Valley Area Plan Proposed Land Use Policy

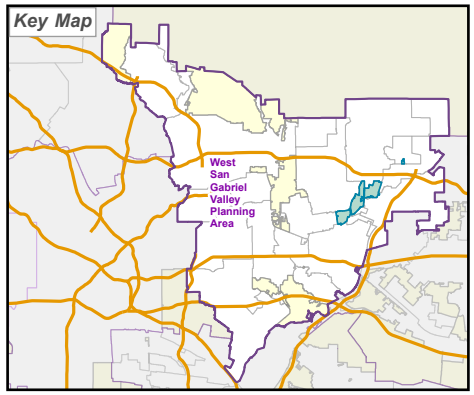
South Monrovia Islands

Land Use Policy - Proposed

- H2 - Residential 2
- H9 - Residential 9
- H30 - Residential 30
- CG - General Commercial
- MU - Mixed Use
- P - Public and Semi-Public
- OS-PR - Parks and Recreation
- W - Water

Administrative Boundaries

- Community Boundary



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LA COUNTY PLANNING

Feet

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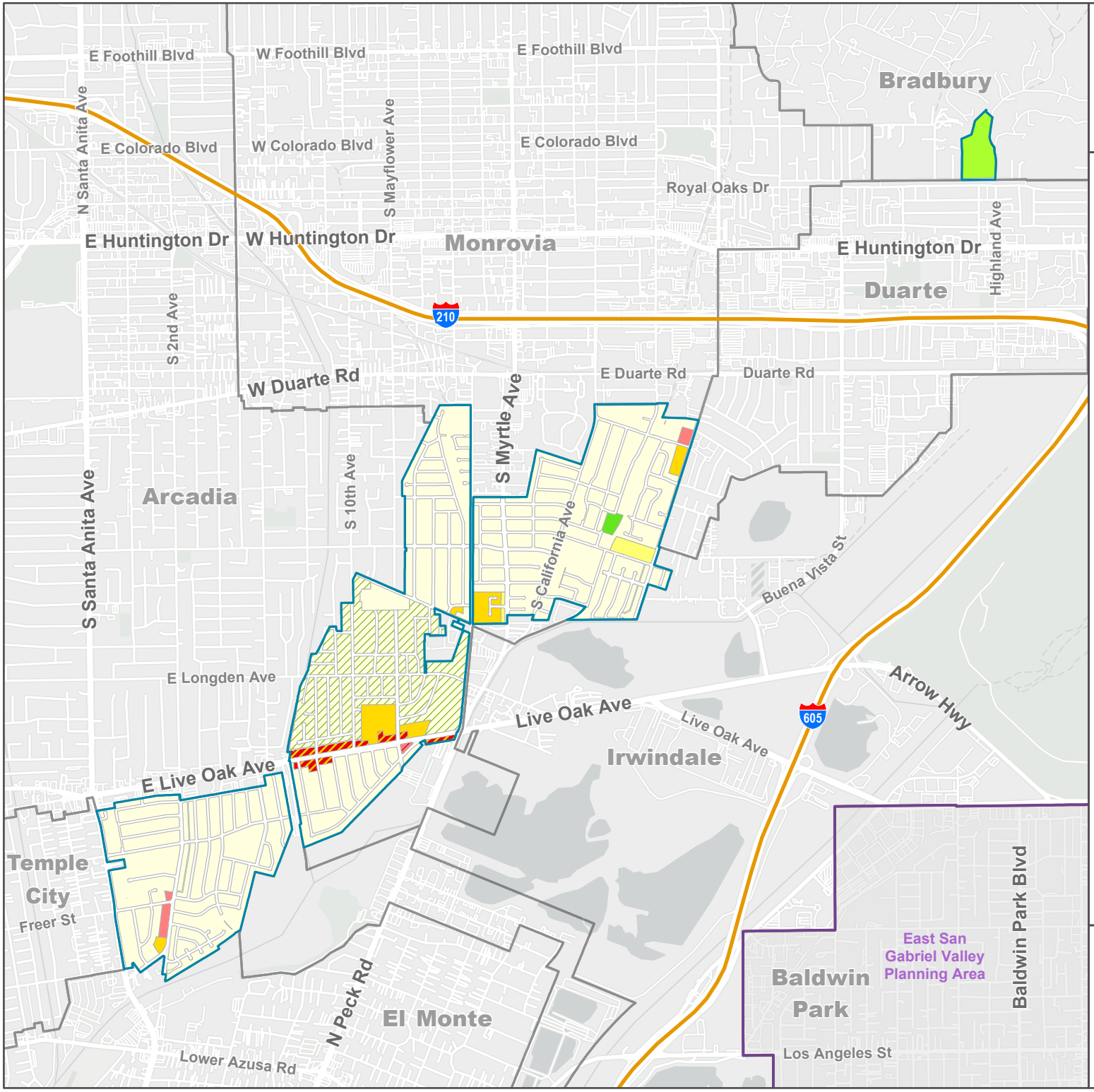


Los Angeles County

West San Gabriel Valley Area Plan Proposed Zoning

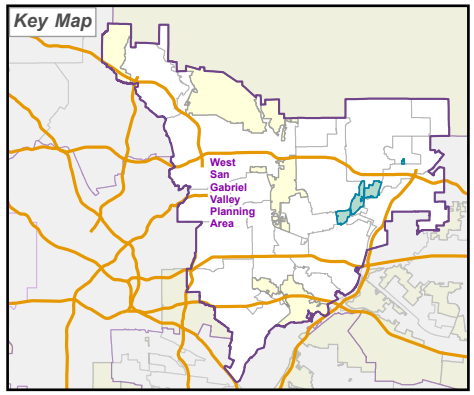
South Monrovia Islands

Zoning Category

- A-1 - Light Agriculture
- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- MXD - Mixed Use Development
- C-1 - Restricted Business
- C-2 - Neighborhood Business
- C-3 - General Commercial
- O-S - Open Space

Administrative Boundaries

- Community Boundary



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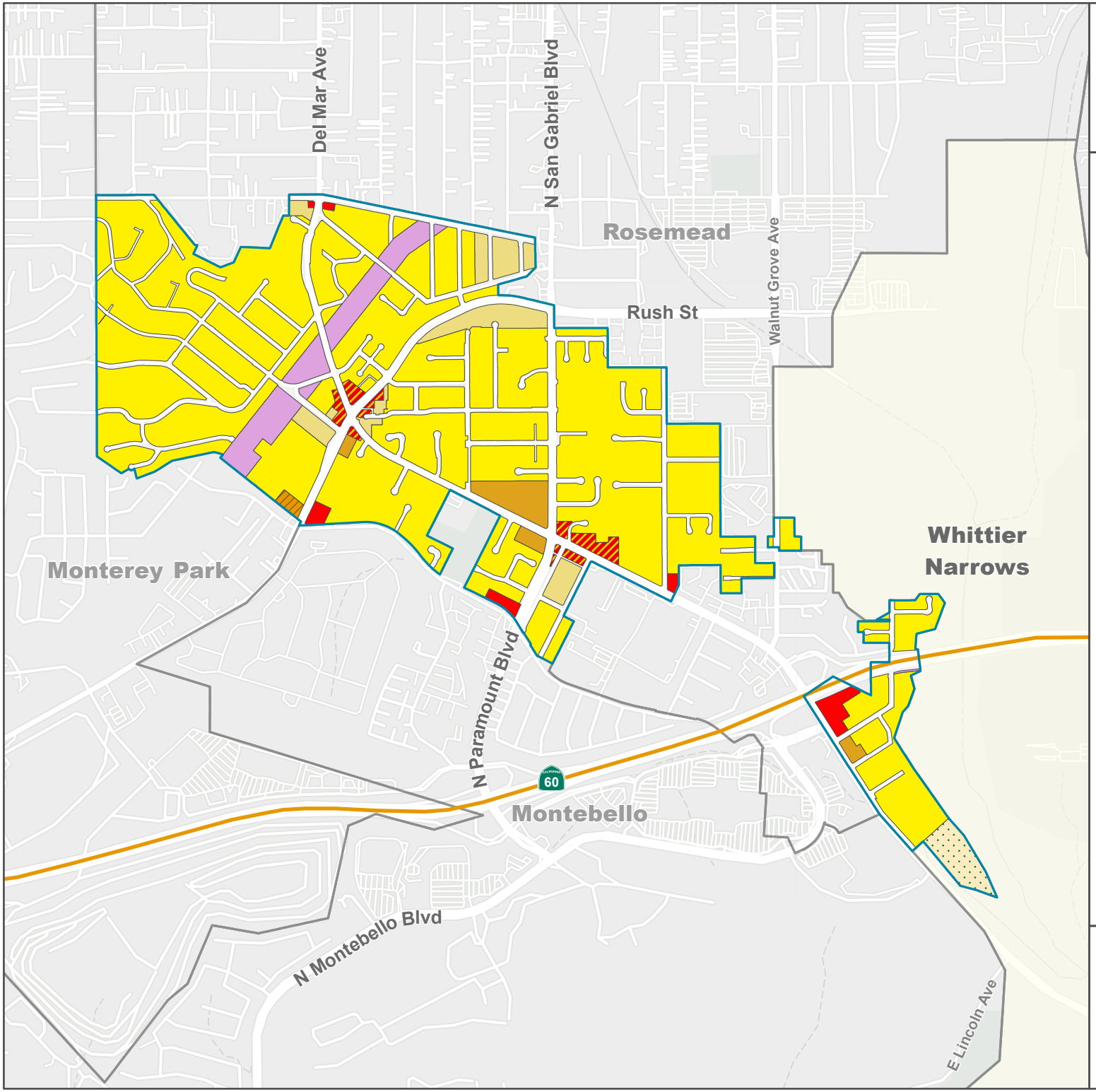


Los Angeles County

West San Gabriel Valley Area Plan Proposed Land Use Policy

South San Gabriel

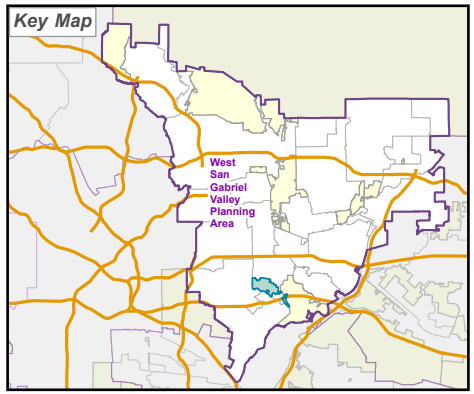
Land Use Policy - Proposed

- H9 - Residential 9
- H18 - Residential 18
- H30 - Residential 30
- H50 - Residential 50
- CG - General Commercial
- MU - Mixed Use
- P - Public and Semi-Public
- OS-PR - Parks and Recreation
- MR - Mineral Resources

Administrative Boundaries

- Community Boundary

Key Map



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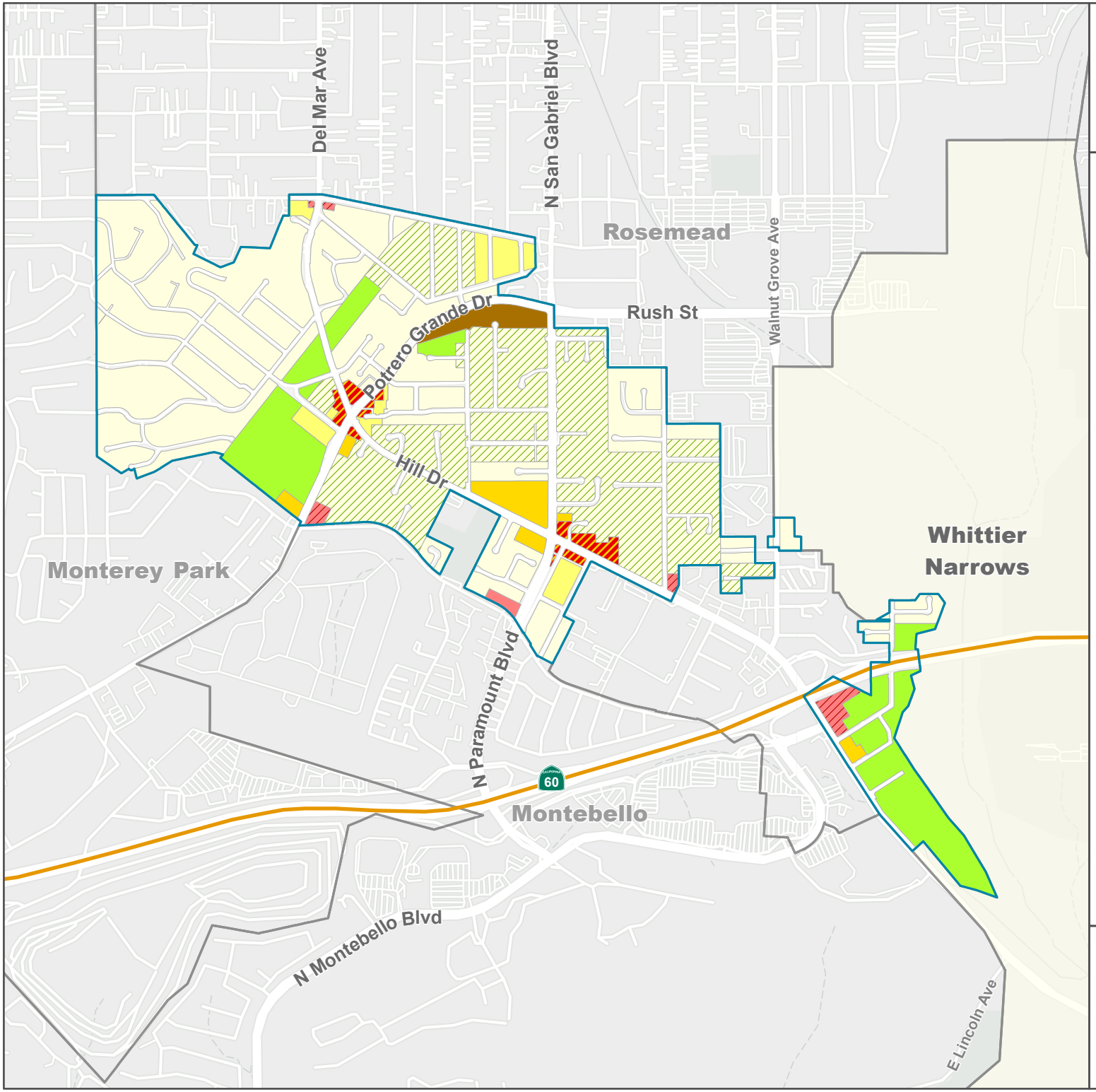
..\PROJECTS\DRP_ADVANCE_PLANNING\area_plans\West_San_Gabriel_Valley_Area_Plan\Area_Plan_Map_Series_WSGV.aprx - WSGV - Proposed LUP Zoning



Los Angeles County

West San Gabriel Valley Area Plan Proposed Zoning

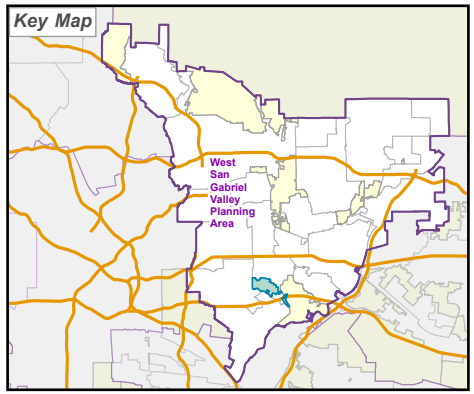
South San Gabriel

Zoning Category

- A-1 - Light Agriculture
- R-A - Residential Agricultural
- R-1 - Single-Family Residence
- R-2 - Two-Family Residence
- R-3 - Limited Density Multiple Residence
- RPD - Residential Planned Development
- MXD - Mixed Use Development
- C-1 - Restricted Business
- C-2 - Neighborhood Business
- O-S - Open Space

Administrative Boundaries

- Community Boundary



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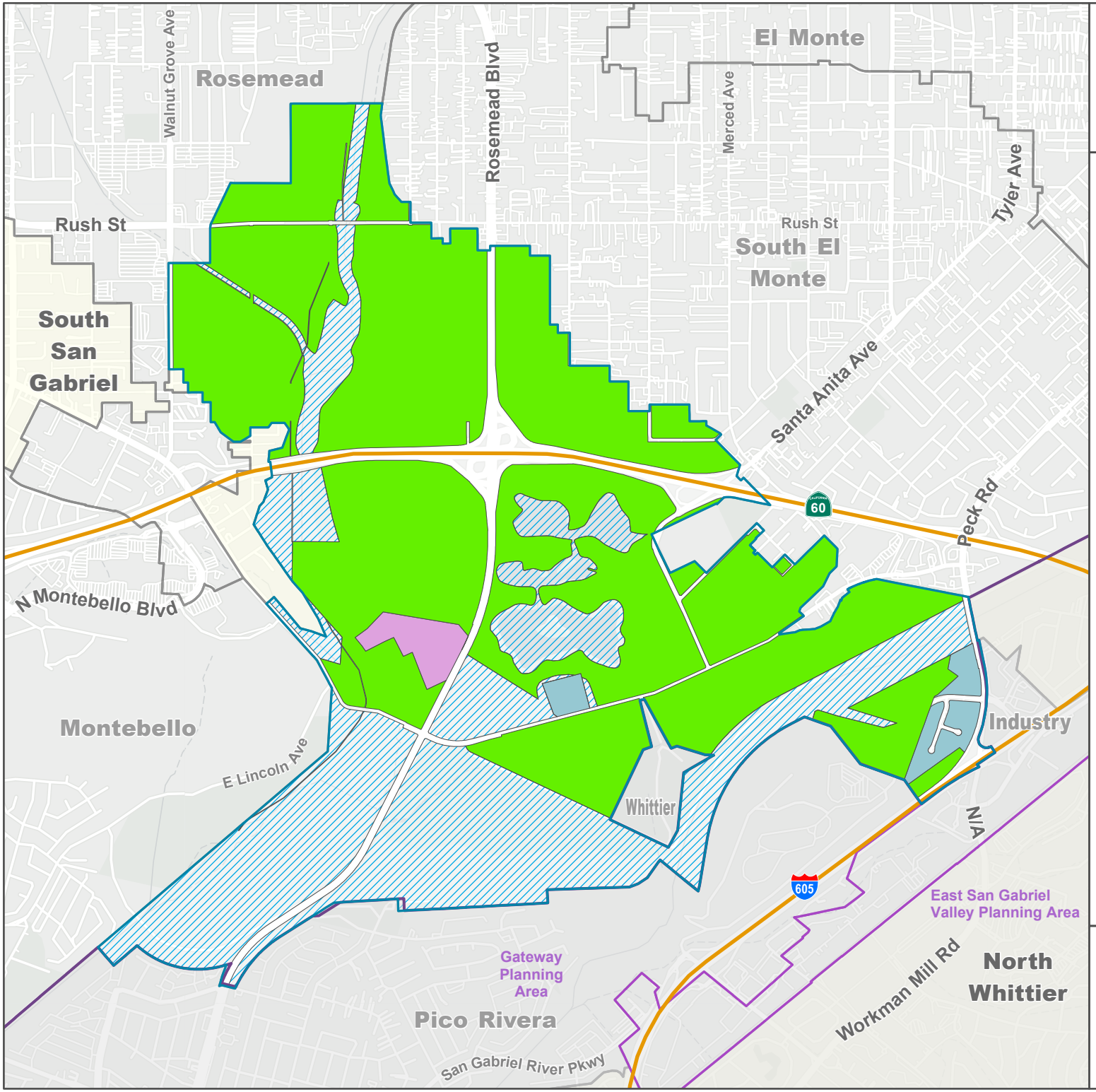


Los Angeles County

West San Gabriel Valley Area Plan Proposed Land Use Policy

Whittier Narrows

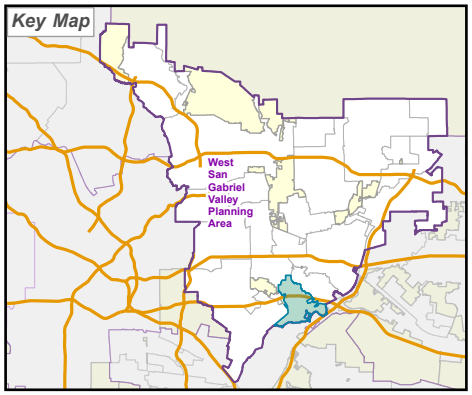
Land Use Policy - Proposed

- IL - Light Industrial
- P - Public and Semi-Public
- OS-PR - Parks and Recreation
- W - Water

Administrative Boundaries

- Community Boundary
- Surrounding Planning Area

Key Map



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Los Angeles County

West San Gabriel Valley Area Plan Proposed Zoning

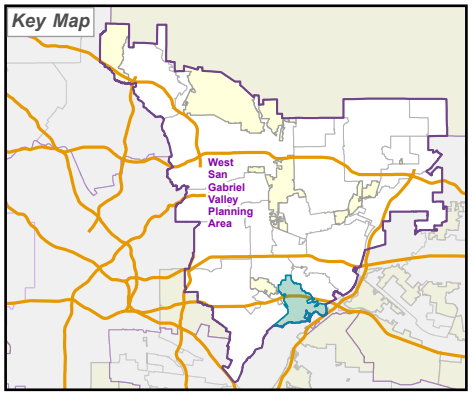
Whittier Narrows

Zoning Category

- A-1 - Light Agriculture
- O-S - Open Space
- M-1 - Light Manufacturing
- M-2 - Heavy Manufacturing
- B-1 - Buffer Strip

Administrative Boundaries

- Community Boundary
- Surrounding Planning Area



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Appendix D

Air Quality, Greenhouse Gas, and Energy Modeling Data

D1. Air Quality, Greenhouse Gas, and Energy Modeling Data

WSGVAP
Air Quality Assessment
Operational Mobile Emissions

			Criteria Pollutant Emission Factors (lbs/mile)											Criteria Pollutant Emissions (lbs/day)									
		Year	Weekday Daily VMT	VOC	NOx	CO	SOx	PM10 Road Dust	PM10	PM10 Total	PM2_5 Road Dust	PM2_5	PM2.5 Total	VOC	NOx	CO	SOx	PM10 Road Dust	PM10	PM10 Total	PM2_5 Road Dust	PM2_5	PM2.5 Total
No Project	Auto	2045	369,888,554	1.823E-04	9.123E-05	1.629E-03	5.372E-06	6.61E-04	3.812E-05	6.99E-04	1.62E-04	1.238E-05	1.75E-04	67,417.36	33,745.85	602,527.37	1,987.11	244,517.20	14,101.10	258,618.31	60,017.86	4,578.73	64,596.59
No Project	Light-heavy Truck	2045	6,761,809	1.562E-04	2.624E-04	1.336E-03	6.037E-06	6.61E-04	1.672E-04	8.28E-04	1.62E-04	6.180E-05	2.24E-04	1,056.44	1,774.53	9,036.05	40.82	4,469.94	1,130.76	5,600.69	1,097.17	417.88	1,515.05
No Project	Medium-heavy Truck	2045	5,255,030	4.494E-05	8.016E-04	5.276E-04	1.140E-05	6.61E-04	1.028E-04	7.64E-04	1.62E-04	3.590E-05	1.98E-04	236.17	4,212.65	2,772.72	59.89	3,473.87	540.06	4,013.93	852.68	188.67	1,041.34
No Project	Heavy-heavy Truck	2045	25,165,999	9.728E-05	3.211E-03	1.664E-03	2.145E-05	6.61E-04	2.872E-04	9.48E-04	1.62E-04	1.175E-04	2.80E-04	2,448.16	80,800.43	41,879.02	539.81	16,636.15	7,226.73	23,862.88	4,083.42	2,956.41	7,039.82
	Totals	**Totals**												**71,158**	**120,533**	**656,215**	**2,628**			**292,096**			**74,193**
Project	Auto	2045	370,216,134	1.823E-04	9.123E-05	1.629E-03	5.372E-06	6.61E-04	3.812E-05	6.992E-04	1.62E-04	1.238E-05	1.746E-04	67,477.07	33,775.74	603,060.98	1,988.87	244,733.75	14,113.59	258,847.34	60,071.01	4,582.79	64,653.80
Project	Light-heavy Truck	2045	6,773,824	1.562E-04	2.624E-04	1.336E-03	6.037E-06	6.61E-04	1.672E-04	8.283E-04	1.62E-04	6.180E-05	2.241E-04	1,058.32	1,777.68	9,052.11	40.89	4,477.88	1,132.77	5,610.65	1,099.12	418.62	1,517.74
Project	Medium-heavy Truck	2045	5,265,126	4.494E-05	8.016E-04	5.276E-04	1.140E-05	6.61E-04	1.028E-04	7.638E-04	1.62E-04	3.590E-05	1.982E-04	236.62	4,220.74	2,778.05	60.00	3,480.55	541.10	4,021.64	854.32	189.03	1,043.35
Project	Heavy-heavy Truck	2045	25,200,118	9.728E-05	3.211E-03	1.664E-03	2.145E-05	6.61E-04	2.872E-04	9.482E-04	1.62E-04	1.175E-04	2.797E-04	2,451.48	80,909.97	41,935.80	540.55	16,658.70	7,236.53	23,895.23	4,088.95	2,960.41	7,049.37
	Totals	**Totals**												**71,223**	**120,684**	**656,827**	**2,630**			**292,375**			**74,264**

Source: EMFAC2021; Fehr & Peers, 2024 (VMT data); Based on travel within SCAB

WSGVAP
Road Dust Emission Factors

Paved Road Dust Emission Factors (Assumes No Precipitation)

Formula: $EF_{Dust,P} = (k\ (sL)^{0.91} \times (W)^{1.02})$

Where:

$EF_{Dust,P}$ =	Paved Road Dust Emission Factor (having the same units as k)
k =	particle size multiplier
sL =	road surface silt loading (g/m^2)
W =	average fleet vehicle weight (tons) (CARB uses 2.4 tons as a fleet average vehicle weight factor)

	Emission Factor (grams per VMT)	
	PM10	PM2.5
k	0.9979	0.2449
sL	0.1	0.1
W	2.4	2.4
$EF_{Dust,P}$	3.00E-01	7.36E-02

Unpaved Road Dust Emission Factors (Assumes No Precipitation)

Formula: $EF_{Dust,U} = (k\ (\ s / 12)^{1} \times (Sp / 30)^{0.5} / (M / 0.5)^{0.2}) - C)$

Where:

$EF_{Dust,U}$ =	Unpaved Road Dust Emission Factor (having the same units as k)
k =	particle size multiplier
s =	surface material silt content (%)
Sp =	mean vehicle speed (mph)
M =	surface material moisture content (%)
C =	Emission Factor for 1980s vehicle fleet exhaust, brake wear, and tire wear

	Emission Factor (grams per VMT)	
	PM10	PM2.5
k	816.47	81.65
s	4.3%	4.3%
Sp	15	15
M	0.5%	0.5%
C	0.00047	0.00036
$EF_{Dust,U}$	5.20E+00	5.19E-01

Sources:

CalEEMod, Version 2022.1.
CARB, *Entrained Dust from Paved Road Travel: Emission Estimation Methodology Background Document* , (1997).
USEPA, *AP-42* , Fifth Edition, Volume I, Chapter 13.2.1 - Paved Roads, (2011).
ESA, 2023

WSGVAP
GHG Assessment
Operational Mobile Emissions

					GHG Emissions (metric tons/mile)				GHG Emissions (metric tons/year)			
		Year	Weekday Daily VMT	Annual VMT	CO2	CH4	N2O	CO2e	CO2	CH4	N2O	CO2e
No Project	Auto	2045	460,612,654	168,123,618,574	2.465E-04	5.860E-09	6.295E-09	2.486E-04	41,448,358.82	985.23	1,058.32	41,788,369.15
No Project	Light-heavy Truck	2045	9,274,295	3,385,117,679	2.825E-04	3.798E-09	2.613E-08	2.904E-04	956,382.45	12.86	88.44	983,059.05
No Project	Medium-heavy Truck	2045	7,183,653	2,622,033,230	5.500E-04	9.352E-09	7.533E-08	5.727E-04	1,442,191.24	24.52	197.51	1,501,662.99
No Project	Heavy-heavy Truck	2045	40,939,042	14,942,750,298	1.069E-03	4.578E-08	1.690E-07	1.121E-03	15,974,749.28	684.01	2,525.28	16,744,382.58
	Totals	**Totals**										**61,017,474**
Project	Auto	2045	461,065,608	168,288,946,923	2.465E-04	5.860E-09	6.295E-09	2.486E-04	41,489,118.04	986.20	1,059.36	41,829,462.73
Project	Light-heavy Truck	2045	9,290,158	3,390,907,533	2.825E-04	3.798E-09	2.613E-08	2.904E-04	958,018.23	12.88	88.59	984,740.46
Project	Medium-heavy Truck	2045	7,193,984	2,625,804,234	5.500E-04	9.352E-09	7.533E-08	5.727E-04	1,444,265.40	24.56	197.80	1,503,822.68
Project	Heavy-heavy Truck	2045	40,968,094	14,953,354,404	1.069E-03	4.578E-08	1.690E-07	1.121E-03	15,986,085.74	684.49	2,527.07	16,756,265.21
	Totals	**Totals**										**61,074,291**

Source: EMFAC2021; Fehr & Peers, 2024 (VMT data); Based on travel within SCAG Region

D2. Operational Mobile Source Energy Calculations

WSGVAP
Operational Energy Analysis - Project
Fuel Usage from VMT

Auto Daily VMT:	210,144,242	miles/day
Light Duty Truck Daily VMT:	4,031,527	miles/day
Medium Duty Truck Daily VMT:	3,043,167	miles/day
Heavy Duty Truck Daily VMT:	15,262,079	miles/day
Auto Annual VMT[3]:	76,702,648,289	miles/year
Light Duty Truck Annual VMT[3]:	1,471,507,461	miles/year
Medium Duty Truck Annual VMT[3]:	1,110,756,133	miles/year
Heavy Duty Truck Annual VMT[3]:	5,570,658,664	miles/year

Fuel Type:[1]	Gasoline	Diesel	Electricity	Natural Gas	Plug-in Hybrid	
Auto Percent:	88.8%	0.3%	7.5%	0.0%	3.3%	100.0%
Light Duty Truck Percent:	28.5%	27.0%	44.4%	0.0%	0.0%	100.0%
Medium Duty Truck Percent:	5.7%	45.2%	48.3%	0.8%	0.0%	100.0%
Heavy Duty Truck Percent:	1.1%	75.1%	20.3%	3.6%	0.0%	100.0%
Auto Miles per Gallon Fuel:	31.69	28.16	-	0.00	68.05	
Light Duty Truck Miles per Gallon:	16.5	20.6	-	-	-	
Medium Duty Truck Miles per Gallon:	5.98	9.96	-	8.52	-	
Heavy Duty Truck Miles per Gallon:	9.19	7.50	-	6.68	-	
Auto Annual VMT by Fuel Type (miles):	68,150,130,931	243,611,778	5,772,544,799	-	2,536,360,781	
Light Duty Truck Annual VMT by Fuel Type (miles):	420,017,745	397,409,429	654,080,287	-	-	
Medium Duty Truck Annual VMT by Fuel Type (miles):	62,834,410	502,320,593	536,312,087	9,289,043	-	
Heavy Duty Truck Annual VMT by Fuel Type (miles):	59,542,296	4,182,651,339	1,129,222,295	199,242,733	-	
Auto Annual Fuel Usage (gallons):	2,150,550,503	8,650,194	-	-	37,273,124	
Light Duty Truck Annual Fuel Usage (gallons):	25,525,197	19,314,007	-	-	-	
Medium Duty Truck Annual Fuel Usage (gallons):	10,499,951	50,421,508	-	1,090,653	-	
Heavy Duty Truck Annual Fuel Usage (gallons):	6,480,332	557,879,174	-	29,827,568	-	
Medium Duty Truck Annual Natural Gas Use (kbtu):				139,488,953		
Heavy Duty Truck Annual Natural Gas Use (kbtu):				3,814,795,357		

	Fuel Consumption (gallons/year)	
	Gasoline	Diesel
Project Annual Total	2,230,329,105	636,264,883

Notes:

1. California Air Resources Board, EMFAC2021 (South Coast Air Basin; Annual; 2045', Aggregate Fleet).
2. Assumes electric vehicles would replace traditional gasoline-fueled vehicles.
3. Fehr & Peers, 2024. Based on travel within LA County

WSGVAP
Operational Energy Analysis - No Project
Fuel Usage from VMT

Auto Daily VMT:	209,901,503	miles/day
Light Duty Truck Daily VMT:	4,020,191	miles/day
Medium Duty Truck Daily VMT:	3,034,242	miles/day
Heavy Duty Truck Daily VMT:	15,240,186	miles/day
Auto Annual VMT[3]:	76,614,048,666	miles/year
Light Duty Truck Annual VMT[3]:	1,467,369,684	miles/year
Medium Duty Truck Annual VMT[3]:	1,107,498,219	miles/year
Heavy Duty Truck Annual VMT[3]:	5,562,667,959	miles/year

Fuel Type:[1]	Gasoline	Diesel	Electricity	Natural Gas	Plug-in Hybrid	
Auto Percent:	88.8%	0.3%	7.5%	0.0%	3.3%	100.0%
Light Duty Truck Percent:	28.5%	27.0%	44.4%	0.0%	0.0%	100.0%
Medium Duty Truck Percent:	5.7%	45.2%	48.3%	0.8%	0.0%	100.0%
Heavy Duty Truck Percent:	1.1%	75.1%	20.3%	3.6%	0.0%	100.0%
Auto Miles per Gallon Fuel:	31.69	28.16	-	0.00	68.05	
Light Duty Truck Miles per Gallon:	16.5	20.6	-	-	-	
Medium Duty Truck Miles per Gallon:	5.98	9.96	-	8.52	-	
Heavy Duty Truck Miles per Gallon:	9.19	7.50	-	6.68	-	
Auto Annual VMT by Fuel Type (miles):	68,071,410,365	243,330,381	5,765,876,903	-	2,533,431,017	
Light Duty Truck Annual VMT by Fuel Type (miles):	418,836,684	396,291,942	652,241,059	-	-	
Medium Duty Truck Annual VMT by Fuel Type (miles):	62,650,113	500,847,257	534,739,052	9,261,798	-	
Heavy Duty Truck Annual VMT by Fuel Type (miles):	59,456,887	4,176,651,630	1,127,602,508	198,956,934	-	
Auto Annual Fuel Usage (gallons):	2,148,066,391	8,640,202	-	-	37,230,069	
Light Duty Truck Annual Fuel Usage (gallons):	25,453,422	19,259,697	-	-	-	
Medium Duty Truck Annual Fuel Usage (gallons):	10,469,154	50,273,619	-	1,087,454	-	
Heavy Duty Truck Annual Fuel Usage (gallons):	6,471,036	557,078,937	-	29,784,783	-	
Medium Duty Truck Annual Natural Gas Use (kbtu):				139,079,824		
Heavy Duty Truck Annual Natural Gas Use (kbtu):				3,809,323,310		

	Fuel Consumption (gallons/year)	
	Gasoline	Diesel
No Project Annual Total:	2,227,690,071	635,252,455

Notes:

1. California Air Resources Board, EMFAC2021 (South Coast Air Basin; Annual; 2045', Aggregate Fleet).
2. Assumes electric vehicles would replace traditional gasoline-fueled vehicles.
3. Fehr & Peers, 2024. Based on travel within LA County

Appendix E

California Natural Diversity Database (CNDDB) Search Results

ID	Shape *	SNAME	CNAME	ELMCODE	OCC#	MAPNDX	EONDX	KQUADNAME	CO	ELEV	TAXON	ACCURACY	PRESENCE	OCCTYPE	SENSITIVE	SITEDATE
1	Polygon	Riparia riparia	bank swallow	ABPAU08010	110	84245	85267	Whittier	LAX	0	Birds	5 miles	Extirpated	Natural/Native occurrence	N	18940704
2	Polygon	Riparia riparia	bank swallow	ABPAU08010	105	84246	85270	Los Angeles	LAX	0	Birds	5 miles	Extirpated	Natural/Native occurrence	N	18940704
3	Polygon	Taxidea taxus	American badger	AMAJF04010	291	51258	57504	Los Angeles	LAX	280	Mammals	5 miles	Presumed Extant	Natural/Native occurrence	N	XXXXXXXX
4	Polygon	Empidonax traillii extimus	southwestern willow flycatcher	ABPAE33043	43	51258	59153	Los Angeles	LAX	280	Birds	5 miles	Presumed Extant	Natural/Native occurrence	N	18940520
5	Polygon	Athene cunicularia	burrowing owl	ABNSB10010	571	51258	51258	Los Angeles	LAX	280	Birds	5 miles	Presumed Extant	Natural/Native occurrence	N	19210505
6	Polygon	Empidonax traillii extimus	southwestern willow flycatcher	ABPAE33043	44	39017	59154	Pasadena	LAX	0	Birds	5 miles	Presumed Extant	Natural/Native occurrence	N	19060914
7	Polygon	Ribes divaricatum var. parishii	Parish's gooseberry	PDGRO020F3	6	39017	34024	Pasadena	LAX	1000	Dicots	5 miles	Possibly Extirpated	Natural/Native occurrence	N	189304XX
8	Polygon	Falco peregrinus anatum	American peregrine falcon	ABNKD06071	14	63257	63349	Pasadena	LAX	850	Birds	80 meters	Presumed Extant	Natural/Native occurrence	Y	20050513
9	Polygon	Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	CTT62400CA	70	2135	15485	Pasadena	LAX	2120	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
10	Polygon	Horkelia cuneata var. puberula	mesa horkelia	PDROS0W045	33	54969	54969	Pasadena	LAX	0	Dicots	1 mile	Presumed Extant	Natural/Native occurrence	N	19150705
11	Polygon	Polioptila californica californica	coastal California gnatcatcher	ABPBJ08081	1008	B3975	119241	Mt. Wilson	LAX	803	Birds	1 mile	Possibly Extirpated	Natural/Native occurrence	N	19031115
12	Polygon	Spea hammondii	western spadefoot	AAABF02020	1058	B3975	116891	Mt. Wilson	LAX	803	Amphibians	1 mile	Possibly Extirpated	Natural/Native occurrence	N	19130520
13	Polygon	Polioptila californica californica	coastal California gnatcatcher	ABPBJ08081	1006	91992	119239	Pasadena	LAX	860	Birds	1 mile	Possibly Extirpated	Natural/Native occurrence	N	19060914
14	Polygon	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	346	91992	87859	Pasadena	LAX	860	Birds	1 mile	Possibly Extirpated	Natural/Native occurrence	N	19110508
15	Polygon	Calystegia felix	lucky morning-glory	PDCON040P0	7	84920	94538	Whittier	LAX	0	Dicots	1 mile	Presumed Extant	Natural/Native occurrence	N	19020501
16	Polygon	Imperata brevifolia	California satintail	PMPOA3D020	11	69061	69832	Azusa	LAX	0	Monocots	1 mile	Presumed Extant	Natural/Native occurrence	N	19640318
17	Polygon	Antrozous pallidus	pallid bat	AMACC10010	187	66533	66650	El Monte	LAX	260	Mammals	1 mile	Presumed Extant	Natural/Native occurrence	N	19310502
18	Polygon	Eumops perotis californicus	western mastiff bat	AMACD02011	166	66425	66523	Pasadena	LAX	0	Mammals	1 mile	Presumed Extant	Natural/Native occurrence	N	19581210

19	Polygon	Antrozous pallidus	pallid bat	AMACC10010	194	54970	66657	Pasadena	LAX	0	Mammals	1 mile	Presumed Extant	Natural/Native occurrence	N	19101101
20	Polygon	Bombus crotchii	Crotch's bumble bee	IIHYM24480	152	54970	98954	Pasadena	LAX	900	Insects	1 mile	Presumed Extant	Natural/Native occurrence	N	193305XX
21	Polygon	Centromadia pungens ssp. laevis	smooth tarplant	PDAST4R0R4	131	54970	101516	Pasadena	LAX	0	Dicots	1 mile	Extirpated	Natural/Native occurrence	N	19010717
22	Polygon	Pseudognaphalium leucocephalum	white rabbit-tobacco	PDAST440C0	13	54970	70823	Pasadena	LAX	0	Dicots	1 mile	Presumed Extant	Natural/Native occurrence	N	19080815
23	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	81	54970	110999	Pasadena	LAX	860	Reptiles	1 mile	Presumed Extant	Natural/Native occurrence	N	194109XX
24	Polygon	Lasiurus cinereus	hoary bat	AMACC05032	55	54970	68814	Pasadena	LAX	0	Mammals	1 mile	Presumed Extant	Natural/Native occurrence	N	19450710
25	Polygon	Horkelia cuneata var. puberula	mesa horkelia	PDROS0W045	34	54970	54970	Pasadena	LAX	0	Dicots	1 mile	Extirpated	Natural/Native occurrence	N	190304XX
26	Polygon	Eumops perotis californicus	western mastiff bat	AMACD02011	67	54970	66396	Pasadena	LAX	840	Mammals	1 mile	Presumed Extant	Natural/Native occurrence	N	19410803
27	Polygon	Lasthenia glabrata ssp. coulteri	Coulter's goldfields	PDAST5L0A1	86	54970	81898	Pasadena	LAX	0	Dicots	1 mile	Possibly Extirpated	Natural/Native occurrence	N	18820502
28	Polygon	Athene cunicularia	burrowing owl	ABNSB10010	1831	54970	82954	Pasadena	LAX	0	Birds	1 mile	Presumed Extant	Natural/Native occurrence	N	18950417
29	Polygon	Bombus pensylvanicus	American bumble bee	IIHYM24260	157	54970	124350	Pasadena	LAX	880	Insects	1 mile	Presumed Extant	Natural/Native occurrence	N	19171027
30	Polygon	Calochortus plummerae	Plummer's mariposa-lily	PMLIL0D150	31	27707	683	Mt. Wilson	LAX	2200	Monocots	1 mile	Presumed Extant	Natural/Native occurrence	N	19180612
31	Polygon	Lasionycteris noctivagans	silver-haired bat	AMACC02010	49	68565	68929	Pasadena	LAX	0	Mammals	1 mile	Presumed Extant	Natural/Native occurrence	N	19780223
32	Polygon	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	556	91981	93055	Los Angeles	LAX	500	Birds	1 mile	Possibly Extirpated	Natural/Native occurrence	N	18980615
33	Polygon	Lasiurus cinereus	hoary bat	AMACC05032	59	54944	68818	El Monte	LAX	0	Mammals	1 mile	Presumed Extant	Natural/Native occurrence	N	19221128
34	Polygon	Horkelia cuneata var. puberula	mesa horkelia	PDROS0W045	22	54944	54944	El Monte	LAX	400	Dicots	1 mile	Extirpated	Natural/Native occurrence	N	19110403
35	Polygon	Buteo swainsoni	Swainson's hawk	ABNKC19070	2540	54944	91454	El Monte	LAX	375	Birds	1 mile	Possibly Extirpated	Natural/Native occurrence	N	18800410
36	Polygon	Bombus pensylvanicus	American bumble bee	IIHYM24260	221	54944	125558	El Monte	LAX	400	Insects	1 mile	Presumed Extant	Natural/Native occurrence	N	19710917

37	Polygon	Dodecahema leptoceras	slender-horned spineflower	PDPGN0V010	47	54944	121087	El Monte	LAX	400	Dicots	1 mile	Possibly Extirpated	Natural/Native occurrence	N	XXXXXXXX
38	Polygon	Eumops perotis californicus	western mastiff bat	AMACD02011	56	66298	66383	Los Angeles	LAX	490	Mammals	1 mile	Presumed Extant	Natural/Native occurrence	N	19180723
39	Polygon	Arizona elegans occidentalis	California glossy snake	ARADB01017	2	66298	104842	Los Angeles	LAX	490	Reptiles	1 mile	Presumed Extant	Natural/Native occurrence	N	18890412
40	Polygon	Horkelia cuneata var. puberula	mesa horkelia	PDROS0W045	27	54951	54951	Mt. Wilson	LAX	775	Dicots	1 mile	Extirpated	Natural/Native occurrence	N	19180429
41	Polygon	Lasiurus cinereus	hoary bat	AMACC05032	61	54951	68820	Mt. Wilson	LAX	0	Mammals	1 mile	Presumed Extant	Natural/Native occurrence	N	19280413
42	Polygon	Antrozous pallidus	pallid bat	AMACC10010	196	54951	66659	Mt. Wilson	LAX	900	Mammals	1 mile	Presumed Extant	Natural/Native occurrence	N	19270224
43	Polygon	Eumops perotis californicus	western mastiff bat	AMACD02011	70	54951	66399	Mt. Wilson	LAX	0	Mammals	1 mile	Presumed Extant	Natural/Native occurrence	N	19131012
44	Polygon	Spea hammondii	western spadefoot	AAABF02020	1057	54951	116889	Mt. Wilson	LAX	775	Amphibians	1 mile	Possibly Extirpated	Natural/Native occurrence	N	191405XX
45	Polygon	Bombus crotchii	Crotch's bumble bee	IIHYM24480	149	91994	98951	Pasadena	LAX	1000	Insects	1 mile	Presumed Extant	Natural/Native occurrence	N	19380630
46	Polygon	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	562	91994	93067	Pasadena	LAX	630	Birds	1 mile	Possibly Extirpated	Natural/Native occurrence	N	19110528
47	Polygon	Cladium californicum	California saw-grass	PMCYP04010	5	66531	70441	Mt. Wilson	LAX	1000	Monocots	1 mile	Extirpated	Natural/Native occurrence	N	18610103
48	Polygon	Antrozous pallidus	pallid bat	AMACC10010	193	66531	66656	Mt. Wilson	LAX	780	Mammals	1 mile	Presumed Extant	Natural/Native occurrence	N	19300705
49	Polygon	Horkelia cuneata var. puberula	mesa horkelia	PDROS0W045	28	41056	54952	Pasadena	LAX	0	Dicots	1 mile	Extirpated	Natural/Native occurrence	N	19480610
50	Polygon	Bombus crotchii	Crotch's bumble bee	IIHYM24480	145	41056	98945	Pasadena	LAX	1500	Insects	1 mile	Presumed Extant	Natural/Native occurrence	N	19340505
51	Polygon	Dodecahema leptoceras	slender-horned spineflower	PDPGN0V010	36	41056	41056	Pasadena	LAX	1800	Dicots	1 mile	Possibly Extirpated	Natural/Native occurrence	N	20030731
52	Polygon	Pseudognaphalium leucocephalum	white rabbit-tobacco	PDAST440C0	48	41056	102718	Pasadena	LAX	0	Dicots	1 mile	Presumed Extant	Natural/Native occurrence	N	191709XX

53	Polygon	Glyptostoma gabrielense	San Gabriel chestnut	IMGASB1010	22	B5933	118948	Los Angeles	LAX	582	Mollusks	1 mile	Possibly Extirpated	Natural/Native occurrence	N	194XXXXX
54	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	65	A9127	110960	El Monte	LAX	473	Reptiles	1 mile	Presumed Extant	Natural/Native occurrence	N	19490601
55	Polygon	Bombus pensylvanicus	American bumble bee	IIHYM24260	286	B9604	125833	South Gate	LAX	149	Insects	1 mile	Presumed Extant	Natural/Native occurrence	N	2006XXXX
56	Polygon	Polioptila californica californica	coastal California gnatcatcher	ABPBJ08081	1007	B6195	119240	Mt. Wilson	LAX	1613	Birds	1 mile	Possibly Extirpated	Natural/Native occurrence	N	19031010
57	Polygon	Spea hammondii	western spadefoot	AAABF02020	1056	B3973	116888	Azusa	LAX	513	Amphibians	1 mile	Possibly Extirpated	Natural/Native occurrence	N	19310426
58	Polygon	Spea hammondii	western spadefoot	AAABF02020	1051	B3957	116872	El Monte	LAX	207	Amphibians	1 mile	Possibly Extirpated	Natural/Native occurrence	N	19630930
59	Polygon	Phrynosoma blainvillii	coast horned lizard	ARACF12100	201	2110	28029	Condor Peak	LAX	3000	Reptiles	1 mile	Presumed Extant	Natural/Native occurrence	N	19720429
60	Polygon	Symphyotrichum greatae	Greata's aster	PDASTE80U0	12	27701	58480	Los Angeles	LAX	0	Dicots	1 mile	Possibly Extirpated	Natural/Native occurrence	N	190207XX
61	Polygon	Horkelia cuneata var. puberula	mesa horkelia	PDROS0W045	23	27701	54945	Los Angeles	LAX	600	Dicots	1 mile	Extirpated	Natural/Native occurrence	N	190205XX
62	Polygon	Phrynosoma blainvillii	coast horned lizard	ARACF12100	128	15985	28076	Pasadena	LAX	2000	Reptiles	1 mile	Presumed Extant	Natural/Native occurrence	N	1911XXXX
63	Polygon	Bombus crotchii	Crotch's bumble bee	IIHYM24480	234	15985	102754	Pasadena	LAX	2000	Insects	1 mile	Presumed Extant	Natural/Native occurrence	N	19740407
64	Polygon	Phrynosoma blainvillii	coast horned lizard	ARACF12100	236	2164	27995	Los Angeles	LAX	500	Reptiles	1 mile	Possibly Extirpated	Natural/Native occurrence	N	197408XX
65	Polygon	Bombus pensylvanicus	American bumble bee	IIHYM24260	162	2233	125373	Mt. Wilson	LAX	1200	Insects	1 mile	Presumed Extant	Natural/Native occurrence	N	19761027
66	Polygon	Bombus crotchii	Crotch's bumble bee	IIHYM24480	151	2233	98953	Mt. Wilson	LAX	1500	Insects	1 mile	Presumed Extant	Natural/Native occurrence	N	197004XX
67	Polygon	Lepidium virginicum var. robinsonii	Robinson's pepper-grass	PDBRA1M114	155	2233	86321	Mt. Wilson	LAX	0	Dicots	1 mile	Presumed Extant	Natural/Native occurrence	N	1994XXXX
68	Polygon	Phrynosoma blainvillii	coast horned lizard	ARACF12100	134	2233	28072	Mt. Wilson	LAX	2600	Reptiles	1 mile	Presumed Extant	Natural/Native occurrence	N	1969XXXX
69	Polygon	Phrynosoma blainvillii	coast horned lizard	ARACF12100	49	2272	28120	El Monte	LAX	250	Reptiles	1 mile	Possibly Extirpated	Natural/Native occurrence	N	19540715
70	Polygon	Antrozous pallidus	pallid bat	AMACC10010	197	34599	66660	El Monte	LAX	0	Mammals	1 mile	Presumed Extant	Natural/Native occurrence	N	19320415
71	Polygon	Polioptila californica californica	coastal California gnatcatcher	ABPBJ08081	1015	34599	119268	El Monte	LAX	300	Birds	1 mile	Possibly Extirpated	Natural/Native occurrence	N	19061229

72	Polygon	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	350	34599	87865	El Monte	LAX	280	Birds	1 mile	Possibly Extirpated	Natural/Native occurrence	N	19230519
73	Polygon	Scutellaria bolanderi ssp. austromontana	southern mountains skullcap	PDLAM1U0A1	16	34599	14693	El Monte	LAX	300	Dicots	1 mile	Possibly Extirpated	Natural/Native occurrence	N	XXXXXXXX
74	Polygon	Cuscuta obtusiflora var. glandulosa	Peruvian dodder	PDCUS01111	2	34599	84863	El Monte	LAX	0	Dicots	1 mile	Presumed Extant	Natural/Native occurrence	N	XXXXXXXX
75	Polygon	Phrynosoma blainvillii	coast horned lizard	ARACF12100	71	2337	28113	Mt. Wilson	LAX	2600	Reptiles	1 mile	Presumed Extant	Natural/Native occurrence	N	19330803
76	Polygon	Lepidium virginicum var. robinsonii	Robinson's pepper-grass	PDBRA1M114	7	35095	168	Mt. Wilson	LAX	2000	Dicots	1 mile	Presumed Extant	Natural/Native occurrence	N	19280209
77	Polygon	Phacelia stellaris	Brand's star phacelia	PDHYD0C510	1	26517	1567	El Monte	LAX	300	Dicots	1 mile	Possibly Extirpated	Natural/Native occurrence	N	19350318
78	Polygon	Phrynosoma blainvillii	coast horned lizard	ARACF12100	48	2495	28114	Baldwin Park	LAX	480	Reptiles	1 mile	Possibly Extirpated	Natural/Native occurrence	N	19490917
79	Polygon	Coccyzus americanus occidentalis	western yellow-billed cuckoo	ABNRB02022	73	25594	5430	El Monte	LAX	275	Birds	non-specific area	Possibly Extirpated	Natural/Native occurrence	N	20110711
80	Polygon	Horkelia cuneata var. puberula	mesa horkelia	PDROS0W045	29	54955	54955	Pasadena	LAX	0	Dicots	4/5 mile	Possibly Extirpated	Natural/Native occurrence	N	19270724
81	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	89	A9173	111014	Pasadena	LAX	1321	Reptiles	4/5 mile	Presumed Extant	Natural/Native occurrence	N	19620519
82	Polygon	Polioptila californica californica	coastal California gnatcatcher	ABPBJ08081	23	2328	25121	Mt. Wilson	LAX	523	Birds	non-specific area	Extirpated	Natural/Native occurrence	N	19280510
83	Polygon	Open Engelmann Oak Woodland	Open Engelmann Oak Woodland	CTT71181CA	1	2303	15093	Mt. Wilson	LAX	600	Woodland	specific area	Extirpated	Natural/Native occurrence	N	19780919
84	Polygon	Dodecahema leptoceras	slender-horned spineflower	PDPGN0V010	9	2351	21150	Mt. Wilson	LAX	700	Dicots	3/5 mile	Extirpated	Natural/Native occurrence	N	19790426
85	Polygon	Rana muscosa	southern mountain yellow-legged frog	AAABH01330	41	42580	42580	Mt. Wilson	LAX	0	Amphibians	3/5 mile	Extirpated	Natural/Native occurrence	N	19330523
86	Polygon	Dodecahema leptoceras	slender-horned spineflower	PDPGN0V010	41	2129	101213	Pasadena	LAX	1100	Dicots	3/5 mile	Presumed Extant	Natural/Native occurrence	N	19200430
87	Polygon	Onychomys torridus ramona	southern grasshopper mouse	AMAFF06022	31	2129	58521	Pasadena	LAX	1000	Mammals	3/5 mile	Presumed Extant	Natural/Native occurrence	N	19040911
88	Polygon	Horkelia cuneata var. puberula	mesa horkelia	PDROS0W045	30	2129	54956	Pasadena	LAX	0	Dicots	3/5 mile	Possibly Extirpated	Natural/Native occurrence	N	19010407

89	Polygon	Berberis nevinii	Nevin's barberry	PDBER060A0	9	2129	21583	Pasadena	LAX	1000	Dicots	3/5 mile	Presumed Extant	Natural/Native occurrence	N	19270322
90	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	78	A9157	110996	Pasadena	LAX	1400	Reptiles	3/5 mile	Presumed Extant	Natural/Native occurrence	N	19420705
91	Polygon	Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	CTT62400CA	53	2413	15500	Azusa	LAX	1720	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
92	Polygon	Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	CTT62400CA	60	2356	15495	Mt. Wilson	LAX	2000	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
93	Polygon	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	148	20301	23976	El Monte	LAX	200	Birds	non-specific area	Presumed Extant	Natural/Native occurrence	N	20110909
94	Polygon	Polioptila californica californica	coastal California gnatcatcher	ABPBJ08081	869	71267	72171	El Monte	LAX	362	Birds	specific area	Presumed Extant	Natural/Native occurrence	N	20160226
95	Polygon	Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	CTT62400CA	55	2457	15499	Azusa	LAX	1920	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
96	Polygon	Riversidian Alluvial Fan Sage Scrub	Riversidian Alluvial Fan Sage Scrub	CTT32720CA	1	2447	23223	Baldwin Park	LAX	500	Scrub	specific area	Presumed Extant	Natural/Native occurrence	N	19850923
97	Polygon	Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	CTT61310CA	80	2096	15963	Pasadena	LAX	1120	Riparian	specific area	Extirpated	Natural/Native occurrence	N	19780919
98	Polygon	Rana muscosa	southern mountain yellow-legged frog	AAABH01330	51	80238	42619	Mt. Wilson	LAX	0	Amphibians	non-specific area	Extirpated	Natural/Native occurrence	N	193010XX
99	Polygon	Pseudognaphalium leucocephalum	white rabbit-tobacco	PDAST440C0	12	80238	70820	Mt. Wilson	LAX	0	Dicots	non-specific area	Presumed Extant	Natural/Native occurrence	N	19291020
100	Polygon	Pelazoneuron puberulum var. sonorense	Sonoran maiden fern	PPTHE05192	17	80238	81215	Mt. Wilson	LAX	0	Ferns	non-specific area	Presumed Extant	Natural/Native occurrence	N	1907XXXX
101	Polygon	Glyptostoma gabrielense	San Gabriel chestnut	IMGASB1010	16	B5920	118933	Pasadena	LAX	1561	Mollusks	non-specific area	Presumed Extant	Natural/Native occurrence	N	192306XX
102	Polygon	Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	CTT62400CA	58	2239	15496	Mt. Wilson	LAX	1920	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919

103	Polygon	Horkelia cuneata var. puberula	mesa horkelia	PDROS0W045	26	98665	54950	Mt. Wilson	LAX	1200	Dicots	2/5 mile	Presumed Extant	Natural/Native occurrence	N	19380305
104	Polygon	Spea hammondii	western spadefoot	AAABF02020	1367	B5215	118164	Mt. Wilson	LAX	1218	Amphibians	2/5 mile	Possibly Extirpated	Natural/Native occurrence	N	19230408
105	Polygon	Rana muscosa	southern mountain yellow-legged frog	AAABH01330	42	42582	42582	Mt. Wilson	LAX	800	Amphibians	2/5 mile	Extirpated	Natural/Native occurrence	N	19080425
106	Polygon	Chorizanthe parryi var. parryi	Parry's spineflower	PDPGN040J2	37	42077	42077	Pasadena	LAX	1250	Dicots	2/5 mile	Presumed Extant	Natural/Native occurrence	N	19190521
107	Polygon	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	348	86897	87861	Pasadena	LAX	1030	Birds	2/5 mile	Presumed Extant	Natural/Native occurrence	N	20130709
108	Polygon	Galium grande	San Gabriel bedstraw	PDRUB0N0V0	3	2402	17287	Azusa	LAX	1400	Dicots	2/5 mile	Presumed Extant	Natural/Native occurrence	N	19790424
109	Polygon	Chorizanthe parryi var. parryi	Parry's spineflower	PDPGN040J2	94	72616	73499	Azusa	LAX	550	Dicots	2/5 mile	Presumed Extant	Natural/Native occurrence	N	19860407
110	Polygon	Aspidoscelis tigris stejnegeri	coastal whiptail	ARACJ02143	75	56014	56038	Baldwin Park	LAX	440	Reptiles	2/5 mile	Presumed Extant	Natural/Native occurrence	N	20010712
111	Polygon	Phrynosoma blainvillii	coast horned lizard	ARACF12100	521	56014	56035	Baldwin Park	LAX	440	Reptiles	2/5 mile	Presumed Extant	Natural/Native occurrence	N	20010712
112	Polygon	Icteria virens	yellow-breasted chat	ABPBX24010	100	56014	56033	Baldwin Park	LAX	440	Birds	2/5 mile	Presumed Extant	Natural/Native occurrence	N	20010712
113	Polygon	Lepus californicus bennettii	San Diego black-tailed jackrabbit	AMAEB03051	47	56014	56039	Baldwin Park	LAX	440	Mammals	2/5 mile	Presumed Extant	Natural/Native occurrence	N	20010712
114	Polygon	Accipiter cooperii	Cooper's hawk	ABNKC12040	94	56014	56034	Baldwin Park	LAX	440	Birds	2/5 mile	Presumed Extant	Natural/Native occurrence	N	20010712
115	Polygon	Chorizanthe parryi var. parryi	Parry's spineflower	PDPGN040J2	130	91732	92813	Pasadena	LAX	0	Dicots	2/5 mile	Presumed Extant	Natural/Native occurrence	N	XXXXXXXX
116	Polygon	Sidalcea neomexicana	salt spring checkerbloom	PDMAL110J0	28	91732	105340	Pasadena	LAX	0	Dicots	2/5 mile	Presumed Extant	Natural/Native occurrence	N	XXXXXXXX
117	Polygon	Calochortus plummerae	Plummer's mariposa-lily	PMLIL0D150	38	27696	22637	Pasadena	LAX	800	Monocots	2/5 mile	Possibly Extirpated	Natural/Native occurrence	N	19130615
118	Polygon	Centromadia parryi ssp. australis	southern tarplant	PDAST4R0P4	29	35369	7744	South Gate	LAX	60	Dicots	2/5 mile	Presumed Extant	Natural/Native occurrence	N	19310731

119	Polygon	Centromadia parryi ssp. australis	southern tarplant	PDAST4R0P4	26	35391	29323	Pasadena	LAX	1150	Dicots	2/5 mile	Possibly Extirpated	Natural/Native occurrence	N	19971019
120	Polygon	Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	CTT62400CA	59	2318	15494	Mt. Wilson	LAX	2280	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
121	Polygon	Riversidian Alluvial Fan Sage Scrub	Riversidian Alluvial Fan Sage Scrub	CTT32720CA	7	2340	23018	Mt. Wilson	LAX	1180	Scrub	specific area	Extirpated	Natural/Native occurrence	N	1980XXXX
122	Polygon	Rana muscosa	southern mountain yellow-legged frog	AAABH01330	52	42620	42620	Mt. Wilson	LAX	0	Amphibians	non-specific area	Extirpated	Natural/Native occurrence	N	19590720
123	Polygon	Pelazoneuron puberulum var. sonorense	Sonoran maiden fern	PPTHE05192	7	42620	1902	Mt. Wilson	LAX	0	Ferns	non-specific area	Presumed Extant	Natural/Native occurrence	N	19301211
124	Polygon	Lasiurus cinereus	hoary bat	AMACC05032	60	42620	68819	Mt. Wilson	LAX	0	Mammals	non-specific area	Presumed Extant	Natural/Native occurrence	N	19480208
125	Polygon	Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	CTT62400CA	73	2057	15483	Pasadena	LAX	2400	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
126	Polygon	Riversidian Alluvial Fan Sage Scrub	Riversidian Alluvial Fan Sage Scrub	CTT32720CA	13	2390	23179	Azusa	LAX	800	Scrub	specific area	Extirpated	Natural/Native occurrence	N	19780919
127	Polygon	Rana muscosa	southern mountain yellow-legged frog	AAABH01330	81	42943	42943	Azusa	LAX	2000	Amphibians	non-specific area	Possibly Extirpated	Natural/Native occurrence	N	19320306
128	Polygon	Glyptostoma gabrielense	San Gabriel chestnut	IMGASB1010	10	42943	118923	Azusa	LAX	2000	Mollusks	non-specific area	Presumed Extant	Natural/Native occurrence	N	19600403
129	Polygon	Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	CTT62400CA	54	2448	15501	Azusa	LAX	2000	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
130	Polygon	Bombus pensylvanicus	American bumble bee	IIHYM24260	228	B9354	125573	El Monte	LAX	217	Insects	non-specific area	Presumed Extant	Natural/Native occurrence	N	20190703
131	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	93	A9179	111019	Mt. Wilson	LAX	540	Reptiles	non-specific area	Presumed Extant	Natural/Native occurrence	N	19610126
132	Polygon	Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	CTT62400CA	68	2083	15486	Pasadena	LAX	920	Riparian	specific area	Extirpated	Natural/Native occurrence	N	19780919
133	Polygon	Glyptostoma gabrielense	San Gabriel chestnut	IMGASB1010	15	B5919	118932	Pasadena	LAX	1734	Mollusks	non-specific area	Presumed Extant	Natural/Native occurrence	N	19411113
134	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	83	A9162	111001	Pasadena	LAX	1908	Reptiles	non-specific area	Presumed Extant	Natural/Native occurrence	N	197606XX

135	Polygon	Symphyotrichum greatae	Greata's aster	PDASTE80U0	17	58461	58497	Pasadena	LAX	0	Dicots	non-specific area	Presumed Extant	Natural/Native occurrence	N	19170923
136	Polygon	Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	CTT62400CA	57	2215	15498	Mt. Wilson	LAX	2600	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
137	Polygon	Symphyotrichum greatae	Greata's aster	PDASTE80U0	4	58407	58443	Azusa	LAX	0	Dicots	non-specific area	Presumed Extant	Natural/Native occurrence	N	19150906
138	Polygon	Centromadia parryi ssp. australis	southern tarplant	PDAST4R0P4	96	97137	98384	Baldwin Park	LAX	0	Dicots	non-specific area	Presumed Extant	Natural/Native occurrence	N	19200622
139	Polygon	Pelazoneuron puberulum var. sonorense	Sonoran maiden fern	PPTHE05192	2	28066	10058	Azusa	LAX	1700	Ferns	non-specific area	Presumed Extant	Natural/Native occurrence	N	20160609
140	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	90	A9175	111016	Mt. Wilson	LAX	1065	Reptiles	non-specific area	Presumed Extant	Natural/Native occurrence	N	19230520
141	Polygon	Symphyotrichum greatae	Greata's aster	PDASTE80U0	28	58672	58708	Condor Peak	LAX	0	Dicots	non-specific area	Presumed Extant	Natural/Native occurrence	N	19310925
142	Polygon	Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	CTT61310CA	63	2418	15976	Azusa	LAX	1240	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
143	Polygon	Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	CTT62400CA	113	2072	15444	Pasadena	LAX	2120	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
144	Polygon	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	271	91976	56030	Baldwin Park	LAX	440	Birds	specific area	Presumed Extant	Natural/Native occurrence	N	20010712
145	Polygon	Polioptila californica californica	coastal California gnatcatcher	ABPBJ08081	962	B2190	114105	El Monte	LAX	390	Birds	specific area	Presumed Extant	Natural/Native occurrence	N	20170629
146	Polygon	Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	CTT61310CA	71	2290	15971	Mt. Wilson	LAX	1400	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
147	Polygon	Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	CTT61310CA	68	2259	15973	Mt. Wilson	LAX	1760	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
148	Polygon	Bombus pensylvanicus	American bumble bee	IIHYM24260	163	B9180	125374	Mt. Wilson	LAX	531	Insects	non-specific area	Presumed Extant	Natural/Native occurrence	N	20200905
149	Polygon	Dudleya cymosa ssp. crebrifolia	San Gabriel River dudleya	PDCRA040A8	1	28158	6509	Azusa	LAX	1200	Dicots	specific area	Presumed Extant	Natural/Native occurrence	N	20150625

150	Polygon	Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	CTT62400CA	62	2261	15491	Mt. Wilson	LAX	1040	Riparian	specific area	Extirpated	Natural/Native occurrence	N	19780919
151	Polygon	Horkelia cuneata var. puberula	mesa horkelia	PDROS0W045	15	54932	54932	Baldwin Park	LAX	500	Dicots	1/5 mile	Presumed Extant	Natural/Native occurrence	N	19920513
152	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	399	B1670	113584	Pasadena	LAX	826	Reptiles	1/5 mile	Presumed Extant	Natural/Native occurrence	N	20160621
153	Polygon	Ribes divaricatum var. parishii	Parish's gooseberry	PDGRO020F3	7	A3211	104838	El Monte	LAX	250	Dicots	1/5 mile	Possibly Extirpated	Natural/Native occurrence	N	19510512
154	Polygon	Horkelia cuneata var. puberula	mesa horkelia	PDROS0W045	73	98742	100215	Pasadena	LAX	1900	Dicots	1/5 mile	Presumed Extant	Natural/Native occurrence	N	19670616
155	Polygon	Eumops perotis californicus	western mastiff bat	AMACD02011	167	66427	66525	Pasadena	LAX	0	Mammals	1/5 mile	Presumed Extant	Natural/Native occurrence	N	19720213
156	Polygon	Calochortus plummerae	Plummer's mariposa-lily	PMLIL0D150	29	27708	682	Mt. Wilson	LAX	700	Monocots	1/5 mile	Presumed Extant	Natural/Native occurrence	N	19600528
157	Polygon	Taricha torosa	Coast Range newt	AAAAF02032	10	42566	52436	Pasadena	LAX	1300	Amphibians	1/5 mile	Presumed Extant	Natural/Native occurrence	N	20030528
158	Polygon	Rana muscosa	southern mountain yellow-legged frog	AAABH01330	37	42566	42566	Pasadena	LAX	1240	Amphibians	1/5 mile	Possibly Extirpated	Natural/Native occurrence	N	2009XXXX
159	Polygon	Pelazoneuron puberulum var. sonorense	Sonoran maiden fern	PPTHE05192	26	A7029	108828	Pasadena	LAX	1400	Ferns	1/5 mile	Presumed Extant	Natural/Native occurrence	N	19670402
160	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	82	A9161	111000	Pasadena	LAX	1504	Reptiles	1/5 mile	Presumed Extant	Natural/Native occurrence	N	19480718
161	Polygon	Glyptostoma gabrielense	San Gabriel chestnut	IMGASB1010	7	B5906	118918	Mt. Wilson	LAX	2259	Mollusks	1/5 mile	Presumed Extant	Natural/Native occurrence	N	20180527
162	Polygon	Berberis nevinii	Nevin's barberry	PDBER060A0	8	2141	21581	Pasadena	LAX	1000	Dicots	1/5 mile	Presumed Extant	Natural/Native occurrence	N	19610325
163	Polygon	Emys marmorata	western pond turtle	ARAAD02030	905	2165	28192	Pasadena	LAX	2000	Reptiles	1/5 mile	Possibly Extirpated	Natural/Native occurrence	N	1987XXXX
164	Polygon	Helianthus nuttallii ssp. parishii	Los Angeles sunflower	PDAST4N102	2	2183	16793	Los Angeles	LAX	700	Dicots	1/5 mile	Extirpated	Natural/Native occurrence	N	190109XX

165	Polygon	Emys marmorata	western pond turtle	ARAAD02030	923	2217	28182	El Monte	LAX	380	Reptiles	1/5 mile	Possibly Extirpated	Natural/Native occurrence	N	1987XXXX
166	Polygon	Emys marmorata	western pond turtle	ARAAD02030	837	2268	13598	El Monte	LAX	220	Reptiles	1/5 mile	Possibly Extirpated	Natural/Native occurrence	N	1987XXXX
167	Polygon	Open Engelmann Oak Woodland	Open Engelmann Oak Woodland	CTT71181CA	2	2295	28768	Mt. Wilson	LAX	560	Woodland	1/5 mile	Extirpated	Natural/Native occurrence	N	19780919
168	Polygon	Emys marmorata	western pond turtle	ARAAD02030	921	2314	28187	El Monte	LAX	0	Reptiles	1/5 mile	Presumed Extant	Natural/Native occurrence	N	1987XXXX
169	Polygon	Emys marmorata	western pond turtle	ARAAD02030	922	2375	28183	El Monte	LAX	0	Reptiles	1/5 mile	Possibly Extirpated	Natural/Native occurrence	N	1987XXXX
170	Polygon	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	114	2460	12961	Baldwin Park	LAX	440	Birds	1/5 mile	Presumed Extant	Natural/Native occurrence	N	1984XXXX
171	Polygon	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	112	2462	24966	Azusa	LAX	760	Birds	1/5 mile	Presumed Extant	Natural/Native occurrence	N	1978XXXX
172	Polygon	Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	CTT61310CA	72	2373	15969	Mt. Wilson	LAX	1120	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
173	Polygon	Dudleya densiflora	San Gabriel Mountains dudleya	PDCRA040B0	2	2468	19726	Azusa	LAX	1600	Dicots	specific area	Presumed Extant	Natural/Native occurrence	N	201305XX
174	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	67	A9130	110964	Pasadena	LAX	941	Reptiles	non-specific area	Presumed Extant	Natural/Native occurrence	N	19040201
175	Polygon	Riversidian Alluvial Fan Sage Scrub	Riversidian Alluvial Fan Sage Scrub	CTT32720CA	8	2235	22836	Mt. Wilson	LAX	1040	Scrub	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
176	Polygon	Riversidian Alluvial Fan Sage Scrub	Riversidian Alluvial Fan Sage Scrub	CTT32720CA	9	2322	22951	Mt. Wilson	LAX	680	Scrub	specific area	Extirpated	Natural/Native occurrence	N	1978XXXX
177	Polygon	Polioptila californica californica	coastal California gnatcatcher	ABPBJ08081	823	53461	53461	El Monte	LAX	223	Birds	non-specific area	Presumed Extant	Natural/Native occurrence	N	20180201
178	Polygon	Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	CTT62400CA	61	2203	15493	Mt. Wilson	LAX	1920	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
179	Polygon	Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	CTT61310CA	67	2240	11835	Mt. Wilson	LAX	960	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919

180	Polygon	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	565	92021	93093	Azusa	LAX	580	Birds	specific area	Presumed Extant	Natural/Native occurrence	N	20110728
181	Polygon	Symphyotrichum greatae	Greata's aster	PDASTE80U0	15	58454	58490	Mt. Wilson	LAX	2400	Dicots	non-specific area	Presumed Extant	Natural/Native occurrence	N	19181016
182	Polygon	Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	CTT61310CA	70	2283	15972	Mt. Wilson	LAX	1960	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
183	Polygon	Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	CTT61310CA	73	2377	15970	Mt. Wilson	LAX	800	Riparian	specific area	Extirpated	Natural/Native occurrence	N	19780919
184	Polygon	Dodecahema leptoceras	slender-horned spineflower	PDPGN0V010	8	2206	21151	Mt. Wilson	LAX	1640	Dicots	non-specific area	Extirpated	Natural/Native occurrence	N	19790428
185	Polygon	Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	CTT62400CA	112	2035	15446	Pasadena	LAX	2720	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
186	Polygon	Pelazoneuron puberulum var. sonorense	Sonoran maiden fern	PPTHE05192	16	80227	81214	Azusa	LAX	1100	Ferns	non-specific area	Presumed Extant	Natural/Native occurrence	N	19710522
187	Polygon	Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	CTT61310CA	64	2440	15977	Azusa	LAX	1040	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
188	Polygon	Lasiurus frantzii	western red bat	AMACC05080	120	A0560	102118	Mt. Wilson	LAX	1163	Mammals	non-specific area	Presumed Extant	Natural/Native occurrence	N	20150922
189	Polygon	Bombus pensylvanicus	American bumble bee	IIHYM24260	227	B9353	125572	El Monte	LAX	300	Insects	non-specific area	Presumed Extant	Natural/Native occurrence	N	20220707
190	Polygon	Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	CTT62400CA	136	2027	15425	Condor Peak	LAX	2920	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
191	Polygon	Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	CTT61310CA	81	2046	15962	Pasadena	LAX	2280	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
192	Polygon	Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	CTT61310CA	74	2316	15968	Mt. Wilson	LAX	960	Riparian	specific area	Extirpated	Natural/Native occurrence	N	19780919
193	Polygon	Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	CTT61310CA	76	2117	13412	Pasadena	LAX	1100	Riparian	specific area	Extirpated	Natural/Native occurrence	N	19780919
194	Polygon	Southern Sycamore Alder Riparian Woodland	Southern Sycamore Alder Riparian Woodland	CTT62400CA	72	2054	15482	Pasadena	LAX	1200	Riparian	specific area	Extirpated	Natural/Native occurrence	N	19780919

195	Polygon	Dudleya densiflora	San Gabriel Mountains dudleya	PDCRA040B0	1	2470	19725	Azusa	LAX	1000	Dicots	specific area	Presumed Extant	Natural/Native occurrence	N	1989XXXX
196	Polygon	Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	CTT61310CA	66	2236	15974	Mt. Wilson	LAX	1160	Riparian	specific area	Extirpated	Natural/Native occurrence	N	19780919
197	Polygon	Symphyotrichum greatae	Greata's aster	PDASTE80U0	23	58658	58694	Azusa	LAX	1100	Dicots	non-specific area	Presumed Extant	Natural/Native occurrence	N	19320930
198	Polygon	Bombus crotchii	Crotch's bumble bee	IIHYM24480	340	B6431	119490	Mt. Wilson	LAX	519	Insects	specific area	Presumed Extant	Natural/Native occurrence	N	20200802
199	Polygon	Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	CTT61310CA	99	2112	15948	Pasadena	LAX	1280	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
200	Polygon	Southern Coast Live Oak Riparian Forest	Southern Coast Live Oak Riparian Forest	CTT61310CA	65	2229	15975	Mt. Wilson	LAX	1200	Riparian	specific area	Presumed Extant	Natural/Native occurrence	N	19780919
201	Polygon	Polioptila californica californica	coastal California gnatcatcher	ABPBJ08081	1009	B6196	119242	Azusa	LAX	553	Birds	specific area	Presumed Extant	Natural/Native occurrence	N	20100403
202	Polygon	Rhinichthys osculus ssp. 8	Santa Ana speckled dace	AFCJB3705K	13	61991	62027	Azusa	LAX	866	Fish	specific area	Presumed Extant	Natural/Native occurrence	N	20020213
203	Polygon	Corynorhinus townsendii	Townsend's big-eared bat	AMACC08010	640	A0797	102355	Mt. Wilson	LAX	1276	Mammals	1/10 mile	Presumed Extant	Natural/Native occurrence	N	20150922
204	Polygon	Glyptostoma gabrielense	San Gabriel chestnut	IMGASB1010	3	B5898	118910	Mt. Wilson	LAX	1292	Mollusks	1/10 mile	Presumed Extant	Natural/Native occurrence	N	19461202
205	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	400	B1672	113586	Pasadena	LAX	2217	Reptiles	1/10 mile	Presumed Extant	Natural/Native occurrence	N	20181003
206	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	92	A9178	111018	Mt. Wilson	LAX	913	Reptiles	1/10 mile	Presumed Extant	Natural/Native occurrence	N	19620218
207	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	396	B1662	113576	Mt. Wilson	LAX	969	Reptiles	1/10 mile	Presumed Extant	Natural/Native occurrence	N	20180612
208	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	397	B1666	113579	Pasadena	LAX	1675	Reptiles	1/10 mile	Presumed Extant	Natural/Native occurrence	N	20170107
209	Polygon	Lepidium virginicum var. robinsonii	Robinson's pepper-grass	PDBRA1M114	153	85295	86319	Azusa	LAX	500	Dicots	1/10 mile	Presumed Extant	Natural/Native occurrence	N	19971231
210	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	398	B1668	113582	Pasadena	LAX	1148	Reptiles	1/10 mile	Presumed Extant	Natural/Native occurrence	N	20170528
211	Polygon	Bombus pensylvanicus	American bumble bee	IIHYM24260	312	B9858	127083	Los Angeles	LAX	473	Insects	1/10 mile	Presumed Extant	Natural/Native occurrence	N	20220724

212	Polygon	Bombus pensylvanicus	American bumble bee	IIHYM24260	223	B9343	125562	El Monte	LAX	351	Insects	1/10 mile	Presumed Extant	Natural/Native occurrence	N	20220926
213	Polygon	Bombus pensylvanicus	American bumble bee	IIHYM24260	224	B9345	125564	El Monte	LAX	479	Insects	1/10 mile	Presumed Extant	Natural/Native occurrence	N	20190722
214	Polygon	Bombus pensylvanicus	American bumble bee	IIHYM24260	222	B9341	125560	El Monte	LAX	303	Insects	1/10 mile	Presumed Extant	Natural/Native occurrence	N	202208XX
215	Polygon	Bombus pensylvanicus	American bumble bee	IIHYM24260	210	B9308	125520	Baldwin Park	LAX	416	Insects	1/10 mile	Presumed Extant	Natural/Native occurrence	N	20200513
216	Polygon	Bombus pensylvanicus	American bumble bee	IIHYM24260	313	B9859	127084	Los Angeles	LAX	304	Insects	1/10 mile	Presumed Extant	Natural/Native occurrence	N	20230727
217	Polygon	Bombus pensylvanicus	American bumble bee	IIHYM24260	155	B9157	124348	Pasadena	LAX	1518	Insects	1/10 mile	Presumed Extant	Natural/Native occurrence	N	20170911
218	Polygon	Astragalus brauntonii	Braunton's milk-vetch	PDFAB0F1G0	16	2374	984	Mt. Wilson	LAX	1350	Dicots	specific area	Presumed Extant	Natural/Native occurrence	N	20191027
219	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	80	A9160	110998	Pasadena	LAX	1054	Reptiles	specific area	Presumed Extant	Natural/Native occurrence	N	20180425
220	Polygon	Bombus crotchii	Crotch's bumble bee	IIHYM24480	323	B6407	119463	El Monte	LAX	339	Insects	specific area	Presumed Extant	Natural/Native occurrence	N	20200430
221	Polygon	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	553	91978	93052	El Monte	LAX	300	Birds	specific area	Presumed Extant	Natural/Native occurrence	N	20130729
222	Polygon	Calochortus plummerae	Plummer's mariposa-lily	PMLIL0D150	224	84408	85435	Pasadena	LAX	1950	Monocots	specific area	Presumed Extant	Natural/Native occurrence	N	20100628
223	Polygon	Calochortus plummerae	Plummer's mariposa-lily	PMLIL0D150	76	47986	47986	Pasadena	LAX	1500	Monocots	80 meters	Presumed Extant	Natural/Native occurrence	N	20090613
224	Polygon	Glyptostoma gabrielense	San Gabriel chestnut	IMGASB1010	2	B5896	118908	Mt. Wilson	LAX	1777	Mollusks	80 meters	Presumed Extant	Natural/Native occurrence	N	20200508
225	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	79	A9158	110997	Pasadena	LAX	1502	Reptiles	80 meters	Presumed Extant	Natural/Native occurrence	N	19780507

226	Polygon	Dudleya densiflora	San Gabriel Mountains dudleya	PDCRA040B0	13	A4065	105738	Azusa	LAX	3600	Dicots	80 meters	Presumed Extant	Natural/Native occurrence	N	20100625
227	Polygon	Glyptostoma gabrielense	San Gabriel chestnut	IMGASB1010	5	B5902	118914	Mt. Wilson	LAX	1023	Mollusks	80 meters	Presumed Extant	Natural/Native occurrence	N	20200322
228	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	416	B1751	113667	Pasadena	LAX	1209	Reptiles	80 meters	Presumed Extant	Natural/Native occurrence	N	20180729
229	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	410	B1740	113656	Pasadena	LAX	1081	Reptiles	80 meters	Presumed Extant	Natural/Native occurrence	N	20180504
230	Polygon	Symphyotrichum greatae	Greata's aster	PDASTE80U0	5	58410	58446	Azusa	LAX	1750	Dicots	80 meters	Presumed Extant	Natural/Native occurrence	N	20090819
231	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	91	A9177	111017	Mt. Wilson	LAX	866	Reptiles	80 meters	Presumed Extant	Natural/Native occurrence	N	19820115
232	Polygon	Glyptostoma gabrielense	San Gabriel chestnut	IMGASB1010	4	B5901	118913	Mt. Wilson	LAX	1187	Mollusks	80 meters	Presumed Extant	Natural/Native occurrence	N	20200319
233	Polygon	Ribes divaricatum var. parishii	Parish's gooseberry	PDGRO020F3	1	2296	19545	El Monte	LAX	210	Dicots	80 meters	Possibly Extirpated	Natural/Native occurrence	N	199XXXXX
234	Polygon	Ribes divaricatum var. parishii	Parish's gooseberry	PDGRO020F3	2	2308	19544	El Monte	LAX	220	Dicots	80 meters	Possibly Extirpated	Natural/Native occurrence	N	199XXXXX
235	Polygon	Bombus crotchii	Crotch's bumble bee	IIHYM24480	345	B6436	119495	Pasadena	LAX	1180	Insects	80 meters	Presumed Extant	Natural/Native occurrence	N	20190704
236	Polygon	Glyptostoma gabrielense	San Gabriel chestnut	IMGASB1010	6	B5903	118915	Mt. Wilson	LAX	796	Mollusks	80 meters	Presumed Extant	Natural/Native occurrence	N	20200704
237	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	6	A4291	105973	Pasadena	LAX	1328	Reptiles	80 meters	Presumed Extant	Natural/Native occurrence	N	20151201
238	Polygon	Astragalus brauntonii	Braunton's milk-vetch	PDFAB0F1G0	57	B6205	119252	Azusa	LAX	1319	Dicots	80 meters	Presumed Extant	Natural/Native occurrence	N	20180315
239	Polygon	Anniella stebbinsi	Southern California legless lizard	ARACC01060	409	B1739	113655	Pasadena	LAX	1073	Reptiles	80 meters	Presumed Extant	Natural/Native occurrence	N	20180425
240	Polygon	Calochortus plummerae	Plummer's mariposa-lily	PMLIL0D150	71	47962	47962	Mt. Wilson	LAX	1200	Monocots	80 meters	Presumed Extant	Natural/Native occurrence	N	20010609
241	Polygon	Calochortus plummerae	Plummer's mariposa-lily	PMLIL0D150	211	80724	81741	Mt. Wilson	LAX	1520	Monocots	80 meters	Presumed Extant	Natural/Native occurrence	N	20090606
242	Polygon	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	554	91979	93053	El Monte	LAX	300	Birds	80 meters	Presumed Extant	Natural/Native occurrence	N	20130729

243	Polygon	Vireo bellii pusillus	least Bell's vireo	ABPBW01114	349	96169	87863	Mt. Wilson	LAX	1000	Birds	80 meters	Presumed Extant	Natural/Native occurrence	N	20150519
244	Polygon	Berberis nevinii	Nevin's barberry	PDBER060A0	13	2139	21578	Pasadena	LAX	960	Dicots	80 meters	Presumed Extant	Transplant Outside of Native Hab./Range	N	19990729
245	Polygon	Polioptila californica californica	coastal California gnatcatcher	ABPBJ08081	854	69526	70305	Baldwin Park	LAX	500	Birds	80 meters	Presumed Extant	Natural/Native occurrence	N	20070224
246	Polygon	Calochortus plummerae	Plummer's mariposa-lily	PMLIL0D150	165	77445	78354	Mt. Wilson	LAX	800	Monocots	80 meters	Presumed Extant	Natural/Native occurrence	N	20050608
247	Polygon	Centromadia parryi ssp. australis	southern tarplant	PDAST4R0P4	80	77192	78128	El Monte	LAX	200	Dicots	specific area	Presumed Extant	Natural/Native occurrence	N	20150403
248	Polygon	Calochortus plummerae	Plummer's mariposa-lily	PMLIL0D150	226	84410	85437	Pasadena	LAX	2300	Monocots	specific area	Presumed Extant	Natural/Native occurrence	N	20100701
249	Polygon	Galium grande	San Gabriel bedstraw	PDRUB0N0V0	4	38513	33520	Azusa	LAX	3500	Dicots	specific area	Presumed Extant	Natural/Native occurrence	N	20010620
250	Polygon	Galium grande	San Gabriel bedstraw	PDRUB0N0V0	10	93774	94898	Azusa	LAX	3250	Dicots	specific area	Presumed Extant	Natural/Native occurrence	N	20100628
251	Polygon	Astragalus brauntonii	Braunton's milk-vetch	PDFAB0F1G0	6	2382	19385	Azusa	LAX	1000	Dicots	specific area	Extirpated	Natural/Native occurrence	N	1986XXXX
252	Polygon	Calochortus plummerae	Plummer's mariposa-lily	PMLIL0D150	225	84409	85436	Pasadena	LAX	1900	Monocots	specific area	Presumed Extant	Natural/Native occurrence	N	20100621
253	Polygon	Astragalus brauntonii	Braunton's milk-vetch	PDFAB0F1G0	24	26106	5212	Mt. Wilson	LAX	940	Dicots	specific area	Presumed Extant	Natural/Native occurrence	N	20010502

ID	ELMDATE	FEDLIST	CALLIST	SRANK	RPLANT RANK	CDFWST ATUS	OTHRSTATUS	LOCATION	LOCDETAILS
1	18940704	None	Threatened	S3			BLM_S; IUCN_LC	VICINITY OF WHITTIER.	LOCATION STATED AS "NEAR WHITTIER, CAL...IN RIVER BANK." EXACT LOCATION UNKNOWN. MAPPED TO THE AREA OF WHITTIER THAT ENCOMPASSES PORTIONS OF SAN GABRIEL RIVER, RIO HONDO, SAN JOSE CREEK, AND COYOTE CREEK.
2	18940704	None	Threatened	S3			BLM_S; IUCN_LC	VICINITY OF ALHAMBRA.	LOCATION STATED AS "ALHAMBRA." EXACT LOCATION UNKNOWN. MAPPED TO THE AREA OF ALHAMBRA INCLUDING PORTIONS OF ARROYO SECO, LOS ANGELES RIVER, AND ALHAMBRA WASH.
3	XXXXXXXX	None	None	S3		SSC	IUCN_LC	LOS ANGELES.	NO OTHER LOCATION INFORMATION GIVEN.
4	18940520	Endangered	Endangered	S3				LOS ANGELES.	NO OTHER LOCATION INFORMATION GIVEN, MAPPED IN THE GENERAL VICINITY OF LOS ANGELES.
5	19210505	None	None	S2		SSC	BLM_S; IUCN_LC; USFWS_BCC	HERMON HILLS, LOS ANGELES.	UNABLE TO FIND ANY REFERENCE TO "HERMON HILLS". NO OTHER LOCATION INFORMATION GIVEN. MAPPED AS A 5 MILE RADIUS CIRCLE AT THE LAT/ LONG COORDINATES GIVEN IN MVZ RECORDS (MAX ERROR DISTANCE GIVEN AS 40 MILES).
6	19060914	Endangered	Endangered	S3				PASADENA.	EXACT LOCATION NOT KNOWN; SITE MAPPED IN GENERAL AREA OF PASADENA. 1905 & 1906 RECORDS FROM "PASADENA, ARROYO SECO"
7	189304XX	None	None	SX	1A			PASADENA.	EXACT LOCATION NOT KNOWN; SITE MAPPED IN GENERAL AREA OF PASADENA.
8	20050513	Delisted	Delisted	S3S4			CDF_S		
9	19780919	None	None	S4				ARROYO SECO & MANY TRIBUTARIES, U/S OF DEVILS GATE RESERVOIR.	EXTANT, 1978, PER AERIAL PHOTO INTERPRETATION.
10	19150705	None	None	S1	1B.1		SB_CalBG/RSABG; USFS_S	ARROYO SECO CANYON AND RIDGE BETWEEN ARROYO SECO AND MILLARD CANYON.	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB TO INCLUDE A PORTION OF ARROYO SECO CANYON AND THE RIDGE AREA EAST OF ARROYO SECO CANYON TOWARD MILLARD CANYON.
11	19031115	Threatened	None	S2		SSC		EATON WASH, EAST OF PASADENA.	GIVEN LOCALITY "EATON CANYON WASH; PASADENA VIC," MAPPED TO EATON WASH EAST OF PASADENA.
12	19130520	Proposed Threatened	None	S3S4		SSC	BLM_S; IUCN_NT	2 AIR MILES WEST OF SIERRA MADRE.	
13	19060914	Threatened	None	S2		SSC		ARROYO SECO, IN VICINITY OF PASADENA.	HISTORIC SPECIMENS COLLECTED FROM PASADENA ATTRIBUTED HERE.
14	18950711	Endangered	Endangered	S3				ARROYO SECO, WESTERN PASADENA.	MOST LOCATIONS STATED ONLY AS "PASADENA," ONE LOCATION STATED AS "ARROYO SECO, PASADENA." IT IS POSSIBLE THAT NESTS/EGGS WERE COLLECTED ALONG ARROYO SECO (AS), W OF PASADENA. MAPPED TO PORTION OF AS & NW EDGE OF PASADENA USING 1896 TOPO.
15	19020501	None	None	S1	1B.1			RIVERIA, LOS ANGELES.	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB AROUND PICO RIVERA; PROVANCE BELIEVES THAT 1902 DAVIDSON COLLECTION FROM "RIVERIA" IS ACTUALLY REFERING TO PICO RIVERA.
16	19640318	None	None	S3	2B.1		SB_CalBG/RSABG; SB_SBBG; USFS_S	ABOUT HALF WAY BETWEEN ROBERTS CANYON AND FISH CANYON.	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB AS A BEST GUESS AS A 1 MILE RADIUS FEATURE. LOCALITY INFORMATION IS SO VAGUE THAT THIS SITE MAY BE JUST OUTSIDE OF THE MAPPED RADIUS.
17	19310502	None	None	S3		SSC	BLM_S; IUCN_LC; USFS_S	2 MI W OF EL MONTE.	EXACT LOCATION UNKNOWN. MAPPED ACCORDING TO THE LAT/LONG COORDINATES GIVEN IN MANIS, WITH UNCERTAINTY OF 1609.344 M. INCLUDES LOCALITY "VALLEY BLVD, 1 MI W EL MONTE."
18	19581210	None	None	S3S4		SSC	BLM_S	ALTADENA.	EXACT LOCATION UNKNOWN. MAPPED ACCORDING TO LAT/LONG COORDINATES PROVIDED IN PIERSON AND RAINEY.

19	19101101	None	None	S3		SSC	BLM_S; IUCN_LC; USFS_S	PASADENA.	EXACT LOCATION UNKNOWN. "PASADENA" WAS GIVEN AS LOCALITY FOR EACH MUSEUM RECORD. MAPPED TO GENERAL AREA OF PASADENA.
20	193305XX	None	Candidate Endangered	S2			IUCN_EN	PASADENA.	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB IN THE GENERAL VICINITY OF PASADENA.
21	19010717	None	None	S2	1B.1		SB_CalBG/RSABG	PASADENA.	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS CENTERED ON PASADENA.
22	19080815	None	None	S2	2B.2			ARROYO SECO, PASADENA.	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB AS BEST GUESS IN VICINITY OF PASADENA.
23	194109XX	None	None	S3		SSC	USFS_S	PASADENA, LOS ANGELES COUNTY.	HISTORIC COLLECTIONS; UNKNOWN EXACTLY WHERE COLLECTED.
24	19450710	None	None	S4			IUCN_LC	PASADENA.	EXACT LOCATION UNKNOWN. "PASADENA" WAS GIVEN AS LOCALITY FOR EACH MUSEUM RECORD. MAPPED TO GENERAL AREA OF PASADENA.
25	190304XX	None	None	S1	1B.1		SB_CalBG/RSABG; USFS_S	PASADENA.	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB, IN THE VICINITY OF PASADENA.
26	19410803	None	None	S3S4		SSC	BLM_S	PASADENA.	EXACT LOCATION UNKNOWN. MAPPED TO GENERAL AREA OF PASADENA. SPECIMEN LOCATIONS GIVEN AS "PASADENA" AND "OLD CHURCH, PASADENA" (1941). THE "OLD CHURCH" MAY REFER TO ST. ANDREW'S CATHOLIC CHURCH AT 311 N. RAYMOND AVE, PASADENA.
27	18820502	None	None	S2	1B.1		BLM_S; SB_CalBG/RSABG; SB_SBBG	PASADENA.	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB AS BEST GUESS CENTERED ON PASADENA.
28	18950417	None	None	S2		SSC	BLM_S; IUCN_LC; USFWS_BCC	PASADENA.	EXACT LOCATION UNKNOWN. "PASADENA" AND "NEAR PASADENA" WAS GIVEN AS LOCALITY FOR THE MUSEUM RECORDS. MAPPED TO GENERAL AREA OF PASADENA.
29	19171027	None	None	S2			IUCN_VU	PASADENA.	EXACT LOCATION UNKNOWN. MAPPED NON-SPECIFICALLY TO THE CITY OF PASADENA.
30	19180612	None	None	S4	4.2		SB_CalBG/RSABG	HILLS EAST OF RUBIO CANYON, SAN GABRIEL MOUNTAINS.	UNDATED OBSERVATION BY G. BURLEIGH AT "EASTON CANYON" (SIC, PROBABLY REFERS TO EATON CANYON) IS ALSO ATTRIBUTED TO THIS SITE.
31	19780223	None	None	S3S4			IUCN_LC	LA CANADA.	MAPPED ACCORDING TO LAT/LONG COORDINATES PROVIDED BY MANIS, WITH UNCERTAINTY OF 3 MILES.
32	18980615	Endangered	Endangered	S3				VICINITY OF HIGHLAND PARK AND GARVANZA, SOUTHEAST OF EAGLE ROCK, LOS ANGELES.	EXACT LOCATION UNKNOWN. MAPPED GENERALLY TO PROVIDED LOCATION DESCRIPTION OF "HIGHLAND PARK, GARVANZA." FEATURE INCLUDES BOTH LOCATIONS AND PART OF ARROYO SECO.
33	19221128	None	None	S4			IUCN_LC	SAN GABRIEL.	EXACT LOCATION UNKNOWN. MAPPED AS BEST ESTIMATE CENTERED ON SAN GABRIEL.
34	19110403	None	None	S1	1B.1		SB_CalBG/RSABG; USFS_S	ALHAMBRA AND SAN GABRIEL.	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB.
35	18800410	None	Threatened	S4			BLM_S; IUCN_LC	SAN GABRIEL.	MAPPED GENERALLY TO SAN GABRIEL, PER SPECIMEN LOCALITY. EXACT COLLECTION LOCATION UNKNOWN.
36	19710917	None	None	S2			IUCN_VU	SAN GABRIEL.	EXACT LOCATION UNKNOWN. MAPPED NON-SPECIFICALLY TO THE CITY OF SAN GABRIEL.

37	XXXXXXXX	Endangered	Endangered	S1	1B.1		SB_CalBG/RSABG	PLAINS OF SAN GABRIEL.	EXACT LOCATION UNKNOWN, MAPPED AS BEST GUESS BY CNDDB IN THE VICINITY OF THE COMMUNITY OF SAN GABRIEL. LOCALITY MAY INSTEAD BE REFERENCING THE PLANS SURROUNDING THE SAN GABRIEL RIVER.
38	19180723	None	None	S3S4		SSC	BLM_S	ALHAMBRA.	EXACT LOCATION UNKNOWN. MAPPED IN THE GENERAL VICINITY OF CENTRAL ALHAMBRA.
39	18890412	None	None	S2		SSC		ALHAMBRA.	LOCALITY GIVEN AS "ALHAMBRA." MAPPED TO VICINTIY OF ALHAMBRA, EXACT LOCATION UNKNOWN.
40	19180429	None	None	S1	1B.1		SB_CalBG/RSABG; USFS_S	SIERRA MADRE.	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB, IN THE VICINITY OF THE TOWN OF SIERRA MADRE.
41	19280413	None	None	S4			IUCN_LC	SIERRA MADRE.	MAPPED TO INCLUDE LAT/LONG COORDINATES PROVIDED BY MANIS, WITH NO UNCERTAINTY GIVEN.
42	19270224	None	None	S3		SSC	BLM_S; IUCN_LC; USFS_S	SIERRA MADRE.	EXACT LOCATION UNKNOWN. MAPPED IN THE VICINITY OF SIERRA MADRE. "VILLA SIERRA MADRE" INCLUDED HERE.
43	19131012	None	None	S3S4		SSC	BLM_S	SIERRA MADRE.	EXACT LOCATION UNKNOWN. MAPPED IN GENERAL VICINITY OF SIERRA MADRE.
44	191405XX	Proposed Threatened	None	S3S4		SSC	BLM_S; IUCN_NT	VCINITY OF SIERRA MADRE	COLLECTIONS FROM "SIERRA MADRE," EXACT LOCATIONS UNKNOWN.
45	19380630	None	Candidate Endangered	S2			IUCN_EN	EAGLE ROCK, LOS ANGELES.	EXACT LOCATION UNKNOWN. LOCALITIES DESCRIBED AS "EAGLE ROCK HILLSIDE PARK" AND "EAGLE ROCK HILL." MAPPED BY CNDDB IN THE VICINITY OF THE COMMUNITY OF EAGLE ROCK.
46	19110528	Endangered	Endangered	S3				EAGLE ROCK VALLEY, BETWEEN GLENDALE AND PASADENA.	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS TO PROVIDED LOCATION DESCRIPTION OF "EAGLE ROCK VALLEY; UPPER HAWK CANYON." USED 1896 USGS TOPOGRAPHIC MAP TO LOCATE HISTORIC EAGLE ROCK VALLEY, PRESENT DAY EAGLE ROCK TOWN.
47	18610103	None	None	S2	2B.2		SB_CalBG/RSABG; USFS_S	MOUTH OF SANTA ANITA CANYON, SAN GABRIEL.	EXACT LOCATION UNKNOWN. COLLECTION LOATION IS "SAN GABRIEL," MAPPED AT MOUTH OF SANTA ANITA CANYON BASED ON COMMENTS FROM D. TAYLOR. D. COOPER SUGESTS THAT IT MAY HAVE BEEN COLLECTED ALONG RIO HONDO/SAN GABRIEL RIVER NEAR WHITTIER NARROWS.
48	19300705	None	None	S3		SSC	BLM_S; IUCN_LC; USFS_S	MONROVIA.	MAPPED ACCORDING TO LAT/LONG COORDINATES GIVEN IN MANIS, WITH UNCERTAINTY OF 4023.36 M. COORDINATES PLACE LOCATION A BIT NORTH OF CENTRAL MONROVIA, MOSTLY NORTH OF FOOTHILL BLVD.
49	19480610	None	None	S1	1B.1		SB_CalBG/RSABG; USFS_S	LA CRESCENTA.	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB, IN THE VICINITY OF LA CRESCENTA, APPROXIMATELY 1.5 MILES NW OF THE INTERSECTION OF THE GLENDALE FREEWAY AND HWY 210, NW OF PASADENA.
50	19340505	None	Candidate Endangered	S2			IUCN_EN	LA CRESCENTA.	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB IN THE VICINITY OF THE COMMUNITY OF LA CRESCENTA, NE OF BURBANK.
51	19160701	Endangered	Endangered	S1	1B.1		SB_CalBG/RSABG	CRESCENTA (LA CRESCENTA).	MAPPED IN VICINITY OF LA CRESCENTA.
52	191709XX	None	None	S2	2B.2			CRESCENTA.	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS AROUND LA CRESCENTA.

53	194XXXXX	None	None	S3				ARROYO SECO, SOUTH PASADENA.	MAPPED THE VICINITY OF ARROYO SECO NEAR SOUTH PASADENA. ATTRIBUTED SPECIMEN COLLECTED FROM PASADENA.
54	19490601	None	None	S3		SSC	USFS_S	VICINITY OF THE TOWNS OF ALHAMBRA AND SAN GABRIEL, LOS ANGELES COUNTY.	MAPPED NON-SPECIFICALLY TO THE GENERAL AREA OF THE CITIES OF ALHAMBRA AND SAN GABRIEL IN THE VICINITY OF THE HISTORIC ALHAMBRA WASH.
55	2006XXXX	None	None	S2			IUCN_VU	LAGUNA.	EXACT LOCATION UNKNOWN. MAPPED NON-SPECIFICALLY TO HISTORICAL TOWN OF LAGUNA (NOW COMMERCE).
56	19031010	Threatened	None	S2		SSC		RUBIO CANYON, NORTH OF ALTADENA.	GIVEN LOCALITY "RUBIO WASH; SAN GABRIEL MTS," MAPPED TO RUBIO CANYON AND RUBIO WASH IN THE VICINITY SAN GABRIEL MOUNTAINS.
57	19310426	Proposed Threatened	None	S3S4		SSC	BLM_S; IUCN_NT	VICINITY OF DUARTE	GIVEN LOCALITY: "DUARTE," EXACT LOCATION UNKNOWN. MAY HAVE BEEN COLLECTED NEAR THE SAN GABRIEL RIVER.
58	19630930	Proposed Threatened	None	S3S4		SSC	BLM_S; IUCN_NT	VICINITY OF MONTEBELLO	GIVEN LOCALITY: "MONTIBELLO," EXACT LOCATION UNKNOWN. POSSIBLY FOUND ALONG RIO HONDO.
59	19720429	None	None	S4		SSC	BLM_S; IUCN_LC	ON ANGELES CREST HWY, 6 MI NE LA CANADA.	
60	190207XX	None	None	S2	1B.3		SB_CalBG/RSABG	ARROYO SECO, NEAR GARVANZA.	MAPPED AS BEST GUESS IN THE VICINITY OF GARVANZA.
61	190205XX	None	None	S1	1B.1		SB_CalBG/RSABG; USFS_S	GARVANZA.	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB, IN THE VICINITY OF GARVANZA.
62	1911XXXX	None	None	S4		SSC	BLM_S; IUCN_LC	MILLARD CANYON, NORTH OF PASADENA.	
63	19740407	None	Candidate Endangered	S2			IUCN_EN	MILLARD CANYON, NORTH OF ALTADENA AND PASADENA.	
64	197408XX	None	None	S4		SSC	BLM_S; IUCN_LC	MONTEREY PARK (MONTEREY HILLS), 1 MI SE OF CSULA.	
65	19761027	None	None	S2			IUCN_VU	EATON CANYON NATURAL AREA, ALTADENA.	EXACT LOCATION UNKNOWN. MAPPED NON-SPECIFICALLY TO LOCATION STATED AS "EATON CANYON NATURAL AREA".
66	197004XX	None	Candidate Endangered	S2			IUCN_EN	EATON CANYON, ALTADENA, SAN GABRIEL MOUNTAINS.	EXACT LOCATION UNKNOWN. COLLECTION LOCALITIES DESCRIBED AS "EATON CANYON NATURAL AREA," "EATON CANYON, ALTADENA, SAN GABRIEL MOUNTAINS," AND SIMPLY AS "ALTADENA." MAPPED BY CNDDB AS A BEST GUESS NEAR EATON CANYON NATURAL AREA.
67	1994XXXX	None	None	S3	4.3			LOWER EATON CANYON AND NORTH CRAIG AVE, ALTADENA.	EXACT LOCATION(S) UNKNOWN. MAPPED AS BEST GUESS BY CNDDB IN GENERAL VICINITY OF EATON CANYON PARK AND THE NORTHERN END OF N CRAIG AVE.
68	1969XXXX	None	None	S4		SSC	BLM_S; IUCN_LC	EATON CANYON PARK, PASADENA.	
69	19540715	None	None	S4		SSC	BLM_S; IUCN_LC	3 MI SE OF SAN GABRIEL.	1954 LOCALITY GIVEN AS "3 MI SE SAN GABRIEL." 1953 TOPO USED TO DETERMINE LOCATION OF SAN GABRIEL CITY CENTER CIRCA 1954.
70	19320415	None	None	S3		SSC	BLM_S; IUCN_LC; USFS_S	EL MONTE.	EXACT LOCATION UNKNOWN. MAPPED IN THE GENERAL VICINITY OF EL MONTE.
71	19061229	Threatened	None	S2		SSC		VICINITY OF EL MONTE	

72	19230519	Endangered	Endangered	S3				EL MONTE.	LOCATION STATED AS "EL MONTE." MAPPED GENERALLY TO THE AREA OF EL MONTE AND MVZ COORDINATES WITH A 2.8 MILE ERROR. NEST MAY HAVE BEEN DISCOVERED ALONG RIO HONDO JUST EAST OF DOWNTOWN EL MONTE.
73	XXXXXXXX	None	None	S3	1B.2		SB_CalBG/RSABG; USFS_S	EL MONTE, SAN GABRIEL VALLEY.	ELEVATION 300 FEET.
74	XXXXXXXX	None	None	SH	2B.2			EL MONTE.	EXACT LOCATION UNKNOWN, MAPPED BY CNDDB IN GENERAL VICINITY OF EL MONTE.
75	19330803	None	None	S4		SSC	BLM_S; IUCN_LC	0.5 MI W SANTA ANITA CANYON, ABOUT 3.6 MILES N OF SANTA ANITA.	GIVEN LOCALITY IS "0.5 MI W SANTA ANITA CANYON, NW SANTA ANITA." EXACT COLLECTION LOCATION UNKNOWN.
76	19280209	None	None	S3	4.3			ON TRAIL BETWEEN SANTA ANITA CANYON AND SIERRA MADRE, SAN GABRIEL MOUNTAINS.	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB IN VICINITY BETWEEN GIVEN CANYONS.
77	19350318	None	None	S1	1B.1		SB_CalBG/RSABG	SAN GABRIEL RIVER, 2 MILES EAST OF EL MONTE.	EXACT LOCATION UNKNOWN, MAPPED BY CNDDB AS A BEST GUESS.
78	19490917	None	None	S4		SSC	BLM_S; IUCN_LC	SAN DIMAS WASH, VICINITY OF COVINA.	MAPPED TO 1949 SPECIMEN LOCALITY, "SAN DIMAS WASH, 1 MI W COVINA." USED 1953 TOPO MAP TO DETERMINE LOCATION AND EXTENT OF TOWN OF COVINA CIRCA 1949.
79	195105XX	Threatened	Endangered	S1			BLM_S; USFS_S	SAN GABRIEL RIVER, NEAR EL MONTE.	SPECIMEN LOCALITIES GIVEN AS "EL MONTE." AUDUBON FIELD NOTES GIVES LOCATION AS "SAN GABRIEL WILDLIFE SANCTUARY," NOW KNOWN AS WHITTIER NARROWS NATURE CENTER/RECREATION AREA. MAPPED TO INCLUDE RIVER FROM EL MONTE TO WHITTIER NARROWS.
80	19270724	None	None	S1	1B.1		SB_CalBG/RSABG; USFS_S	1/2 EAST OF MONTROSE.	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS ABOUT 0.5 MILE EAST OF MONTROSE.
81	19620519	None	None	S3		SSC	USFS_S	VICINITY OF LIDA ST / LINDA VISTA RD, SAN RAFAEL HILLS, PASADENA.	LOCATION OF COLLECTION UNCERTAIN. SPECIMEN LOCALITY GIVEN AS "HILLS OF PASADENA" AND NOTED "CAUGHT BY ROADCREW MEMBER." INTERPRETED AS THE HILLS WEST OF DOWNTOWN PASADENA, SAN RAFAEL HILLS & MAPPED GENERALLY TO THE MAIN ROAD OVER THE HILLS.
82	19280510	Threatened	None	S2		SSC		SANTA ANITA WASH NEAR ARCADIA.	HISTORIC SPECIMENS COLLECTED FROM ARCADIA, SIERRA MADRE AND MONROVIA ATTRIBUTED HERE. EXACT LOCATIONS UNKNOWN; POSSIBLY COLLECTED FROM SANTA ANITA WASH.
83	1935XXXX	None	None	S2.2				ARCADIA, BOTH SIDES OF FOOTHILL BLVD.	EXTIRPATED AS NATURAL COMMUNITY BY URBANIZATION OF 1978 AERIAL PHOTOS. BOUNDARY REPRESENTS 1978 EXTENT.
84	19200512	Endangered	Endangered	S1	1B.1		SB_CalBG/RSABG	SANTA ANITA WASH, SOUTH BASE OF SAN GABRIEL MOUNTAINS.	MAPPED AROUND THE PORTION OF SANTA ANITA WASH AROUND 700 FEET BASED ON INFORMATION FROM A 1920 PEIRSON COLLECTION.
85	19330523	Endangered	Endangered	S2		WL	IUCN_EN; USFS_S	LITTLE SANTA ANITA CANYON, 1.5 MILES NORTH OF SIERRA MADRE, SAN GABRIEL MOUNTAINS.	MAPPED BY CNDDB AS A BEST GUESS BASED ON COLLECTION LOCALITIES DESCRIBED AS "1.5 MI N SIERRA MADRE", "LITTLE SANTA ANITA CANYON" AND "SIERRA MADRE CANYON."
86	19200430	Endangered	Endangered	S1	1B.1		SB_CalBG/RSABG	ARROYO SECO.	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS IN VICINITY OF ARROYO SECO AT 1100 FEET IN ELEVATION BASED ON INFORMATION ON COLLECTION LABEL.
87	19040911	None	None	S3		SSC		ARROYO SECO, PASADENA.	MAPPED AT THE LAT-LONG COORDINATES GIVEN BY MANIS WHICH IS IN ARROYO SECO JUST SOUTH OF DEVILS GATE RESERVOIR. LOCATION UNCERTAINTY GIVEN AS 8046.72 M (5 MILES).
88	19010407	None	None	S1	1B.1		SB_CalBG/RSABG; USFS_S	DEVILS GATE.	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB, IN THE VICINITY OF DEVILS GATE RESERVOIR, EAST OF LA CANADA/FLINTRIDGE.

89	19270322	Endangered	Endangered	S1	1B.1		SB_CalBG/RSABG; SB_SBBG	DEVILS GATE IN ARROYO SECO, PASADENA.	PERSONAL COMMUNICATION BETWEEN KNUDSEN TO HOWARD IN 1977 INDICATES THAT AN OCCURRENCE OF THE PLANT IN "ARROYO SECO, NEAR PASADENA" WAS STILL EXTANT IN 1976; COULD BE REFERRING TO EO #8, 9, OR 13.
90	19420705	None	None	S3		SSC	USFS_S	LA CANADA, NORTH END OF THE SAN RAFAEL MOUNTAINS AND EAST OF THE VERDUGO MOUNTAINS.	MAPPED NON-SPECIFICALLY TO THE SITE OF LA CANADA, OR "LA CANYADA," SHOWN ON TOPO MAPS FROM 1928 AND EALIER.
91	19780919	None	None	S4				SAWPIT CANYON AND TRIBUTARIES FROM NORTH OF DEER PARK DOWNSTREAM JUST BEYOND SPANISH CANYON.	EXTANT 1978 PER INTERPRETATION OF AERIAL PHOTOS.
92	19780919	None	None	S4				LAS FLORES CANYON, NORTH OF ALTADENA.	EXTANT, 1978, PER AERIAL PHOTO INTERPRETATION.
93	20110909	Endangered	Endangered	S3				VICINITY OF WHITTIER NARROWS RECREATION AREA AND NATURE CENTER (WNRA), ALONG THE SAN GABRIEL RIVER AND RIO HONDO.	1985, 1999, 2001, 2002 AT 20-AC POND IN WNRA, & NEAR RIO HONDO (RH) IN 2001. 2002, 2003, 2005, 2007: RIVER SURVEYED, BEVERLY BVD TO WHITTIER NARROWS DAM. 2007, 2009-11: RH & WNRA SURVEY SITES ADDED; MISSION CRK (E TRIB OF RH) ADDED POST 09.
94	20160226	Threatened	None	S2		SSC		MONTEBELLO HILLS OIL FIELD, 1 MI SW OF STATE HWY 60 & STATE HWY 19 (ROSEMEAD BLVD), MONTEBELLO.	
95	19780919	None	None	S4				FISH CANYON, NORTH OF AZUSA.	EXTANT 1978 ACCORDING TO AERIAL PHOTO INTERPRETATION. FORMERLY D/S NOW A GRAVEL PIT.
96	19850923	None	None	S1.1				SANTA FE FLOOD CONTROL BASIN, SAN GABRIEL RIVER, WEST OF AZUSA, EAST OF MONROVIA.	
97	1935XXXX	None	None	S4				FLINTRIDGE, TRIBUTARIES TO DEVILS GATE RESERVOIR, BETWEEN FOOTHILL FREEWAY & CERRO NEGRO.	URBANIZED ACCORDING TO INTERPRETATION OF 1978 AERIAL PHOTOS. COMMUNITY EXTIRPATED.
98	193010XX	Endangered	Endangered	S2		WL	IUCN_EN; USFS_S	EATON CANYON, NEAR PASADENA, SAN GABRIEL MOUNTAINS.	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB NON-SPECIFICALLY ALONG THE ENTIRE LENGTH OF EATON CANYON.
99	19291020	None	None	S2	2B.2			EATON CANYON, MT. WILSON.	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB AS BEST GUESS ALONG THE ENTIRE LENGTH OF EATON CANYON.
100	1907XXXX	None	None	S2	2B.2		USFS_S	EATON CANYON, SAN GABRIEL MOUNTAINS.	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB AS BEST GUESS ALONG THE MAIN PORTION OF EATON CANYON.
101	192306XX	None	None	S3				ARROYO SECO, SAN GABRIEL MOUNTAINS, NORTH OF THE CITY OF LA CANADA FLINTRIDGE.	GIVEN LOCALITY DESCRIBED AS ARROYO SECO CANYON, SAN GABRIEL MOUNTAINS. MAPPED NON-SPECIFICALLY TO ARROYO SECO ALONG ROAD/TRAIL (PRESENT DAY GABRIELINO TRAIL) SHOWN ON 1939 MT LOWE 1:24000 TOPO MAP.
102	19780919	None	None	S4				EATON CANYON, NORTH OF ALTADENA.	EXTANT, 1978, PER AERIAL PHOTO INTERPRETATION.

103	19380305	None	None	S1	1B.1		SB_CalBG/RSABG; USFS_S	NORTH CRAIG AVENUE, EATON CANYON, ALTADENA.	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB JUST NORTH OF THE NORTH END OF CRAIG AVENUE. INCLUDES FORMER OCCURRENCE #31.
104	19230406	Proposed Threatened	None	S3S4		SSC	BLM_S; IUCN_NT	VICINITY OF ALTADENA TOWN AND COUNTRY CLUB, ALTADENA.	STORER VISITED CEMENT LINED RESERVOIRS ON A GOLF COURSE IN ALTADENA. LIKELY REFERS TO ALTADENA TOWN AND COUNTRY CLUB WHICH WAS ESTABLISHED IN 1910.
105	19080425	Endangered	Endangered	S2		WL	IUCN_EN; USFS_S	ALONG BIG SANTA ANITA WASH, NEAR THE DEBRIS BASIN, NORTHERN PART OF ARCADIA, BASE OF SAN GABRIEL MOUNTAINS.	MAPPED BY CNDDB ACCORDING TO LOCALITY DESCRIPTION OF "NEAR SIERRA MADRE, BIG SANTA ANITA WASH" AT 800 FOOT ELEVATION.
106	19190521	None	None	S2	1B.1		BLM_S; SB_CalBG/RSABG; USFS_S	ARROYO SECO, SAN GABRIEL MOUNTAINS.	COLLECTED AT 1250' ELEVATION IN ARROYO SECO. EXACT LOCATION UNKNOWN. MAPPED BY CNDDB AS BEST GUESS IN VICINITY OF "BENCHMARK 1240" IN ARROYO SECO WHICH IS CLOSE TO THE ELEVATION ON COLLECTION LABEL.
107	20130617	Endangered	Endangered	S3				IN HAHAMONGNA WATERSHED PARK, N OF I-210, BETWEEN ATADENA AND LA CANADA FLINTRIDGE, PASADENA.	MAPPED WITH RESPECT TO PROVIDED COORDINATES OF SIGHTINGS AND TO GENERAL AREA OF PARK. LOCATION DESCRIPTION WAS "DEVIL'S GATE RESERVOIR/HAHAMONGA WATERSHED PARK, IN THE CITY OF PASADENA BETWEEN ALTADENA AND LA CANADA FLINTRIDGE, N OF I-210."
108	19100401	None	None	S1	1B.2		SB_CalBG/RSABG; USFS_S	SAWPIT CANYON, MONROVIA, BASE OF SAN GABRIEL MOUNTAINS.	MAPPED BY CNDDB AS BEST GUESS AROUND THE PORTION OF SAWPIT CANYON AT THE GIVEN ELEVATION OF 1400 FEET.
109	19860407	None	None	S2	1B.1		BLM_S; SB_CalBG/RSABG; USFS_S	BETWEEN GRAVEL PIT AND SAN GABRIEL RIVER CHANNEL, NEAR JUNCTION OF FOOTHILL BLVD AND IRWINDALE AVE, CITY OF IRWINDALE.	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB TO ENCOMPASS FLOODPLAIN AREA BETWEEN GRAVEL PITS AND RIVER CHANNEL ON THE SOUTHEAST SIDE OF THE RIVER, JUST WEST OF GIVEN ROAD JUNCTION.
110	20010712	None	None	S3		SSC		SW PORTION OF THE SANTA FE FLOOD CONTROL BASIN, SOUTH OF THE INTERSECTION OF I-210 AND I-605, IRWINDALE.	
111	20010712	None	None	S4		SSC	BLM_S; IUCN_LC	SW PORTION OF THE SANTA FE FLOOD CONTROL BASIN, SOUTH OF THE INTERSECTION OF I-210 AND I-605, IRWINDALE.	
112	20010712	None	None	S4		SSC	IUCN_LC	SW PORTION OF THE SANTA FE FLOOD CONTROL BASIN, SOUTH OF THE INTERSECTION OF I-210 AND I-605, IRWINDALE.	DETECTED ALONG PERIMETER OF WILLOW SCRUB, USUALLY IN STANDS OF MULEFAT.
113	20010712	None	None	S3S4				SW PORTION OF THE SANTA FE FLOOD CONTROL BASIN, SOUTH OF THE INTERSECTION OF I-210 AND I-605, IRWINDALE.	
114	20010712	None	None	S4		WL	IUCN_LC	SW PORTION OF THE SANTA FE FLOOD CONTROL BASIN, SOUTH OF THE INTERSECTION OF I-210 AND I-605, IRWINDALE.	
115	XXXXXXXX	None	None	S2	1B.1		BLM_S; SB_CalBG/RSABG; USFS_S	NORTH OF SACRED HEART HIGH SCHOOL, CITY OF LA CANADA FLINTRIDGE.	SITE ACCESSED VIA INVERNESS DR AND HAVERSTOCK RD TO THE N, ST KATHERINE DR TO THE E, AND PALMERSTONE DR TO THE S. EXACT LOCATION UNKNOWN; MAPPED BY CNDDB TO ENCOMPASS AREA BOUNDED BY ROADS GIVEN IN SITE DESCRIPTION.
116	XXXXXXXX	None	None	S2	2B.2		USFS_S	NORTH OF SACRED HEART HIGH SCHOOL, CITY OF LA CANADA FLINTRIDGE.	SITE ACCESSED VIA INVERNESS DR AND HAVERSTOCK RD TO THE N, ST KATHERINE DR TO THE E, AND PALMERSTONE DR TO THE S. EXACT LOCATION UNKNOWN; MAPPED BY CNDDB TO ENCOMPASS AREA BOUNDED BY ROADS GIVEN IN SITE DESCRIPTION.
117	19130615	None	None	S4	4.2		SB_CalBG/RSABG	AMMANDALE, SOUTHEAST SHOULDER OF POPPY PEAK.	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB AS BEST GUESS.
118	19310731	None	None	S2	1B.1		SB_CalBG/RSABG; SB_CRES; SB_SBBG	EAST LOS ANGELES, TELEGRAPH ROAD NEAR SANTA FE RAILROAD CROSSING.	MAPPED EAST OF THE SANTA ANA FREEWAY (I-5) AT GARFIELD AVE NEAR THE ATCHISON, TOPEKA AND SANTA FE TRACKS, CITY OF COMMERCE.

119	1951XXXX	None	None	S2	1B.1		SB_CalBG/RSABG; SB_CRES; SB_SBBG	ALTADENA NEAR LOS ANGELES, 1085 NEW YORK DRIVE.	MAPPED ALONG THE "1000" BLOCK OF NEW YORK DRIVE, JUST EAST OF LAKE AVE. THIS SECTION OF NEW YORK DRIVE HAS BEEN HEAVILY DEVELOPED IN TRACT HOMES AND CITY STREETS ACC TO GARDINER (1997).
120	19780919	None	None	S4				LITTLE SANTA ANITA CANYON, NORTH OF SIERRA MADRE, U/S OF RESERVOIR.	EXTANT, 1978, PER AERIAL PHOTO INTERPRETATION.
121	1980XXXX	None	None	S1.1				SANTA ANITA CANYON, NEAR ARCADIA.	BOUNDARY AND VEG COMPOSITION FROM WIESLANDER SURVEY.
122	19590720	Endangered	Endangered	S2		WL	IUCN_EN; USFS_S	SANTA ANITA CANYON, SAN GABRIEL MOUNTAINS.	COLLECTED FROM SANTA ANITA CANYON AT FALLS; AT HERMITS CAMP; 1.5 MI ABOVE HERMITS CAMP; 1/2 MI N OF WINTER CREEK; 1/2 MI N OF CASCADE PUBLIC CAMP; & ABOVE GIRL SCOUT CAMP AT WINGLES CRK; MAPPED FROM SANTA ANITA RESERVOIR TO STURTEVANT CAMP.
123	19301211	None	None	S2	2B.2		USFS_S	SANTA ANITA CANYON, SAN GABRIEL MOUNTAINS.	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB AS BEST GUESS ALONG THE MAIN PORTION OF SANTA ANITA CANYON.
124	19480208	None	None	S4			IUCN_LC	SANTA ANITA CANYON.	EXACT LOCATION UNKNOWN. MAPPED AS BEST ESTIMATE TO INCLUDE ENTIRE CANYON.
125	19780919	None	None	S4				PICKENS, SUTTON & MULLALLY CANYONS, NORTH OF LA CRESCENTA.	EXTANT, 1978, PER AERIAL PHOTO INTERPRETATION.
126	1935XXXX	None	None	S1.1				SAWPIT WASH, FROM NEAR CONFLUENCE WITH RUBY CANYON DOWNSTREAM TO VICINITY OF HUNTING DRIVE.	
127	19320306	Endangered	Endangered	S2		WL	IUCN_EN; USFS_S	MONROVIA CANYON, NORTH OF MONROVIA, SAN GABRIEL MOUNTAINS.	COLLECTION LOCALITY DESCRIBED ONLY AS MONROVIA CANYON, LOS ANGELES COUNTY. MAPPED BY CNDDB NON-SPECIFICALLY ALONG THE LENGTH OF THE CANYON.
128	19600403	None	None	S3				MONROVIA CANYON, NORTH OF MONROVIA, SAN GABRIEL MOUNTAINS.	COLLECTION LOCALITIES GIVEN AS "MONROVIA CANYON," "ABOVE PICNIC GROUNDS, MONROVIA CANYON," AND "NEAR MONROVIA." MAPPED NON-SPECIFICALLY BY CNDDB TO ENTIRE CANYON.
129	19780919	None	None	S4				VAN TASSEL CANYON AND TRIBUTARY FROM WEST, NORTH OF IRWINDALE.	DOWNSTREAM END NOW A GRAVEL PIT.
130	20190703	None	None	S2			IUCN_VU	VICINITY OF WHITTIER NARROWS RECREATION AREA AND NATURE CENTER ALONG THE SAN GABRIEL RIVER, 1.2 MI W OF CA-60 AT I-605.	MAPPED AS A TWO PART POLYGON TO THE PROVIDED COORDINATES. COLLECTION WITH LOCALITY OF "WHITTIER NARROWS" ALSO ATTRIBUTED TO THIS LOCATION.
131	19610126	None	None	S3		SSC	USFS_S	ALONG SANTA ANITA AVENUE, ARCADIA.	UNKNOWN WHERE EXACTLY ALONG SANTA ANITA AVE. AT THE TIME, IT MAY HAVE BEEN POSSIBLE TO FIND ANNIELLA NEAR THE HIGH SCHOOL, GOLF COURSE, OR MAYBE THE FAR NORTH END NEAR THE MOUNTAINS; ALTHOUGH, ANNIELLA HAVE BEEN IN RESIDENTIAL YARDS TOO.
132	1935XXXX	None	None	S4				SCHOLL CANYON SOUTH OF FLINT PEAK.	NOW URBANIZED AS INTERPRETED FROM 1978 AERIALS.
133	19411113	None	None	S3				MILLARD CANYON, NORTH OF ALTADENA.	COLLECTION LOCALITIES DESCRIBED AS LOWER MILLARD CANYON AND MILLARDS CANYON. MAPPED NON-SPECIFICALLY BY CNDDB FROM CANYON MOUTH TO VICINITY OF MILLARD CANYON PICNIC AREA.
134	197606XX	None	None	S3		SSC	USFS_S	MILLARD CANYON, SW SIDE OF THE SAN GABRIEL MOUNTAINS, ALTADENA.	EXACT LOCATION OF COLLECTION UNKNOWN. MAPPED NON-SPECIFICALLY TO MILLARD CANYON NEAR MILLARD PICNIC AREA.

135	19170923	None	None	S2	1B.3		SB_CalBG/RSABG	EL PRIETO CANYON, SAN GABRIEL MOUNTAINS.	MAPPED FROM COLLECTION AT "NEGRO CANYON NEAR PASADENA" (= EL PRIETO CANYON). NO ELEVATION PROVIDED, SO MAPPED ALONG LENGTH OF ENTIRE CANYON.
136	19780919	None	None	S4				RUBIO & CASTLE CANYONS, NORTH OF ALTADENA.	EXTANT, 1978, PER AERIAL PHOTO INTERPRETATION.
137	19150906	None	None	S2	1B.3		SB_CalBG/RSABG	SPANISH CANYON, SAN GABRIEL MOUNTAINS.	NO ELEVATION PROVIDED, SO MAPPED ALONG LENGTH OF ENTIRE CANYON.
138	19200622	None	None	S2	1B.1		SB_CalBG/RSABG; SB_CRES; SB_SBBG	ALONG VALLEY BOULEVARD AT BASSETT.	MAPPED BY CNDDB AS BEST GUESS ALONG THE PORTION OF VALLEY BOULEVARD NEAR BASSETT.
139	20160609	None	None	S2	2B.2		USFS_S	MONROVIA CANYON; FROM 1/8 MILE BELOW FIRST FALLS TO 1/2 MILE ABOVE SECOND FALLS, NORTH OF MONROVIA, SAN GABRIEL MTNS.	MAPPED ACCORDING TO ABOVE COLLECTION LOCATION INFORMATION FROM KIEFER; BASED ON FALLS ON THE TOPO MAP, FROM NEAR THE FIRST FALLS ABOUT 2 MILES UPSTREAM FROM MOUTH OF THE CANYON TO BEYOND THE SECOND FALLS ABOUT 0.75 MILE FURTHER UPSTREAM.
140	19230520	None	None	S3		SSC	USFS_S	ALONG EATON WASH JUST EAST OF ALTADENA, AT BASE OF THE SAN GABRIEL MOUNTAINS.	MAPPED NON-SPECIFICALLY TO ABOUT 1.4 MILES OF EATON WASH FROM THE GAGING STATION AT THE MOUTH OF EATON CANYON SOUTH TO NEAR EATON CANYON NATURE CENTER JUST NORTH OF NEW YORK DRIVE.
141	19310925	None	None	S2	1B.3		SB_CalBG/RSABG	DARK CANYON, SAN GABRIEL MOUNTAINS.	NO ELEVATION PROVIDED, SO MAPPED BY CNDDB ALONG THE ENTIRE EXTENT OF DARK CANYON.
142	19780919	None	None	S4				BLISS AND BRADBURY CANYONS ABOVE THE DEBRIS BASIN, NORTH OF DUARTE.	MAPPED PER INTERPRETATION OF 1978 AERIAL PHOTOS.
143	19780919	None	None	S4				HALL BECKLEY CANYON, EAST OF LA CRESCENTA.	1978 EXTENT MAPPED FROM INTERPRETATION OF AERIAL PHOTOS.
144	20010712	Endangered	Endangered	S3				SW PORTION OF THE SANTA FE FLOOD CONTROL BASIN, ABOUT 1.3 MILES SSW OF THE INTERSECTION OF I-210 AND I-605, IRWINDALE.	MAPPED TO THE PROVIDED MAP LOCATIONS. 2000: MALES LOCATED ON BOTH SIDES OF TRAINING CHANNEL. 2001: 5 PAIRS WEST OF TRAINING CHANNEL, 2 (OR 3?) PAIRS EAST OF TRAINING CHANNEL. DENDROICA PETECHIA BREWSTERI DETECTED IN VICINITY.
145	20170629	Threatened	None	S2		SSC		N SIDE OF SR 60 FROM ABOUT 0.1-1.1 MI W OF PARAMOUNT BLVD OVERPASS, & S SIDE OF SR 60, 1.1 MI WSW OF THE OVERPASS, L.A.	AREA NORTH OF HIGHWAY KNOWN AS MESA 500KV SUBSTATION SITE. AREA SOUTH OF HIGHWAY KNOWN AS OIL LANDFILL SITE. OCCURRENCE IS BISECTED BY HIGHWAYS AND SURROUNDED BY DEVELOPMENT.
146	19780919	None	None	S4				BAILEY CANYON, NORTH OF SIERRA MADRE.	
147	19780919	None	None	S4				INTERMITTENT STREAM TO NORTH OF KINNELOA CANYON ROAD (KINNELOA CYN?) & TRIBUTARY TO WEST.	MAPPED PER INTERPRETATION OF 1978 AERIAL PHOTOS. EXTENDED FARTHER D/S AT TIME OF WIESLANDER SURVEY.
148	20200905	None	None	S2			IUCN_VU	LOS ANGELES COUNTY ARBORETUM & BOTANIC GARDEN, ABOUT 1.2 MI ESE OF WALNUT ST AT CA-19, SANTA ANITA.	MAPPED NON-SPECIFICALLY TO PROVIDED COORDINATES.
149	20150625	None	None	S2	1B.2		SB_CalBG/RSABG; USFS_S	FISH CANYON, FROM GAGING STATION UPSTREAM TO LARGE FALLS, SAN GABRIEL MOUNTAINS ABOVE AZUSA.	MAPPED ALONG FISH CANYON IN THE EAST 1/2 OF SECTION 16 EXTENDING INTO THE SE 1/4 OF THE SE 1/4 OF SECTION 9, BASED ON A 1986 HOSHOVSKY MAP.

150	19780919	None	None	S4				EATON PARK GOLF COURSE, PASADENA.	EXTIRPATED THROUGH URBANIZATION.
151	19920513	None	None	S1	1B.1		SB_CalBG/RSABG; USFS_S	SANTA FE DAM, 15501 E ARROW HIGHWAY, 0.5 MILE NE OF PARK OFFICE, IRWINDALE.	WITHIN SANTA FE DAM RECREATION AREA. MAPPED AS BEST GUESS ABOUT 0.5 AIR MILE NE OF 15501 E ARROW HIGHWAY.
152	20160621	None	None	S3		SSC	USFS_S	VICINITY OF THE ROSE BOWL STADIUM, PASADENA.	
153	19510512	None	None	SX	1A			RIO HONDO RIVER BOTTOM, 100 YARDS SOUTH OF PACIFIC ELECTRIC RAILROAD TRACKS 1 MILE WEST OF EL MONTE.	MAPPED BY CNDDB AS BEST GUESS BASED ON LOCATION DESCRIPTION.
154	19670616	None	None	S1	1B.1		SB_CalBG/RSABG; USFS_S	NORTH SIDE OF SUNSET RIDGE UNDER POWERLINE, MILLARD CANYON.	MAPPED AS BEST GUESS AROUND THE PORTION OF SUNSET RIDGE NEAR MILLARD CANYON AND UNDER THE POWERLINES. IN THE WEST 1/2 OF SECTION 33.
155	19720213	None	None	S3S4		SSC	BLM_S	EAGLE ROCK.	MAPPED ACCORDING TO LAT/LONG COORDINATES PROVIDED IN PIERSON AND RAINEY.
156	19600528	None	None	S4	4.2		SB_CalBG/RSABG	HILL ABOVE 1003 WEST HILLCREST BLVD, MONROVIA.	
157	20030528	None	None	S4		SSC		ARROYO SECO, 0.5 MILE NORTH OF CALIFORNIA INSTITUTE OF TECHNOLOGY (JPL), 4.5 MILES NNW OF PASADENA.	
158	19360910	Endangered	Endangered	S2		WL	IUCN_EN; USFS_S	ARROYO SECO, 0.5 MILE NORTH OF CALIFORNIA INSTITUTE OF TECHNOLOGY (JPL), 4.5 MILES NNW OF PASADENA.	SPECIMENS FROM "ARROYO SECO" & "ARROYO SECO CANYON." CAMP DECLARED MVZ #771 AS THE HOLOTYPE AND STATED THAT IT WAS COLLECTED FROM "ARROYO SECO CANYON, AT ABOUT 1300 FEET ALTITUDE, NEAR PASADENA, CALIFORNIA." GRINNELL WAS A MENTOR TO CAMP.
159	19670402	None	None	S2	2B.2		USFS_S	FERN CANYON, TRIBUTARY OF ARROYO SECO, ~1/4 MILE FROM CONFLUENCE, NORTH OF ALTADENA, SAN GABRIEL MOUNTAINS.	EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB ALONG FERN CANYON AROUND 0.25 MILE FROM ITS CONFLUENCE WITH ARROYO SECO.
160	19480718	None	None	S3		SSC	USFS_S	VICINITY OF DEBRIS BASINS JUST NORTH OF LOMA ALTA DR AT GLENROSE AVE, CHIQUITA CANYON, ALTADENA.	
161	20180527	None	None	S3				VICINITY OF CHANTRY FLAT, ANGELES NATIONAL FOREST, ABOUT 2 MILES NE OF THE CITY OF SIERRA MADRE.	
162	19610325	Endangered	Endangered	S1	1B.1		SB_CalBG/RSABG; SB_SBBG	1 MILE NORTH OF PASADENA FREEWAY, ARROYO SECO, PASADENA.	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB AS BEST GUESS ABOUT 1 MILE NORTH OF PASADENA FREEWAY.
163	19710615	Proposed Threatened	None	S3		SSC	BLM_S; IUCN_VU; USFS_S	MILLARD CANYON, NEAR MILLARD CANYON PICNIC AREA, ANGELES NATIONAL FOREST.	BETWEEN BROWN MTN RD AND FALLS.
164	190109XX	None	None	SX	1A			OAK KNOLL, PASADENA.	EXACT LOCATION UNKNOWN. MAPPED BY CNDDB IN THE VICINITY OF OAK KNOLL.

165	196503XX	Proposed Threatened	None	S3		SSC	BLM_S; IUCN_VU; USFS_S	MONTEREY PARK; GULLY DRAINAGE AREA S OF ORANGE AVE.	
166	19540531	Proposed Threatened	None	S3		SSC	BLM_S; IUCN_VU; USFS_S	ALHAMBRA WASH-RIO HONDO JUNCTION, WHITTIER NARROWS DAM COUNTY PARK RECREATIONAL AREA.	
167	1935XXXX	None	None	S2.2				ARCADIA, ARBORETUM OF LOS ANGELES COUNTY, WEST OF SANTA ANITA PARK.	EXTIRPATED PER INTERPRETATION OF 1978 AERIAL PHOTOS.
168	1987XXXX	Proposed Threatened	None	S3		SSC	BLM_S; IUCN_VU; USFS_S	WHITTIER NARROWS NATURE CENTER, SAN GABRIEL RIVER.	
169	197710XX	Proposed Threatened	None	S3		SSC	BLM_S; IUCN_VU; USFS_S	SAN GABRIEL RIVER NEAR MTN VIEW HIGH SCHOOL.	
170	1984XXXX	Endangered	Endangered	S3				GRAVEL PIT AT IRWINDALE, JUST N OF WEST COVINA.	
171	1975XXXX	Endangered	Endangered	S3				MOUTH OF VAN TASSEL CANYON, TRIBUTARY TO SAN GABRIEL RIVER, 0.4 MILE N OF FISH CANYON RD & ENCANTO PKWY INTERSECTION.	MAPPED AS BEST GUESS TO PROVIDED LOCATION DESCRIPTION, EXACT LOCATION UNKNOWN. PROVIDED LOCATION DESCRIPTION WAS "MOUTH OF VAN TASSEL CANYON, LOS ANGELES COUNTY."
172	19780919	None	None	S4				CLAMSHELL CANYON, NORTH OF MONROVIA.	MAPPED PER INTERPRETATION OF 1978 AERIAL PHOTOS.
173	201305XX	None	None	S2	1B.1		SB_CalBG/RSABG; USFS_S	FISH CANYON, FROM ABOUT 1 MILE UPSTREAM TO 1 MILE DOWNSTREAM OF THE FALLS, NORTH OF AZUSA, SAN GABRIEL MOUNTAINS.	SEVERAL COLONIES SCATTERED ALONG THE CANYON WALLS, BEGINNING JUST NORTH OF FERN CANYON AND CONTINUING FOR ABOUT 2 MILES. MAPPED AS SEVEN POLYGONS BY CNDDB.
174	19040201	None	None	S3		SSC	USFS_S	ARROYO SECO NEAR PASADENA.	MAPPED NON-SPECIFICALLY TO ARROYO SECO SOUTH OF DEVILS GATE AND NORTH OF THE GOLF COURSES AT THE ROSE BOWL. GRINNELL NOTES IN GRI07A0001 SIMPLY THAT IT WAS "FROM THE ARROYO NEAR PASADENA."
175	19780919	None	None	S1.1				EATON WASH, FROM ANGELES NF BOUNDARY D/S TO JUST NORTH OF NEW YORK DRIVE, ALTADENA.	
176	1935XXXX	None	None	S1.1				SIERRA VISTA PARK, SIERRA MADRE.	EXTIRPATED ACCORDING TO INTERPRETATION OF 1978 AERIAL PHOTOS.
177	20180201	Threatened	None	S2		SSC		ADJACENT TO WHITTIER NARROWS REC AREA (ALONG SAN GABRIEL RIVER), 0.5 MI WNW JUNCTION OF PECK RD & I-605, SOUTH EL MONTE.	ADJACENT TO SAND MINING OPERATION.
178	19780919	None	None	S4				LAS FLORES CANYON, NORTH OF ALTADENA.	EXTANT, 1978, PER AERIAL PHOTO INTERPRETATION.
179	19780919	None	None	S4				TRIBUTARY TO EATON WASH TOWARD SOUTHEAST PORTION OF EATON CANYON PARK.	MAPPED PER INTERPRETATION OF 1978 AERIAL PHOTOS.

180	20110727	Endangered	Endangered	S3				SAN GRABRIEL RIVER, ON SW & NE SIDES OF HUNTINGTON DR, WEST OF AZUSA.	SITE WAS PART OF SEGMENT 7 OF THE TEHACHAPI RENEWABLE TRANSMISSION PROJECT. SITE NAME WAS "SAN GABRIEL RIVER NEAR HUNTINGTON DRIVE." MAPPED TO PROVIDED COORDINATES AND MAPS. 1939 COLLECTION FROM "AZUSA, NEAR; SAN GABRIEL RIVER WASH."
181	19181016	None	None	S2	1B.3		SB_CalBG/RSABG	RUBIO CANYON, SAN GABRIEL MOUNTAINS.	MAPPED IN RUBIO CANYON AT ELEVATION PROVIDED.
182	19780919	None	None	S4				HASTINGS CANYON, NORTH OF SIERRA MADRE.	MAPPED PER INTERPRETATION OF AERIAL PHOTOS.
183	1935XXXX	None	None	S4				UNNAMED CREEK NORTH OF JUNCTION OF HILLCREST BLVD & MAGNOLIA AVE ABOUT 0.4 MILE.	
184	1951XXXX	Endangered	Endangered	S1	1B.1		SB_CalBG/RSABG	RUBIO WASH, ALTADENA.	APPROPRIATE HABITAT ROUGHLY MAPPED; SPECIES NOT SEEN FOR YEARS AT THIS SITE.
185	19780919	None	None	S4				EAGLE CANYON, NORTH OF LA CRESCENTA.	1978 EXTENT MAPPED FROM INTERPRETATION OF AERIAL PHOTOS.
186	19710522	None	None	S2	2B.2		USFS_S	FISH CANYON, SAN GABRIEL MOUNTAINS.	MAPPED BY CNDDB AS BEST GUESS AROUND THE PORTION OF FISH CANYON AT ABOUT 1100 FEET IN ELEVATION BASED ON INFORMATION ON COLLECTION LABEL.
187	19780919	None	None	S4				SPINKS CANYON, NORTH OF DUARTE.	MAPPED PER INTERPRETATION OF 1978 AERIAL PHOTOS BUT REDUCED TO ABOUT HALF OF 1935 EXTENT.
188	20150922	None	None	S3		SSC	IUCN_LC	FROM THE SANTA ANITA DAM TO ABOUT 0.4 MI S, & 0.2 MI NE TO 0.6 MI NNE OF HIGHLAND VISTA DR AT CANYON RD, SIERRA MADRE.	MAPPED TO COORDINATES GIVEN FOR ACOUSTIC MONITORING STATIONS.
189	20220707	None	None	S2			IUCN_VU	JUST E OF PARAMOUNT BLVD AT CA-60 ON EITHER SIDE OF CA-60, 2.75 MI E OF BELLA VISTA SCHOOL, ABOUT 5.1 MI NW OF WHITTIER.	MAPPED AS A TWO PART POLYGON TO THE PROVIDED COORDINATES.
190	19780919	None	None	S4				SHIELDS CANYON, NORTH OF LA CRESCENTA.	1978 EXTENT MAPPED FROM INTERPRETATION OF AERIAL PHOTOS.
191	19780919	None	None	S4				GOSS CANYON, NORTH OF LA CRESCENTA, WEST OF BRIGGS TERRACE.	MAPPED PER INTERPRETATION OF 1978 AERIAL PHOTOS.
192	1935XXXX	None	None	S4				LITTLE SANTA ANITA CANYON, D/S OF SIERRA MADRE DAM FOR ABOUT 0.5 MILE.	EXTIRPATED.
193	1935XXXX	None	None	S4				INTERMITTENT CREEK TO WEST OF LINDA VISTA SCHOOL, LINDA VISTA.	URBANIZED ACCORDING TO 1978 AERIAL PHOTOS.
194	1935XXXX	None	None	S4				MONTROSE, NEAR JUNCTION OF MONTROSE AVE & VERDUGO BLVD.	EXTIRPATED ACCORDING TO INTERPRETATION OF AERIAL PHOTOS.

195	19860703	None	None	S2	1B.1		SB_CalBG/RSABG; USFS_S	MOUTH OF FISH CANYON AT THE SAN GABRIEL RIVER, NORTH OF AZUSA, SAN GABRIEL MOUNTAINS.	THREE COLONIES BETWEEN THE MOUTH OF CANYON AND THE GAGING STATION.
196	1935XXXX	None	None	S4				TRIBUTARY TO EATON WASH IN CENTER OF EATON CANYON PARK.	
197	19320930	None	None	S2	1B.3		SB_CalBG/RSABG	FISH CANYON, 1/4 MILE BELOW FALLS, SAN GABRIEL MOUNTAINS.	MAPPED APPROXIMATELY 1/4 MILE BELOW FALLS ALONG FISH CANYON, WHICH IS SLIGHTLY HIGHER THAN ELEVATION PROVIDED (1100 FT).
198	20200802	None	Candidate Endangered	S2			IUCN_EN	LOS ANGELES COUNTY ARBORETUM & BOTANIC GARDEN, ABOUT 0.3 MI SSW-0.6 MI SW OF THE INTXN OF N BALDWIN AVE & COLORADO BLVD.	MAPPED TO PROVIDED COORDINATES.
199	19780919	None	None	S4				INTERMITTENT CREEK SOUTH OF FLINTRIDGE ACADEMY OF THE SACRED HEART.	MAPPED PER INTERPRETATION OF 1978 AERIAL PHOTOS.
200	19780919	None	None	S4				TRIBUTARY TO EATON WASH AT NORTHWEST EDGE OF EATON CANYON PARK.	MAPPED PER INTERPRETATION OF 1978 AERIAL PHOTOS.
201	20100403	Threatened	None	S2		SSC		SAN GABRIEL RIVER, NORTH OF I-210 AND SOUTH OF E FOOTHILL BLVD BRIDGE, IRWINDALE.	MAPPED ACCORDING TO 2010 REPORT MAP. HISTORIC RECORDS FROM SAN GABRIEL WASH NEAR AZUSA AND LAS LOMAS ATTRIBUTED HERE. 1920, 1921, AND 1927 NESTS WERE LOCATED ALONG THE SAN GABRIEL WASH AT AZUSA.
202	20020213	None	None	S1		SSC	AFS_TH; USFS_S	FISH CANYON CREEK ABOUT 1 MILE NORTH OF CONFLUENCE WITH SAN GABRIEL RIVER. NORTHWEST OF AZUSA.	
203	20150922	None	None	S2		SSC	BLM_S; IUCN_LC; USFS_S	WESTERNMOST SPILLWAY OF THE SANTA ANITA DAM, ABOUT 0.6 MILES NE OF CANYON RD AT MONTE PLACE, SIERRA MADRE.	MAPPED TO COORDINATES GIVEN FOR BIOACOUSTIC MONITORING STATION.
204	19461202	None	None	S3				EATON CANYON, 0.3 MI NORTH OF CANYON MOUTH AT MT WILSON TOLL RD BRIDGE, ALTADENA.	GIVEN LOCALITY DESCRIPTION: "ABOUT HALFWAY BETWEEN CANYON MOUTH & FIRST FALLS, EATON CYN, NE OF PASADENA." FIRST FALLS LIKELY REFERS TO EATON CANYON FALLS (34.1966, -118.1028).
205	20181003	None	None	S3		SSC	USFS_S	VICINITY OF CANYONSIDE RD AT SHIELDS ST, ALONG PICKENS CANYON NEAR BRIGGS TERRACE, LA CRESCENTA.	
206	19620218	None	None	S3		SSC	USFS_S	ARCADIA WILDERNESS PARK, NORTH END OF HIGHLAND OAKS DRIVE, VICINITY OF CLAMSHELL CANYON, ARCADIA.	MAPPED TO THE GENERAL AREA OF WILDERNESS PARK.
207	20180612	None	None	S3		SSC	USFS_S	ALONG EAST ALEGRIA AVENUE NEAR SAINT RITA SCHOOL, CITY OF SIERRA MADRE.	
208	20170107	None	None	S3		SSC	USFS_S	NEAR THE W END OF VINEHILL DR, NW OF LOMA ALTA SCHOOL, 0.4 MILES NE OF LOMA ALTA DR AT FAIR OAKS AVE, ALTADENA.	
209	19971231	None	None	S3	4.3			IRWINDALE; ABANDONED GRAVEL PIT NORTH OF AND ADJACENT TO 210 FREEWAY, APPROXIMATELY 300 M EAST OF IRWINDALE AVENUE.	MAPPED BY CNDDB AS A BEST GUESS, NEAR THE CENTER OF THE NE 1/4 OF SECTION 33.
210	20170528	None	None	S3		SSC	USFS_S	ALONG FOREST ROUTE 2N70 (GABRIELENO TRAIL) JUST EAST OF ARROYO SECO AND THE JET PROPULSION LABORATORY, ALTADENA.	FOUND DEAD ON ROAD.
211	20220724	None	None	S2			IUCN_VU	HOME DEPOT GARDEN CENTER, 0.12 MI SE OF W COMMONWEALTH AVE AT S MARENGO AVE, 0.34 MI W OF NORTHRUP SCHOOL, ALHAMBRA.	MAPPED TO THE PROVIDED COORDINATES.

212	20220926	None	None	S2			IUCN_VU	JUST SE OF SCE MESA SUBSTATION, 0.25 MI S OF POTRERO GRANDE RD AT GREENWOOD AVE, 1.7 MI E OF BELLA VISTA SCHOOL.	MAPPED TO PROVIDED COORDINATES.
213	20190722	None	None	S2			IUCN_VU	W END OF REVERE AVE, 0.15 MI SW OF N MONTEBELLO BLVD AT LIBERTY AVE, 1.3 MI E OF MARIAN SCHOOL.	MAPPED TO PROVIDED COORDINATES.
214	202208XX	None	None	S2			IUCN_VU	JUST NW OF DELLROSE AVE AT REDDING AVE, 0.63 MI ESE OF MONTEREY VISTA SCHOOL, 3 MI W OF SOUTH EL MONTE.	MAPPED TO PROVIDED COORDINATES.
215	20200513	None	None	S2			IUCN_VU	VICINITY OF LIVE OAK LN AT ARROW HWY, 1.8 MI E OF MAYFLOWER VILLAGE, ABOUT 2.2 MI NW OF CENTRAL BALDWIN PARK.	MAPPED TO PROVIDED COORDINATES. ADJACENT TO SANTA FE FLOOD CONTROL BASIN.
216	20230727	None	None	S2			IUCN_VU	EAST LOS ANGELES COLLEGE, 0.2 MI N OF S ATLANTIC BLVD AT AVENIDA CESAR CHAVEZ, 1.2 MI E OF SOLEDAD SCHOOL, MONTEREY PARK	MAPPED TO THE PROVIDED COORDINATES.
217	20170911	None	None	S2			IUCN_VU	NEAR CHANEY TRAIL JUST S OF INTERSECTION WITH ALZADA ROAD, 0.6 MI SW OF CAMP CHIQUITA, 4 MI N OF PASADENA.	MAPPED TO PROVIDED COORDINATES.
218	20191027	Endangered	None	S2	1B.1		SB_CalBG/RSABG; SB_SBBG	SOUTH OF CLAMSHELL CANYON AND NORTH OF MONROVIA, ALONG CLAMSHELL TRUCK TRAIL, SAN GABRIEL MOUNTAINS.	MAPPED BY CNDDB AS 5 POLYGONS.
219	20180425	None	None	S3		SSC	USFS_S	OAK GROVE PARK ALONG ARROYO SECO, NE OF I-210, PASADENA.	
220	20200430	None	Candidate Endangered	S2			IUCN_EN	JUST WEST OF INTERSECTION OF PECK ROAD AND RIO HONDO PARKWAY, PECK ROAD WATER CONSERVATION PARK, ARCADIA.	MAPPED TO PROVIDED COORDINATES.
221	20130729	Endangered	Endangered	S3				SANTA ANITA WASH, CENTER OF PECK ROAD PARK, ABOUT 1 MILE SE OF LIVE OAK AVE & SANTA ANITA AVE INTERSECTION, N EL MONTE.	MAPPED TO PROVIDED COORDINATES. LOCATION DESCRIPTION WAS "AT MOUTH OF SANTA ANITA WASH." NESTS LOCATED ON NORTH BANK OF FLOOD CONTROL BASIN ON EAST SIDE OF ARCADIA GOLF COURSE.
222	20100628	None	None	S4	4.2		SB_CalBG/RSABG	ALONG TRANSMISSION LINE CORRIDOR BETWEEN MILLARD CANYON AND ARROYO SECO, JUST NW OF ALTADENA.	MAPPED BY CNDDB AS 5 POLYGONS ACCORDING TO 2010 ICF DIGITAL DATA IN THE NE 1/4 OF THE NE 1/4 OF SECTION 31 AND IN THE NORTH HALF OF SECTION 32.
223	20090613	None	None	S4	4.2		SB_CalBG/RSABG	DESCANSO GARDENS, LA CANADA FLINTRIDGE.	ALONG DESCANSO TRAIL, IN CLEARED FIREBREAK AREA ADJACENT TO CHAINLINK FENCE THAT SERVES AS THE WESTERN BOUNDARY OF THE DESCANSO GARDENS PROPERTY.
224	20200508	None	None	S3				RUBIO CANYON, 0.2 MILES EAST OF PLEASANTRIDGE DR & RUBIO VISTA RD INTERSECTION, 0.5 MI SOUTH OF ECHO MOUNTAIN, ALTADENA.	IN RUBIO CANYON OPEN SPACE PRESERVE. MAPPED TO COORDINATES PROVIDED.
225	19780507	None	None	S3		SSC	USFS_S	ALONG PRINCESS ANNE RD, ABOUT 250 YARDS SSE OF GREEN LANE AT ANGELES CREST HIGHWAY, LA CANADA FLINTRIDGE.	FOUND IN A RESIDENTIAL YARD.

226	20100625	None	None	S2	1B.1		SB_CalBG/RSABG; USFS_S	MT BLISS, ABOUT 2.5 AIR MILES NORTHWEST OF THE MOUTH OF FISH CANYON.	MAPPED IN THE NW 1/4 OF THE SE 1/4 OF SECTION 8.
227	20200322	None	None	S3				EATON WASH, JUST SOUTH OF MOUNT WILSON TOLL RD BRIDGE, EATON CANYON OPEN SPACE, PASADENA.	MAPPED TO COORDINATES PROVIDED.
228	20180729	None	None	S3		SSC	USFS_S	WEST END OF W ALTADENA DR NEAR ARROYO SECO, ALTADENA.	
229	20180504	None	None	S3		SSC	USFS_S	ABOUT 0.1 MILES N OF VENTURA ST AT WINDSOR AVE, E SIDE OF ARROYO SECO, HAHAMONGNA WATERSHED PARK, NE OF I-210, PASADENA	
230	20090819	None	None	S2	1B.3		SB_CalBG/RSABG	MONROVIA CANYON WILDERNESS PARK, AT WATERFALL.	ON WATERFALL ON WEST SIDE OF PLUME. MAPPED ACCORDING TO COORDINATES PROVIDED WITH 2009 SWINNEY COLLECTION. MONROVIA CANYON FALLS APPEAR TO BE JUST NORTH OF THE BOUNDARY OF MONROVIA CANYON PARK, WITHIN THE ANGELES NATIONAL FOREST.
231	19820115	None	None	S3		SSC	USFS_S	ALONG W MONTECITO AVE JUST WEST OF AUBURN AVE, SIERRA MADRE.	APPARENTLY COLLECTED FROM RESIDENTIAL YARD.
232	20200319	None	None	S3				EATON WASH, JUST SOUTH OF MOUNT WILSON TOLL RD BRIDGE, EATON CANYON OPEN SPACE, ALTADENA.	AERIAL IMAGERY SHOWS SITE IS ALONG EATON CANYON TRAIL. MAPPED TO COORDINATES PROVIDED.
233	1981XXXX	None	None	SX	1A			SAN GABRIEL RIVER AT WHITTIER NARROWS RECREATION AREA, 0.5 MILE EAST OF DURFEE AVE AT SIPHON ROAD, NORTH OF WHITTIER.	ALONG SELF-GUIDED TRAIL OF WHITTER NARROWS, IMMEDIATELY E OF POWER LINE AND N OF FLOOD CONTROL CHANNEL. NUMEROUS HISTORICAL COLLECTIONS FROM "WHITTIER NARROWS" AND "SAN GABRIEL RIVER" ARE ATTRIBUTED HERE BUT MAY HAVE BEEN FROM NEARBY EO #2.
234	19790306	None	None	SX	1A			SAN GABIREL RIVER AT WHITTIER NARROWS RECREATION AREA, S OF DURFEE RD AND 0.5 MI W OF PECK RD, N OF WHITTIER.	AT WHITTIER NARROWS NATURE AREA ABOUT 0.25 MILE SW OF NATURE CENTER HEADQUARTERS, JUST N OF FLOOD CONTROL CHANNEL.
235	20190704	None	Candidate Endangered	S2			IUCN_EN	ARROYO SECO, 0.4 MILES NW OF EXPLORER ROAD, LA CANADA FLINTRIDGE.	MAPPED TO PROVIDED COORDINATES. JUST NE OF CALTECH CAMPUS.
236	20200704	None	None	S3				SANTA ANITA WASH, JUST NORTH OF DEBRIS BASIN, 0.4 MILE NE OF ELKINS AVE AT HIGHLAND OAKS DR, WILDERNESS PARK, ARCADIA.	MAPPED TO COORDINATES PROVIDED.
237	20151201	None	None	S3		SSC	USFS_S	N SIDE OF KNIGHT WAY ABOUT 0.1 MILES W OF THE GOULD AVE INTERSECTION IN LA CANADA FLINTRIDGE.	MAPPED TO PROVIDED COORDINATES. FORMERLY A. PULCHRA PULCHRA EO #103.
238	20180315	Endangered	None	S2	1B.1		SB_CalBG/RSABG; SB_SBBG	MOUTH OF MONROVIA CANYON, APPROXIMATELY 0.2 AIR MILE NORTHWEST OF SAWPIT DAM.	MAPPED IN THE NORTH 1/2 OF THE NW 1/4 OF SECTION 13.
239	20180425	None	None	S3		SSC	USFS_S	ABOUT 0.25 MILES NE OF FOOTHILL BLVD AT OAK GROVE DR, HAHAMONGNA WATERSHED PARK ALONG ARROYO SECO, NE OF I-210, PASADENA	
240	20010609	None	None	S4	4.2		SB_CalBG/RSABG	NORTHERN LIMITS OF SIERRA MADRE, 0.45 AIR MILE SOUTHWEST OF SIERRA MADRE DAM, EAST OF PASADENA.	AT PROPOSED MARANATHA HIGH SCHOOL SITE. MAPPED WITHIN THE SE 1/4 OF THE NE 1/4 OF SECTION 17.
241	20090606	None	None	S4	4.2		SB_CalBG/RSABG	ALONG RIDGELINE BETWEEN CLAMSHELL CANYON AND RUBY CANYON, ON SADDLE OF CLAMSHELL TRUCK TRAIL, NORTH OF MONROVIA.	MOST PLANTS FOUND ABOUT 15 FEET ABOVE THE ROAD, NEXT TO SHORT SPUR TRAIL. IN THE SE 1/4 OF THE NW 1/4 OF SECTION 14.
242	20130729	Endangered	Endangered	S3				SAWPIT WASH, ABOUT 0.25 MILE NNW OF PECK RD AND CLARK ST INTERSECTION, NORTH EL MONTE.	MAPPED TO PROVIDED COORDINATES. LOCATION DESCRIPTION WAS "MOUTH OF SAWPIT WASH (NORTHEAST REGION OF BASIN) IN PECK ROAD." NEST LOCATED AT THE NE CORNER OF FLOOD CONTROL BASIN.

243	20150519	Endangered	Endangered	S3				EATON WASH DEBRIS BASIN, 0.1 MILE WSW OF THE INTERSECTION OF NEW YORK DRIVE AND EATON CANYON DRIVE, PASADENA.	
244	19990729	Endangered	Endangered	S1	1B.1		SB_CalBG/RSABG; SB_SBBG	CORNER OF ARROYO AND WASHINGTON STREETS, 1/2 MILE NORTH OF ROSE BOWL, EAST BANK OF ARROYO SECO.	ADJACENT TO ROAD. OCCURRENCE IN NATURAL AREA ADJACENT TO GOLF COURSE AND HOUSING. MAPPED ACCORDING TO A 1987 NISHIDA FIELD SURVEY FORM.
245	20070224	Threatened	None	S2		SSC		SANTA FE DAM REGIONAL PARK, IRWINDALE.	OBSERVED FROM THE NATURE TRAIL, ABOUT 1/8 MILE WEST OF THE NATURE CENTER, WITHIN A WILDLIFE AREA WITHIN THE COUNTY PARK. AN ADULT MALE WAS REPORTED FROM AN AREA ABOUT 1/4 MILE SOUTH OF THIS SITE 3 WEEKS LATER.
246	20050608	None	None	S4	4.2		SB_CalBG/RSABG	SANTA ANITA DEBRIS BASIN, EAST OF HIGHLAND OAKS DRIVE, JUST NE OF ARCADIA.	NEXT TO A MATURE OAK TREE, EAST OF THE DIRT ACCESS ROAD, WEST OF LOWER CLAMSHELL TRAIL. NEAR CENTER SEC 15.
247	20150403	None	None	S2	1B.1		SB_CalBG/RSABG; SB_CRES; SB_SBBG	WHITTIER NARROWS, BETWEEN SAN GABRIEL RIVER AND RIO HONDO, W SIDE OF HWY 19 ALONG ROAD TO SHOOTING AREA, S OF HWY 60.	ALONG SCE POWERLINES. 3 POLYGONS MAPPED ACCORDING TO 2010 AND 2011 DIGITAL DATA FROM ICF INTERNATIONAL, INC.
248	20100701	None	None	S4	4.2		SB_CalBG/RSABG	JUST WEST OF ANGELES CREST STATION IN FALLS CANYON, NORTH OF LA CANADA FLINTRIDGE.	MAPPED BY CNDDB AS 3 POLYGONS ACCORDING TO 2010 ICF DIGITAL DATA IN THE NW 1/4 OF THE NW 1/4 OF SECTION 30.
249	20010620	None	None	S1	1B.2		SB_CalBG/RSABG; USFS_S	VAN TASSEL RIDGE ROAD JUST NE OF MT BLISS, SAN GABRIEL MOUNTAINS.	MAPPED BY CNDDB AS 2 POLYGONS ACCORDING TO SOZA COORDINATES IN THE SW 1/4 OF THE NE 1/4 AND THE NW 1/4 OF THE SE 1/4 OF SECTION 9.
250	20100628	None	None	S1	1B.2		SB_CalBG/RSABG; USFS_S	JUST SE OF WHITE SADDLE NEAR THE JUNCTION OF VAN TASSEL TRUCK TRAIL WITH SILVER FISH ROAD, SAN GABRIEL MOUNTAINS.	MAPPED BY CNDDB AS 2 POLYGONS ACCORDING TO 2003 GROSS COORDINATES AND 2010 ICF DIGITAL DATA, IN THE SW 1/4 SW 1/4 SECTION 5 AND NW 1/4 NW 1/4 SECTION 8. ROAD 2N30 TO WHITE SADDLE, SOUTH ALONG RD 1N36 SEARCHED IN 1979, NO PLANTS FOUND.
251	1981XXXX	Endangered	None	S2	1B.1		SB_CalBG/RSABG; SB_SBBG	ABOVE MONROVIA, ABOUT 0.5 MILE NORTH OF HILLCREST BLVD AT MYRTLE AVE, FOOTHILLS OF SAN GABRIEL MOUNTAINS.	W-FACING CREST IN DECOMPOSED GRANITE ON OLD FIRE BREAK. MAPPED WITHIN THE SW 1/4 SE 1/4 SECTION 14 ACCORDING TO A 1986 MAP.
252	20100621	None	None	S4	4.2		SB_CalBG/RSABG	ALONG TRANSMISSION LINE CORRIDOR ~0.28 AIR MI SSW OF CONFLUENCE OF AQUA CYN WITH ARROYO SECO, N OF LA CANADA FLINTRIDGE.	MAPPED BY CNDDB ACCORDING TO 2010 ICF DIGITAL DATA IN THE NE 1/4 OF THE NW 1/4 OF SECTION 31.
253	20010502	Endangered	None	S2	1B.1		SB_CalBG/RSABG; SB_SBBG	ALONG LOWER CLAMSHELL MOTORWAY EAST OF DEBRIS BASIN, SOUTH OF CLAMSHELL CANYON, SAN GABRIEL MOUNTAINS.	ABOUT 0.5 MILE FROM ARCADIA WILDERNESS AREA PARKING LOT. PLANTS ARE ADJACENT TO ROAD FOR A DISTANCE OF ABOUT 100'. NEAR THE CENTER OF THE N 1/2 OF THE SE 1/4 OF SECTION 15.

ID	GENERAL	THREAT	THREATLIST	LASTUPDATE	AREA	PERIMETER	AVLCODE	Symbology	Shape_Length	Shape_Area
1	WFVZ EGG SET COLLECTED BY G. WILLETT ON 4 JUL 1894. CONSIDERED EXTIRPATED AS A BREEDER IN SOUTHERN CALIFORNIA (SCH92).			20111110	201051734.5	50264.86594	21001	210	23820.90785	6958953.895
2	WFVZ EGG SET (3 EGGS) COLLECTED BY C. H. RICHARSON, JR. ON 21 MAY 1902. CONSIDERED EXTIRPATED AS A BREEDER IN SOUTHERN CALIFORNIA (SCH92).			20111110	201051728.3	50264.86155	21001	210	48964.97562	98527212.06
3	1 COLLECTED, LACM.			20050105	201051719.8	50264.84449	21003	810	7892.772974	2182992.085
4	MVZ #2205 (EGG SET), COLLECTED 20 MAY 1894 BY R. H. ROBERTSON. MVZ #136340 (STUDY SKIN) COLLECTED JUNE 1852 BY G. A. MCCALL.			20050105	201051719.8	50264.84449	21003	810	7892.772974	2182992.085
5	MVZ EGG SET #3843 COLLECTED 28 APR 1919 BY ALDEN H. MILLER. MVZ EGG SET #3844 COLLECTED 5 MAY 1921 BY ALDEN H. MILLER.			20030509	201051719.8	50264.84449	21003	810	7892.772974	2182992.085
6	MVZ #13047 (EGG SET) COLLECTED 10 JUN 1893 BY R. ARNOLD. MVZ #33366-33374 (7 MALE & 2 FEMALE STUDY SKINS) COLLECTED BETWEEN 28 MAY 1895 & 6 AUG 1900 BY J. GRINNELL. MVZ #12434 & 33380 (MALE STUDY SKINS) COLLECTED 12 SEP 1905 & 14 SEP 1906.			20050104	201051598.8	50264.82981	21002	810	57800.77507	139562604.6
7	SITE BASED ON AN 1882 COLLECTION BY JONES AND AN 1893 COLLECTION BY MCCLATCHIE.	AREA HIGHLY DEVELOPED.	Development	20161228	201051598.8	50264.82981	11002	810	57800.77507	139562604.6
8				20051129	159768830.9	50777.19765	99901	999	55955.26144	84326792.58
9	RECENT GROUND TRUTH NEEDED. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980722	8920027.663	108437.8745	30201	302	18299.38777	1197632.685
10	UNKNOWN NUMBER OF PLANTS SEEN IN ARROYO SECO CANYON IN 1901 AND ON RIDGE BETWEEN ARROYO SECO AND MILLARD CANYON IN 1915. NEEDS FIELDWORK.			20160119	8042471.305	10053.09857	10901	109	2859.386466	156855.196
11	MALE COLLECTED ON 15 NOV 1903. AREA HAS BEEN HEAVILY DEVELOPMENT SINCE TIME OF COLLECTION; POSSIBLY EXTIRPATED.	DEVELOPMENT	Development	20200921	8042470.481	10053.09439	20902	809	10053.09439	8042470.481
12	MANY LARVAE OBSERVED WITH HIND LIMB BUDS JUST APPEARING AND OTHERS WITH TAILS PRACTICALLY RESORBED. 58 TADPOLES COLLECTED ON 20 MAY 1913.	DEVELOPMENT	Development	20200304	8042470.481	10053.09439	20902	809	10053.09439	8042470.481
13	COLLECTED IN 1895, 1901, 1903, 1904, 1905, AND 1906. AREA HAS BEEN HEAVILY DEVELOPED SINCE TIME OF COLLECTION; POSSIBLY EXTIRPATED.	DEVELOPMENT	Development	20200923	8042069.208	10052.96894	20902	809	10052.96894	8042069.208
14	UNK # OF EGGS COLLECTED IN 1893. 3 EGGS COLL 18 MAY & NEST W/ 2 EGGS COLL ON 19 MAY 1894. UNK # OF EGGS COLL ON 10 MAY & 3 JUN 1895. 2 COLLECTIONS MADE FROM THE SAME NEST IN MAY (UNK NUMBER) & JUN 1895 (4 EGGS); 2 BROODS. BIRD COLL IN 1911.	THIS AREA, INCLUDING VICINITY OF ARROYO SECO, IS HIGHLY DEVELOPED.	Development	20140512	8042069.208	10052.96894	20902	809	10052.96894	8042069.208
15	SITE BASED ON A VAGUE 1902 DAVIDSON COLLECTION. THIS WAS FORMER CALYSTEGIA SEPIUM SSP. BINGHAMIAE OCCURRENCE #9.	AREA HIGHLY DEVELOPED SINCE COLLECTION MADE.	Development	20140812	8042068.914	10052.96891	10901	109	652.789723	5943.880346
16	ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE IS A 1964 COLLECTION BY WHEELER. NEEDS FIELDWORK.			20070425	8042068.912	10052.96891	10901	109	6761.808764	2453813.012
17	1 MALE AND 1 FEMALE COLLECTED BY L. LITTLE ON 1 NOV 1930, MVZ #71656-71657. 2 MALES AND 1 FEMALE COLLECTED BY L. LITTLE ON 2 MAY 1931, MVZ #71658-71659 & KU #9418.			20061002	8042068.883	10052.96889	20901	209	10052.96889	8042068.883
18	SPECIMEN COLLECTED 10 DEC 1958 AND DEPOSITED AT CSULA.			20060926	8042068.874	10052.96888	20901	209	10052.96888	8042068.874

19	10 MALES COLLECTED JUL 1903 (MVZ #5188, 5190, 5243, 5242, 5245, 5246, 5249, 5253 & CAS #1461). 1 MALE COLL. OCT 1903 (MVZ #6925). 1 MALE COLL. MAY 1905 (MVZ #5252) BY J. GRINNELL. 2 COLL. BY C. CAMP APR AND NOV 1910 (MVZ #10853 & 10854).			20110304	8042068.867	10052.96888	20911	809	10052.96888	8042068.867
20	COLLECTIONS WERE MADE IN THIS VICINITY ON 5 JUN 1895, 22 MAR 1932, 26 MAR 1933, AND IN MAY 1933.			20150928	8042068.867	10052.96888	20911	809	10052.96888	8042068.867
21	ONLY SOURCE OF INFORMATION FOR THIS SITE IS A 1907 GRANT COLLECTION. THIS IS THE FURTHEST LOCATION NORTH FOR THIS SPECIES; ID MAY NEED CONFIRMATION.	PASADENA AREA HIGHLY DEVELOPED SINCE 1901; SITE PRESUMED EXTIRPATED.	Development	20160510	8042068.867	10052.96888	10911	809	10052.96888	8042068.867
22	MAIN SOURCE OF INFORMATION IS A 1900 COLLECTION BY GREATA. A 1905 GRANT COLLECTION FROM "PASADENA" AND A 1908 PALMER COLLECTION FROM "ARROYO SECO" ARE ALSO ATTRIBUTED TO THIS SITE. NEEDS FIELDWORK.			20160629	8042068.867	10052.96888	10911	809	10052.96888	8042068.867
23	THREE COLLECTED IN THE LATE 1800S. ONE COLLECTED IN SEP 1941.	DEVELOPMENT.	Development	20180424	8042068.867	10052.96888	20911	809	10052.96888	8042068.867
24	1 FEMALE COLLECTED BY JOSEPH GRINNELL ON 5 FEB 1906 (MVZ #5148). 1 COLLECTED BY C.H. RICHARDSON ON 10 MAY 1906 (LACM #929). 1 MALE COLLECTED BY D.G. CONSTANTINE ON 10 JUL 1945 (LACM #69478).			20110304	8042068.867	10052.96888	20911	809	10052.96888	8042068.867
25	COLLECTIONS FROM THE 1800'S AND EARLY 1900'S ATTRIBUTED TO THIS SITE. PER M. SKINNER, POPULATIONS IN THE LA BASIN ARE PRESUMED EXTIRPATED DUE TO DEVELOPMENT IN THE AREA SINCE THE DATE OF COLLECTION.	DEVELOPMENT.	Development	20160105	8042068.867	10052.96888	10911	809	10052.96888	8042068.867
26	1 COLLECTED ON AN UNKNOWN DATE. 1 COLLECTED ON 7 SEP 1903. 5 COLLECTED ON 8 MAR 1909. 1 COLLECTED ON 3 AUG 1941.			20171019	8042068.867	10052.96888	20911	809	10052.96888	8042068.867
27	ONLY SOURCE OF INFORMATION IS AN 1882 JONES COLLECTION. NEEDS FIELDWORK.	MUCH DEVELOPMENT HAS OCCURRED IN THIS AREA SINCE 1882. PROBABLY EXTIRPATED.	Development	20150930	8042068.867	10052.96888	10911	809	10052.96888	8042068.867
28	MVZ EGG SET #180 OF 6 EGGS COLLECTED BY JOSEPH GRINNELL ON 26 APR 1892. MVZ EGG SET #249 OF 4 EGGS COLLECTED BY JOSEPH GRINNELL ON 17 APR 1895.			20110307	8042068.867	10052.96888	20911	809	10052.96888	8042068.867
29	6 ADULTS COLLECTED ON 31 JUL 1906 (BBSL BOMBUS #1107, #1118, #1122, #1123, #1236, & #1263). 1 ADULT FEMALE COLLECTED BY R. MAY ON 27 OCT 1917 (EMEC #550876).			20230713	8042068.867	10052.96888	20911	809	10052.96888	8042068.867
30	ONLY ONE PLANT OBSERVED BY BURLEIGH (AS CITED IN MCDONALD AND STOKKINK, 1991).			20091201	8042068.865	10052.96888	10901	109	9524.972314	2223084.282
31	1 FEMALE SPECIMEN (MVZ #181852) COLLECTED AT "LA CANADA, 4734 DALEBRIDGE" BY DENNY G. CONSTANTINE ON 23 FEB 1978.			20070320	8042068.852	10052.96887	20901	209	11753.26581	7080788.802
32	UNKNOWN NUMBER OF EGGS COLLECTED ON 15 JUN 1898 BY V.W. OWEN (WFVZ #122062).			20140404	8042068.407	10052.96891	20901	209	4193.60171	560217.1789
33	1 MALE SPECIMEN (CAS #6912) COLLECTED BY J.S. ROWLEY ON 28 NOV 1922.			20070316	8042068.317	10052.96901	20905	809	10052.96901	8042068.317
34	SITE BASED ON HISTORIC COLLECTIONS FROM SAN GABRIEL AND ALHAMBRA. PER M. SKINNER, POPULATIONS IN LA BASIN PRESUMED EXTIRPATED DUE TO DEVELOPMENT IN AREA SINCE DATE OF COLLECTION.	DEVELOPMENT.	Development	20160104	8042068.317	10052.96901	10905	809	10052.96901	8042068.317
35	INGERSOLL COLLECTED 3 EGGS ON 10 APR 1880 AND SHOT THE FEMALE HAWK AS IT LEFT THE NEST.	EXTENSIVE DEVELOPMENT SINCE THE DATE OF COLLECTION HAS ELIMINATED NESTING AND FORAGING HABITAT.	Development	20131022	8042068.317	10052.96901	20905	809	10052.96901	8042068.317
36	1 ADULT FEMALE COLLECTED BY C. GOODPASTURE ON 17 SEP 1971 (BMEC ENT #2414).			20230828	8042068.317	10052.96901	20905	809	10052.96901	8042068.317

37	ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE IS AN UNDATED LOBB COLLECTION. LIKELY EXTIRPATED DUE TO DEVELOPMENT.	AREA HAS BEEN EXTENSIVELY DEVELOPED SINCE COLLECTION WAS MADE.	Development	20211210	8042068.317	10052.96901	10905	809	10052.96901	8042068.317
38	UNKNOWN SPECIMENS COLLECTED 14 DEC 1889, 18 OCT 1890, 30 SEP 1907 AND 6 MAY 1918 AND DEPOSITED AT USNM, AMNH, UIMNH AND UCLA, RESPECTIVELY. 1 MALE SPECIMEN COLLECTED BY L.E. WYMAN ON 23 JUL 1918, LACM #420.			20060926	8042067.817	10053.00092	20902	809	10053.00092	8042067.817
39	1 FEMALE (A PARATYPE) WAS COLLECTED IN THIS VICINITY ON 12 APR 1889.			20170302	8042067.817	10053.00092	20902	809	10053.00092	8042067.817
40	SITE BASED ON AN UNDATED GRANT COLLECTION AND A 1918 CARLSON COLLECTION. PER M. SKINNER, POPULATIONS IN THE LA BASIN ARE PRESUMED EXTIRPATED DUE TO DEVELOPMENT IN AREA SINCE DATE OF COLLECTION.	DEVELOPMENT.	Development	20040405	8042067.801	10052.98436	10905	809	10052.98436	8042067.801
41	MVZ #38971 COLLECTED BY W.B. DONNELL ON 13 APR 1928. 1 FEMALE SPECIMEN (LACM #70901) COLLECTED BY K.R. ANDERSON SOMETIME BETWEEN 1967-1974.			20070316	8042067.801	10052.98436	20905	809	10052.98436	8042067.801
42	1 COLLECTED BY WYMAN LACM #40125. 3 COLL. BY CAMP IN 1912 & 1913, MVZ #19024-19025, 19281. 7 COLL. BY HORNUNG LACM #766-772, 1 COLL. BY STIRTON/HALL KU 4020 1916. 3 COLL. BY LITTLE IN 1916, LACM #207-209. 5 COLL. IN 1916, LACM #71489-71493.			20061002	8042067.801	10052.98436	20905	809	10052.98436	8042067.801
43	1 MALE COLL. BY JOSEPH GRINNELL 1904, MVZ #5242. 2 FEMALES & 1 UNKNOWN COLLECTED BY CHARLES L. CAMP 1912, MVZ #19021-19023. 3 FEMALES & 2 UNKNOWNS COLL. BY CAMP & F.H HOLDEN & 2 COLL. BY CAMP & W. TAYLOR 1913, MVZ #19191-19193, 19282-19283.			20061023	8042067.801	10052.98436	20905	809	10052.98436	8042067.801
44	COLLECTED IN 1908, 1909, 1910, AND 1912. LARGE LARVAE (SOME METAMORPHOSING) OBSERVED BY CAMP ON 11 MAY 1913 AND IN MAY 1914. ADULTS ALSO HEARD CALLING IN 1909, 1913, AND 1914.	DEVELOPMENT	Development	20200304	8042067.801	10052.98436	20905	809	10052.98436	8042067.801
45	COLLECTIONS WERE MADE IN THIS VICINITY ON 14 APR 1933 AND 30 JUN 1938.			20151013	8042067.773	10052.96825	20902	809	1099.09988	23283.3844
46	UNKNOWN NUMBER OF EGGS COLLECTED ON 28 MAY 1911 BY H.A. EDWARDS (WFVZ #115559).	DEVELOPMENT.	Development	20140407	8042067.773	10052.96825	20902	809	1099.09988	23283.3844
47	TYPE LOCALITY. BASED ON AN 1861 BEWER COLLECTION. SITE IS FULLY DEVELOPED AND PRESUMED EXTIRPATED.	THIS AREA HAS BEEN EXTENSIVELY DEVELOPED.	Development	20201209	8042067.723	10053.03358	10902	809	10053.03358	8042067.723
48	1 FEMALE AND 2 MALE SPECIMENS COLLECTED BY BERRY CAMPBELL ON 18 JUN AND 5 JUL 1930, MVZ #71660-71662.			20061002	8042067.723	10053.03358	20902	809	10053.03358	8042067.723
49	SITE BASED ON A 1948 ANDERSON COLLECTION. PER M. SKINNER, POPULATIONS IN THE LA BASIN ARE PRESUMED EXTIRPATED DUE TO DEVELOPMENT IN AREA SINCE DATE OF COLLECTION.	DEVELOPMENT.	Development	20160105	8042050.664	10052.95751	10904	809	8394.349954	3651646.402
50	A COLLECTION WAS MADE IN THIS VICINITY ON 5 MAY 1934.			20150923	8042050.664	10052.95751	20904	809	8394.349954	3651646.402
51	ONLY SOURCE OF INFORMATION FOR THIS SITE IS 1916 COLLECTION BY DAVIDSON. NO PLANTS OBSERVED DURING SURVEYS IN A PORTION OF PICKENS CANYON IN 2003.	THIS AREA APPEARS TO BE HEAVILY DEVELOPED ACCORDING TO THE TOPO MAP.	Development	20160418	8042050.664	10052.95751	10904	809	8394.349954	3651646.402
52	ONLY SOURCE OF INFORMATION FOR THIS SITE IS A 1917 DAVIDSON COLLECTION.	MUCH OF THIS AREA HAS BEEN DEVELOPED SINCE COLLECTION WAS MADE; SUITABLE HABITAT STILL EXISTS JUST WEST OF LA CRESCENTA.	Development	20160801	8042050.664	10052.95751	10904	809	8394.349954	3651646.402

53	COLLECTED ON UNKNOWN DATES, LIKELY IN THE 1930S AND 1940S. ARROYO SECO HAS CHANGED SIGNIGICANTLY SINCE THE TIME OF COLLECTIONS. OCCURRENCE IS LIKELY EXTIRPATED.	ARROYO SECO WAS CHANNELIZED AFTER LOS ANGELES FLOOD OF 1938. AREA HAS BEEN HEAVILY DEVELOPED.	Channelization; Development	20200728	8041673.835	10052.84749	20901	209	12494.54786	5778721.497
54	ONE COLLECTED ON 25 JULY 1932 FROM ALHAMBRA, AND ONE COLLECTED IN JUN 1949 FROM SAN GABRIEL.	DEVELOPMENT.	Development	20180524	8041672.412	10052.84676	20901	209	10052.84676	8041672.412
55	1 ADULT FEMALE COLLECTED ON 9 AUG 1912. 1 COLLECTED ON 17 AUG 1917. 1 ADULT COLLECTED ON 9 JUL 1933. 2 ADULT MALES & 13 ADULT FEMALES COLLECTED ON 5 JUL 1936. 2 ADULT FEMALES COLLECTED ON 20 JUN 1939. 2 ADULT FEMALES COLLECTED IN 2006.	LAGUNA (NOW COMMERCE) HAS UNDERGONE SIGNIFICANT DEVELOPMENT SINCE THE EARLY 1900S.	Development	20231212	8041669.341	10052.84404	20901	209	4118.66009	724005.2891
56	FEMALE COLLECTED ON 10 OCT 1903. AREA HAS BEEN HEAVILY DEVELOPED SINCE TIME OF COLLECTION; POSSIBLY EXTIRPATED.	DEVELOPMENT	Development	20200923	8041669.338	10052.84404	20901	209	9585.308387	6383223.202
57	COLLECTED ON 26 APR 1931.	DEVELOPMENT	Development	20190924	8041669.33	10052.84403	20901	209	10052.84403	8041669.33
58	1 COLLECTED ON 30 SEP 1963.	DEVELOPMENT	Development	20190916	8041669.309	10052.84402	20901	209	10149.91345	8017686.456
59	LACM SPECIMEN #101337 COLLECTED 29 APR 1972 BY R.E. SMICE.			20060123	7969188.124	10019.92001	20901	209	2571.826618	402385.8244
60	ONLY SOURCE IS 1902 COLLECTION. NEEDS FIELDWORK.	AREA IS HEAVILY URBANIZED, AND OCCURRENCE MIGHT BE EXTIRPATED.	Development	20151218	7968901.318	10019.73858	10902	809	11417.56352	2764156.393
61	UNKNOWN NUMBER OF PLANTS SEEN IN 1902. PER M. SKINNER, POPULATIONS IN THE LA BASIN ARE PRESUMED EXTIRPATED DUE TO DEVELOPMENT IN AREA SINCE DATE OF COLLECTION.	DEVELOPMENT.	Development	20040405	7968901.318	10019.73858	10902	809	11417.56352	2764156.393
62	OBSERVED BY BRYANT IN 1911.			19890810	7968492.317	10019.48572	20902	809	8024.01764	3237851.042
63	A COLLECTION WAS MADE IN THIS VICINITY ON 7 APR 1974.			20160719	7968492.317	10019.48572	20902	809	8024.01764	3237851.042
64	SPECIMEN HOUSED AT WHITTIER NARROWS NATURE CENTER. COLLECTOR SPECIFIES 1485 AVION DR.			19951130	7968348.57	10019.391	20901	209	10316.88149	7843338.331
65	1 COLLECTED ON 27 OCT 1976 (LACMENT #1781).			20230724	7967689.417	10018.97677	20904	809	11371.73044	6557566.247
66	COLLECTIONS WERE MADE IN THIS VICINITY ON 26 MAY 1917, 4 MAY 1953, AND IN APR 1970.			20150924	7967689.417	10018.97677	20904	809	11371.73044	6557566.247
67	OCCURRENCE IS BASED ON A 1938 RAMSEY COLLECTION FROM "NORTH CRAIG AVE, ALTADENA" AND A 1994 AREA CHECKLIST BY MUNS FROM LOWER EATON CANYON. MUNS CHECKLIST WAS COMPILED IN 1984 PLUS UPDATES IN 1989 AND 1994, UNKNOWN WHICH YEAR PLANTS SEEN.			20120305	7967689.417	10018.97677	10904	809	11371.73044	6557566.247
68	OBSERVATION BY S.B. FOR 4 CONSECUTIVE YEARS, 1966-1969.			19951102	7967689.417	10018.97677	20904	809	11371.73044	6557566.247
69	LACM #4284 COLLECTED BY F DURHAM ON 19 JUL 1954.	DEVELOPMENT.	Development	20121101	7967138.597	10018.63028	20901	209	10018.63028	7967138.597
70	1 UNKNOWN SPECIMEN COLLECTED BY J.C. VON BLOEKER 28 FEB 1932, LACM #30719. 2 MALE AND 1 FEMALE SPECIMEN COLLECTED BY L. LITTLE ON 15 APR 1932, LACM #3158-3159, 30736.			20061026	7966605.689	10018.29521	20905	809	10018.29521	7966605.689
71	1 FEMALE COLLECTED ON 29 DEC 1906. AREA IS HEAVILY DEVELOPED; LIKELY EXTIRPATED.	DEVELOPMENT	Development	20201001	7966605.689	10018.29521	20905	809	10018.29521	7966605.689

72	NEST, 4 LEAST BELL'S VIREO EGGS, AND 1 COWBIRD EGG COLLECTED BY A. H. MILLER ON 19 MAY 1923. RIO HONDO IS NOW A 100 FOOT CONCRETE LINED CANAL.	DEVELOPMENT, CHANNELED WATER COURSE, NEST PARASITISM.	Altered flood/tidal/hydrologic regime; Development	20121011	7966605.689	10018.29521	20905	809	10018.29521	7966605.689
73	ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE IS SITE NAME NOTED BY JEPSON "A FLORA OF CALIFORNIA" (1943); JEPSON FUTHER NOTES THIS SPECIMEN IS "PERHAPS A WAIF FROM THE MOUNTAINS." IDENTIFICATION OF THIS OCCURRENCE IS QUESTIONABLE.			19960319	7966605.689	10018.29521	10905	809	10018.29521	7966605.689
74	MAIN SOURCE OF INFO FOR THIS OCCURRENCE IS SITE NAME IN MUNZ'S 1974 "A FLORA OF SOUTHERN CALIFORNIA", UNKNOWN WHEN PLANTS SEEN. COOPER STATES THAT NEARBY WHITTIER NARROWS RIVERBOTTOM AREA STILL SUPPORTS APPROPRIATE HABITAT; SURVEYS NEEDED.			20111005	7966605.689	10018.29521	10905	809	10018.29521	7966605.689
75	MVZ #25220 COLLECTED BY G. BARRINGTON ON 3 AUG 1933.			20121026	7966553.851	10018.26269	20901	209	2526.280739	319465.7253
76	ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE IS A 1928 COLLECTION BY HOWELL. NEEDS FIELDWORK.			19960509	7966551.517	10018.26188	10901	109	9951.660287	3827686.972
77	ONLY SOURCE OF INFORMATION FOR THIS SITE IS 1935 COLLECTION BY KECK. OCCURRENCE MARKED BY CNDDB AS POSSIBLY EXTIRPATED DUE TO SIGNIFICANT AMOUNT OF DEVELOPMENT IN AREA SINCE DATE OF COLLECTION.	DEVELOPMENT.	Development	20130917	7966004.016	10017.91689	10901	109	10743.13185	3875580.811
78	LACM #4281 COLLECTED BY JR NORTHERN ON 17 SEP 1949.	DEVELOPMENT.	Development	20121101	7964528.282	10016.98894	20901	209	2602.638226	258977.5282
79	ADULT BIRDS COLLECTED IN AUG 1897, MAY 1911, AND JUL 1929. NESTING REPORTED IN 1949 AND 1951 (AUDUBON FIELD NOTES, CITED IN GAINES 1977). NONE DETECTED DURING RIPARIAN BIRD SURVEYS IN VICINITY OF EL MONTE & WHITTIER NARROWS, 2010 & 2011.	HABITAT MAY HAVE BEEN DESTROYED BY CHANNELIZATION AND DEVELOPMENT.	Channelization; Development	20150514	7818192.137	26355.00274	20301	203	26763.95394	4378202.949
80	SITE BASED ON A 1927 WOLF COLLECTION. A 1922 ACKLEY COLLECTION FROM MONTROSE AND A 1920 OTTLEY COLLECTION FROM LA CANADA ATTRIB HERE. PER M. SKINNER, POPS IN LA BASIN MAY BE EXTIRPATED DUE TO DEVELOPMENT IN AREA SINCE DATE OF COLLECTION.	DEVELOPMENT.	Development	20160119	5309285.805	8168.205422	10801	108	9366.286417	3798969.213
81	ONE COLLECTED ON 19 MAY 1962. NEEDS FIELD WORK.			20180426	5308757.316	8167.93551	20801	208	7704.081487	2577314.198
82	COLLECTED IN 1902, 1905,1906, AND 1928.	DEVELOPMENT	Development	20200930	3431204.516	12376.98498	20301	203	12376.98498	3431204.516
83	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19890810	3242584.048	12083.08758	30201	302	12083.08758	3242584.048
84	SPECIES SEEN IN 1920. KRANTZ SEARCHED SITE IN 1979 BUT COULD NOT LOCATE, HE BELIEVES SPECIES IS GONE FROM THIS SITE.	AVAILABLE HABITAT MODIFIED FOR FLOOD CONTROL (WASH IS NOW A CONCRETE CHANNEL).	Altered flood/tidal/hydrologic regime; Development	20160414	3141589.82	6283.299652	10701	107	6283.299652	3141589.82
85	OCCURRENCE KNOWN FROM A SERIES OF COLLECTIONS MADE BETWEEN 1918 AND 1933. JENNINGS CONSIDERS THIS POPULATION TO BE EXTIRPATED.			20140227	3141433.169	6283.105567	20701	207	4877.988804	1321123.179
86	ONLY SOURCE OF INFORMATION FOR THIS SITE IS A 1920 OTTLEY COLLECTION.			20160414	3141431.664	6283.103945	10704	807	6283.103945	3141431.664
87	ONE FEMALE SPECIMEN COLLECTED 11 SEP 1904 BY P. PINGER AT "ARROYO SECO, NEAR PASADENA." DEPOSITED AT MVZ #6994.			20041210	3141431.664	6283.103945	20704	807	6283.103945	3141431.664
88	SITE BASED ON AN 1891 FRITCHEY COLLECTION AND A 1901 ABRAMS COLLECTION. POPULATIONS IN THE LA BASIN POSSIBLY EXTIRPATED DUE TO DEVELOPMENT IN AREA SINCE DATE OF COLLECTION.	DEVELOPMENT.	Development	20160119	3141431.664	6283.103945	10704	807	6283.103945	3141431.664

89	A FEW PLANTS SEEN IN 1927. A 1920 COLLECTION BY PEIRSON FROM "HALFWAY BETWEEN DEVILS GATE AND THE MOUNTAINS, ARROYO SECO" ALSO ATTRIBUTED TO THIS SITE. NEEDS FIELDWORK.			20080509	3141431.664	6283.103945	10704	807	6283.103945	3141431.664
90	ONE COLLECTED ON 1 FEB 1904. ONE COLLECTED ON 5 JUL 1942.	DEVELOPMENT.	Development	20180424	3141276.556	6283.031165	20701	207	7198.530333	2920213.99
91	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980722	2744733.008	31954.05091	30201	302	30420.97961	2605331.417
92	RECENT GROUND TRUTH NEEDED. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980722	2688381.222	33783.30656	30201	302	2193.142929	149004.6059
93	1 NEST 1985. 1 TERR '86. 4+ BREEDERS '99. 1 PR 2001. 1 PR, 1 FLEDGE '02. 1 MALE '03. 1 PR W/ 3 FAILED NESTS, & 1 MALE W/ 2 FLEDGE '05. 7-9 TERR, 1 FLEDGE '07. 6 PRS, 1 FLEDGE '09. 13 PRS W/ FLEDGLINGS '10. 13-21 NESTS W/ 7-15 FLEDGE '11.	ROADSIDE VEG MGMT ('85). WATER PIPELINE CONSTRUCTION (2002). TRANSMISSION LINE CONSTRUCTION (2011). COWBIRDS ('85-2011).	Dam/Inundation; Nest parasitism; Non-native animal impacts; Other; Road/trail construction/maint.	20121022	2617546.64	12191.36751	20301	203	12768.08977	2184723.8
94	1 PAIR DETECTED ON 12 APR 2000. 33 PAIRS IN 2002. 66 PAIRS IN 2005. AT LEAST 9 INDIVIUDALS IN 2007. 2 ADULTS IN 2009. DETECTED IN 2010 AND 2011. 117 PAIRS IN 2010. 213 PAIRS IN 2013. 126 PAIRS IN 2014. 104 PAIRS IN 2015. 88 PAIRS IN 2016.	OIL PRODUCTION, BROWN-HEADED COWBIRDS, NON-NATIVE VEGETATION, NOISE FROM ROAD.	Mining; Non-native animal impacts; Non-native plant impacts; Other	20201005	2220716.727	9780.362804	20201	202	9780.362804	2220716.727
95	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980722	1873100.497	21919.26589	30201	302	8971.261075	620480.81
96	PART IS COUNTY PARK. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.	FRAGMENTED BY GRAVEL MINES, SPREADING GROUNDS.	Dam/Inundation; Mining; Road/trail construction/maint.; Waterway bank protection/maintenance	19980713	1597822.753	11069.56446	30201	302	11110.31297	1486963.808
97	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980831	1424217.52	17849.82672	30201	302	17849.82672	1424217.52
98	OCCURRENCE KNOWN FROM A SET OF SLEVIN COLLECTIONS FROM 1915 AND A SET OF DAUGHERTY COLLECTIONS FROM 1930. ACCORDING TO JENNINGS THIS POPULATION IS EXTIRPATED.			20140709	1406904.222	16093.33506	20303	803	2052.847214	140439.5554
99	SITE BASED ON A 1929 COLLECTION BY CLARE. A 1922 COLLECTION FROM "ALTADENA" IS ALSO ATTRIBUTED TO THIS SITE. NEEDS FIELDWORK.			20160801	1406904.222	16093.33506	10303	803	2052.847214	140439.5554
100	ONLY SOURCE OF INFORMATION FOR THIS SITE IS A 1907 BRAUNTON COLLECTION. NEEDS FIELDWORK.			20140709	1406904.222	16093.33506	10303	803	2052.847214	140439.5554
101	11 COLLECTED IN JUN 1923.	POSSIBLE IMPACTS FROM RECREATION.	Recreational use (non-ORV)	20200724	1311981.503	15225.18452	20301	203	3456.964154	201244.2813
102	RECENT GROUND TRUTH NEEDED. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980722	1208942.719	14007.93155	30201	302	2086.135879	130412.9761

103	SITE BASED ON 1938 RAMSEY COLLECTION. 1901 GREATA COLLECTION FROM "NEAR EATON CYN," 1919 PEIRSON COLLECTION FROM "BORDERS OF EATON CYN, 1/4 MI BELOW MOUNTAINS, 1200 FT," AND 1937 RAMSEY COLLECTION FROM "ALTADENA" ATTRIBUTED HERE.	DEVELOPMENT. MANY POPULATIONS IN LA BASIN HAVE BEEN EXTIRPATED BY DEVELOPMENT.	Development	20160105	1130971.188	3769.920213	10601	106	3968.524146	1046878.922
104	SEVERAL MALES HEARD CALLING ON NIGHT OF 6 APR 1923. NONE HEARD CALLING ON THE NIGHT OF 8 APR 1923.	DEVELOPMENT	Development	20200304	1130970.994	3769.912401	20601	206	3769.912401	1130970.994
105	OCCURRENCE KNOWN ONLY FROM A 1908 COLLECTION BY CAMP. JENNINGS CONSIDERS THIS POPULATION TO BE EXTIRPATED.	AREA IS NOW URBANZIED.	Development	20140227	1130896.262	3769.851423	20601	206	3769.851423	1130896.262
106	ONLY SOURCE OF INFORMATION FOR THIS SITE IS A 1919 PEIRSON COLLECTION. NEEDS FIELDWORK.	NOT MUCH HABITAT LEFT IN AREA; LARGELY URBANIZED ACCORDING TO SANDERS (2008).	Development	20081020	1130891.719	3769.844118	10601	106	3893.285106	1070277.743
107	ONE ADULT AND 1 JUVENILE WERE OBSERVED IN THE VICINITY BY MANY LOCAL BIRDERS SEVERAL TIMES DURING THE WEEK OF 15 JUL 2012. 1 TERRITORIAL MALE OBSERVED DURING FOUR SURVEYS BETWEEN 29 APR-17 JUN 2013, NOT DETECTED ON 9 JUL 2013.	SEDIMENT REMOVAL PROJECTS, FLOODING, RECREATIONAL ACTIVITIES, PARK MAINTENANCE, AND BROWN-HEADED COWBIRDS.	Altered flood/tidal/hydrologic regime; Nest parasitism; Other; Recreational use (non-ORV)	20140407	1130890.886	3769.842465	20601	206	3769.842465	1130890.886
108	SITE BASED ON A 1910 JOHNSON COLLECTION. KRANTZ VISITED VICINITY OF BOY SCOUT CAMP NORTH OF RESERVOIR AND TO SHORELINE IN 1979 BUT DID NOT OBSERVE PLANT. KRANTZ NOTES THAT THIS SITE IS PROBABLY EXTIRPATED; AREA CLEARED & HIGHLY DISTURBED.	AREA CLEARED AND HIGHLY DISTURBED BUT HABITAT STILL PRESENT IN AREA.		20140911	1130890.884	3769.842459	10601	106	3769.842459	1130890.884
109	MAIN SOURCE OF INFORMATION FOR THIS OCCURRENCE IS A 1986 LAPRE COLLECTION. A 1920 OTTLEY COLLECTION FROM "NEAR PASADENA (SAN GABRIEL WASH)" AND A 1920 PEIRSON COLLECTION FROM "FOOTHILL BLVD, SAN GABRIEL WASH" ARE ALSO ATTRIBUTED HERE.			20140226	1130890.883	3769.84246	10601	106	5352.314849	873044.2697
110	UNKNOWN NUMBER OBSERVED/DETECTED DURING FOCUSED LEAST BELL'S VIREO SURVEYS CONDUCTED APR-JUL 2001. DENDROICA PETECHIA BREWSTERI DETECTED IN VICINITY.			20040708	1130890.876	3769.842446	20605	806	3769.842446	1130890.876
111	UNKNOWN NUMBER OBSERVED/DETECTED DURING FOCUSED LEAST BELL'S VIREO SURVEYS CONDUCTED APR-JUL 2001. DENDROICA PETECHIA BREWSTERI DETECTED IN VICINITY.			20040708	1130890.876	3769.842446	20605	806	3769.842446	1130890.876
112	CHATS OBSERVED/DETECTED THROUGHTOUT THE SITE DURING SURVEYS CONDUCTED APR-JUL 2001. FLEDGLINGS OBSERVED LATE IN THE SEASON. DENDROICA PETECHIA BREWSTERI DETECTED IN VICINITY.			20040708	1130890.876	3769.842446	20605	806	3769.842446	1130890.876
113	UNKNOWN NUMBER OBSERVED/DETECTED DURING FOCUSED LEAST BELL'S VIREO SURVEYS CONDUCTED APR-JUL 2001. DENDROICA PETECHIA BREWSTERI DETECTED IN VICINITY.			20040708	1130890.876	3769.842446	20605	806	3769.842446	1130890.876
114	1 PAIR NOTED TO BE NESTING DURING 2001. FLEDGLINGS OBSERVED ALONG EASTERN PORTION OF WOODLAND. DENDROICA PETECHIA BREWSTERI DETECTED IN VICINITY.			20040708	1130890.876	3769.842446	20605	806	3769.842446	1130890.876
115	ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE IS A 2003 AREA CHECKLIST BY BOLDT, UNKNOWN WHEN PLANTS SEEN. NEEDS FIELDWORK.			20140304	1130890.673	3769.842571	10602	806	3834.977136	1112073.194
116	ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE IS A 2003 AREA CHECKLIST BY BOLDT, UNKNOWN WHEN PLANTS SEEN. NEEDS FIELDWORK.	POTENTIALLY THREATENED BY DEVELOPMENT.	Development	20170221	1130890.673	3769.842571	10602	806	3834.977136	1112073.194
117	MAIN SOURCE OF INFORMATION FOR THIS OCCURRENCE IS A 1913 COLLECTION BY MOXLEY, LOCATION GIVEN AS SE SHOULDER OF POPPY PEAK. 1906 COLLECTION BY EASTWOOD, LOCATION GIVEN AS GARVANZA, ALSO ATTRIBUTED HERE. FORMER OCCURRENCE #43 LUMPED HERE.	EXTENSIVE DEVELOPMENT IN THIS AREA.	Development	20050418	1130890.321	3769.843426	10601	106	3859.790069	734284.1997
118	ONLY SOURCE OF INFORMATION FOR THIS SITE IS 1931 COLLECTION BY EWAN. SPECIMEN FILED IN H. PUNGENS FILE AT RSA, BUT HAS BEEN TENATIVELY IDENTIFIED TO H. PARRYI SSP. AUSTRALIS BY D. BRAMLET (1990).			19970204	1120542.31	3757.26038	10601	106	676.943362	26204.48249

119	MAPPED BASED ON 1951 COLLECTION BY PEIRSON. SPECIMEN IN H. PUNGENS FILE AT RSA BUT TENATIVELY IDENTIFIED TO H. PARRYI AUSTRALIS BY D. BRAMLET (1990). THIS SECTION OF NEW YORK DRIVE HAS BEEN HEAVILY DEVELOPED.	DEVELOPMENT.	Development	19980827	1120520.698	3757.224204	10601	106	3757.224204	1120520.699
120	RECENT GROUND TRUTH NEEDED. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980722	1109194.817	13668.15042	30201	302	1513.87688	106249.309
121	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.	COMMUNITY EXTIRPATED, AREA DEVELOPED.	Development	19980713	1008545.039	10302.46111	30201	302	10302.46111	1008545.039
122	COLLECTED IN 1908, 1911, 1916, 1918, 1942, AND 1959. JENNINGS AND HAYES CONSIDERED THIS POPULATION EXTIRPATED.			20140304	992514.3688	12444.85109	20303	803	2198.32321	150294.3269
123	SITE IS BASED ON AN 1883 NEVIN COLLECTION AND A 1930 FLOYD COLLECTION. "ONE SMALL COLONY" OBSERVED IN 1930. NEEDS FIELDWORK.			20171026	992514.3688	12444.85109	10303	803	2198.32321	150294.3269
124	1 MALE SPECIMEN (LACM #19867) COLLECTED BY REEDER ON 8 FEB 1948.			20070316	992514.3688	12444.85109	20303	803	2198.32321	150294.3269
125	RECENT GROUND TRUTH NEEDED. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980722	948516.3201	11866.94427	30201	302	4773.295375	364761.3541
126	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.	EXTIRPATED BY URBANIZATION.	Development	19970411	892001.0795	8165.461002	30201	302	8165.461002	892001.0795
127	OCCURRENCE KNOWN FROM A 6 MAR 1932 COLLECTION BY CAMPBELL. USGS CONSIDERS THIS SITE POSSIBLY EXTIRPATED.			20140401	795877.5041	10118.07555	20302	803	6688.888707	516172.6082
128	29 COLLECTED ON UNKNOWN DATE. 4 COLLECTED BY W. GREGG ON UNKNOWN DATE (OTHER COLLECTIONS FROM 1940S-1960S). 12 COLLECTED ON 1 MAR 1919, 2 ON 9 JUN 1946, 18 ON 24 JUN 1950, 12 ON 16 APR 1955, 3 ON 15 FEB 1956, AND 14 ON 3 APR 1960.	POSSIBLE IMPACTS FROM RECREATION.	Recreational use (non-ORV)	20200720	795877.5041	10118.07555	20302	803	6688.888707	516172.6082
129	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980722	789489.0032	9996.012257	30201	302	8849.604956	662780.9174
130	1 ADULT COLLECTED ON 10 MAY 1968 (LACMENT #1769). 1 ADULT FOUND AND PHOTOGRAPHED ON 1 JUN 2019. 1 ADULT FOUND AND PHOTOGRAPHED ON 8 JUN 2019. 1 ADULT FOUND AND PHOTOGRAPHED ON 3 JUL 2019.			20230831	755365.383	4154.31358	20301	203	5242.671301	580108.5611
131	ONE COLLECTED ON 26 JAN 1961. NEEDS FIELD RESEARCH.			20180426	742083.2838	9529.932729	20301	203	9529.932729	742083.2838
132	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980722	737839.8493	9417.370613	30201	302	22.683204	6.145621
133	5 COLLECTED ON UNKNOWN DATE. 12 COLLECTED ON IN 1925. 4 COLLECTED ON 13 NOV 1941.	DEVELOPMENT, POSSIBLE IMPACTS FROM RECREATION.	Development; Recreational use (non-ORV)	20200721	699177.4074	8849.551281	20301	203	4207.896772	311454.0347
134	COLLECTED FROM MILLARD CANYON IN JUN 1976.			20180523	696944.4697	6816.032232	20301	203	2071.158954	134001.6195

135	ONLY SOURCE IS 1917 COLLECTION. NEEDS FIELDWORK.			20041209	665332.1943	8405.384658	10301	103	2751.93906	201811.853
136	RECENT GROUND TRUTH NEEDED. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980722	629081.4063	7926.201434	30201	302	1633.431416	97146.24639
137	ONLY SOURCE IS 1915 COLLECTION. NEEDS FIELDWORK.			20041208	601802.0273	7606.226503	10301	103	7606.226503	601802.0273
138	ONLY SOURCE OF INFORMATION FOR THIS SITE IS A 1920 PEIRSON COLLECTION.	LOTS OF DEVELOPMENT IN THIS AREA SINCE COLLECTION WAS MADE BUT THIS SPECIES CAN SURVIVE IN VACANT LOTS.	Development	20150806	570212.1481	7379.606379	10301	103	1456.594572	92698.89301
139	MAPPED ACCORDING TO A 1967 KIEFER COLLECTION. "CLUMP ~8" PLANTS REPORTED FROM "MIDWAY BETWEEN MEL PACKER MESA & MONROVIA FALLS ALONG MAIN TRAIL" IN 2016; PRESUMABLY REFERENCING THE LOWER FALLS, SO PLANTS SEEN AT S END OF MAPPED POLYGON.	NON-NATIVE PLANTS.	Non-native plant impacts	20171026	537359.054	5678.399893	10301	103	2949.13064	259405.9327
140	COLLECTED FROM THIS AREA IN 1922 AND 1923; ONE OF THESE EXPERTLY REIDENTIFIED AS NEWLY DESCRIBED SPECIES A. STEBBINSI BY T. PAPENFUSS.			20180426	485666.5541	5152.427442	20301	203	5152.427442	485666.5541
141	ONLY SOURCE IS 1931 COLLECTION. NEEDS FIELDWORK.			20041216	464161.757	6029.081181	10301	103	1571.805883	84126.43453
142	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980828	463246.5055	6040.162857	30201	302	6040.162857	463246.5055
143	NEEDS FIELD VERIFICATION. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980722	461471.0332	5962.482468	30201	302	5152.448934	371790.0151
144	0 DETECTED DURING 1999 SURVEYS. 2 SINGING MALES HEARD IN 2001. 7-8 PAIRS DETECTED BETWEEN 27 APR-12 JUL 2001; 6 TERRITORIES CONFIRMED ON 14 JUN, ADULTS OBSERVED FEEDING FLEDGLINGS DURING FINAL SURVEYS.	NON-NATIVE ARUNDO DONAX.	Non-native plant impacts	20140403	418766.2576	3140.045827	20201	202	3140.045827	418766.2576
145	32 OBSERVATIONS IN 2010. AT LEAST 2 PAIRS, 3 JUVENILES, AND NEST OBSERVED, 73 OBSERVATIONS IN 2011. UP TO 3 PAIRS AND 8 FLEDGLINGS OBSERVED IN 2015. AT LEAST 3 PAIRS & 8 FLEDGLINGS OBSERVED 27 MAR - 29 JUN 2017.	CONSTRUCTION AND MAINTENANCE ASSOCIATED WITH SUBSTATION AND TRANSMISSION LINES.	Other	20201006	407305.2277	5581.607292	20201	202	5581.607292	407305.2277
146	PARTS OUTSIDE ANGELES NF MAY HAVE BEEN URBANIZED. NEEDS FIELD VERIFICATION OF VEGETATION CONDITION, COMPOSITION. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980828	382300.9902	5010.666103	30201	302	1891.257706	127642.9211
147	NEEDS FIELD VERIFICATION OF VEGETATION CONDITION, COMPOSITION. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980828	355231.876	4504.512899	30201	302	2581.538755	198233.3122
148	1 ADULT FOUND & PHOTOGRAPHED ON 26 MAY 2020. 1 ADULT (POSSIBLY A QUEEN) FOUND & PHOTOGRAPHED ON 10 JUL 2020. 1 ADULT FOUND & PHOTOGRAPHED ON 2 AUG 2020. 1 ADULT FOUND & PHOTOGRAPHED ON 5 SEP 2020.			20230724	325775.7179	2517.591026	20301	203	2517.591026	325775.7179
149	TYPE LOCALITY. 1000'S OF PLANTS OBSERVED IN 1986. AN UNDATED DAVIDSON COLLECTION, UNDATED HOOD COLLECTION, 1978 & 1981 NAKAI COLLECTIONS, AND 2015 PHOTOS BY MCLEAN AND LONG ARE ALSO ATTRIBUTED TO THIS SITE.			20170726	291229.9885	3834.200683	10201	102	3725.338427	241448.8342

150	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980722	285464.5209	3553.570838	30201	302	3553.570838	285464.5209
151	SITE BASED ON 1992 MANOLOVITZ COLLECTION. ERTTER (1993) FAILED TO RELOCATE PLANTS AT "A FAIRLY RECENT POP NEAR IRWINDALE." 1932 WHEELER COLLECTION FROM "SAN GABRIEL WASH AT ARROW HWY, 350 FT" ALSO ATTRIBUTED HERE. INCLUDES FORMER OCC #16.	DEVELOPMENT.	Development	20160119	282742.5492	1885.00494	10501	105	1885.00494	282742.5492
152	1 FOUND, APPARENTLY DEAD, AND PHOTOGRAPHED ON 21 JUN 2016.	POSSIBLY THREATENED BY DEVELOPMENT AND CRUSHING FROM PEDESTRIAN FOOT TRAFFIC.	Development; Foot traffic/trampling	20181214	282742.1702	1884.953791	20501	205	1884.953791	282742.1702
153	SITE BASED ON A 1951 COLLIER COLLECTION. HISTORIC COLLECTIONS FROM "EL MONTE" AND "LEXINGTON WASH AT EL MONTE" ARE ALSO ATTRIBUTED TO THIS SITE.	AREA HIGHLY DEVELOPED SINCE COLLECTIONS WERE MADE; POSSIBLY EXTIRPATED.	Development	20161228	282742.1413	1884.953694	10501	105	1884.953694	282742.1413
154	ONLY SOURCE OF INFORMATION FOR THIS SITE IS A 1967 WHEELER COLLECTION. NEEDS FIELDWORK.			20160108	282741.8953	1885.083539	10501	105	1605.782781	161402.2342
155	SPECIMEN COLLECTED 13 FEB 1973, DEPOSITED AT LACM.			20060926	282659.3718	1884.81565	20501	205	1688.899089	106938.4771
156	ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE IS A 1960 COLLECTION BY RENNEKER.	DEVELOPMENT NEARBY, BUT PORTIONS OF THIS HILL ARE ALSO PART OF THE MONROVIA WILDERNESS PRESERVE.	Development	20091014	282659.364	1884.815623	10501	105	1884.815623	282659.364
157	2 ADULTS OBSERVED ON 28 MAY 2003 IN SOME GROUNDWATER RECHARGE PONDS.	THREATENED BY POND MAINTENANCE (PONDS ARE MAINTAINED TO BE FREE OF SILT).		20030911	282658.453	1884.84128	20502	805	1884.84128	282658.453
158	2 COLLECTED ON 3 AUG 1903. 1 COLLECTED ON 10 SEP 1936. JENNINGS CONSIDERS THIS POPULATION TO BE EXTIRPATED. THIS AREA SURVEYED BY USGS IN 2001 & 2009 AND NONE WERE FOUND.			20140709	282658.453	1884.84128	20502	805	1884.84128	282658.453
159	ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE IS A 1967 KIEFER COLLECTION, PLANTS NOTED AS "LOCAL" IN 1967. NEEDS FIELDWORK.			20171030	282629.724	1884.768062	10501	105	1977.814668	156724.1482
160	ONE COLLECTED ON 18 JUL 1948.	DEVELOPMENT.	Development	20180424	282628.974	1884.765137	20501	205	1884.765137	282628.974
161	1 COLLECTED ON 25 AUG 2016 AND 1 ON 27 MAY 2018.	RECREATION, FUEL MAINTENANCE PROJECTS (VEGETATION CLEARING, LOGGING).	Logging; Recreational use (non-ORV); Wood cutting or brush clearing	20200716	282628.8748	1884.764794	20501	205	95.002164	380.719121
162	OCC BASED ON A 1961 HOUT COLLECTION. PERS. COMM. BETWEEN KNUDSEN & HOWARD IN 1977 INDICATE THAT AN OCCURRENCE OF THE PLANT IN "ARROYO SECO, NEAR PASADENA" WAS STILL EXTANT IN 1976; COULD BE REFERRING TO EO #8, 9, OR 13. NEEDS FIELDWORK.			20080506	280151.3033	1878.679596	10501	105	1878.679596	280151.3033
163	COLLECTED BY P. SULLIVAN, JUNE 15, 1971, DEPOSITORY UNKNOWN. BRATTSTROM (1990) CONSIDERS THIS POP EXTIRPATED.			19910612	280142.4756	1878.663693	20501	205	518.700751	4983.16459
164	SITE IS BASED ON MCCLATCHIE COLLECTIONS FROM 1897 AND 1901 COLLECTIONS BY GREATA AND GRANT. A 1903 DAVIDSON ARTICLE REPORTS ONE CLUMP OF PLANTS HERE, UNKNOWN WHEN SEEN.	PRESUMABLY EXTIRPATED BY DEVELOPMENT.	Development	20170425	280133.5903	1878.623539	10501	105	1878.623539	280133.5887

165	COLLECTED BY MICHAEL C. LONG. BRATTSTROM (1990) CONSIDERS THIS POP EXTIRPATED.			19910612	280117.2855	1878.568853	20501	205	1878.568853	280117.2855
166	MUSEUM COLLECTION. LACM #23524, MAY 5, 1954. BRATTSTROM (1990) CONSIDERS THIS POP EXTIRPATED.	AREA SUBJECT TO CONTROLLED INUNDATION.	Dam/Inundation	19951031	280094.8777	1878.493715	20501	205	1878.493715	280094.8777
167	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19890810	280089.1549	1878.47454	30501	305	1878.47454	280089.1549
168	COLLECTED BY MICHAEL LONG IN A SMALL POND IN SEPTEMBER 1976. OBSERVED BY BRATTSTROM AND MESSER DURING APRIL-DECEMBER 1987 FIELD SURVEY; POPULATION SIZE SMALL.			19951220	280077.7603	1878.436312	20501	205	1878.436312	280077.7603
169	NO OTHER INFO GIVEN. BRATTSTROM (1990) CONSIDERS THIS POP TO BE EXTIRPATED.			19910612	280058.3886	1878.371363	20501	205	1478.967671	132141.3405
170	SEVERAL VIREOS HEARD; DATE OF OBSERVATION UNKNOWN, BUT PROBABLY SUMMER OF 1984, SINCE IT WAS FIRST REPORTED AT THE 12 DEC 1984 LEAST BELL'S VIREO WORKING GROUP MEETING. OTHER NEARBY PITS WITH SURROUNDING VEGETATION MAY ALSO HARBOR VIREOS.			19951025	280017.9812	1878.235848	20501	205	1878.235848	280017.9812
171	1-2 TERRITORIAL MALES OBSERVED FROM 1970-75; POSSIBLY BREEDING INDIVIDUALS. NONE DETECTED DURING 1977 & 1978 SURVEYS. SITE CONSIDERED AN AREA WHERE LEAST BELL'S VIREOS HAD PREVIOUSLY NESTED. NEEDS RESEARCH.	DECLINE OF VIREO POPULATION ATTRIBUTED TO PRESENCE OF COWBIRDS.	Nest parasitism	20140505	280017.7594	1878.235113	20501	205	1386.750189	105283.3995
172	NEEDS FIELD VERIFICATION OF VEGETATION CONDITION, COMPOSITION. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980828	274072.1185	3719.395779	30201	302	3719.395779	274072.1185
173	UNKNOWN NUMBER OF PLANTS SEEN IN 1979, 100+ PLANTS IN 1981, 1000+ PLANTS IN1984, 500+ PLANTS IN 1986, 750 PLANTS IN 1989. SEEN AT FALLS IN 2005 AND 2013. 1971 THORNE COLLECTION ATTRIBUTED HERE. INCLUDES FORMER OCCURRENCES #3, 7 AND 8.	COLLECTION, ROCK CLIMBING. OTHER, NEARBY SITES AT CANYON MOUTH DESTROYED BY MINING; MINING A REMOTE THREAT HERE.	Mining; Over-collecting/poaching; Recreational use (non-ORV)	20170405	273414.712	5570.567033	10201	102	4862.06667	229121.1996
174	ONE COLLECTED ON 1 FEB 1904. SPECIMEN EXAMINED BY T. PAPENFUSS IN 2014 AND IDENTIFIED AS NEWLY DESCRIBED SPECIES A. STEBBINSI.	DEVELOPMENT.	Development	20180424	272948.9159	3044.281159	20301	203	3044.281159	272948.9159
175	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19970411	271422.7488	4615.325708	30201	302	4615.325708	271422.7488
176	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19970414	259863.9435	2174.201658	30201	302	2174.201658	259863.9435
177	1 HEARD ON 17 NOV 2000. 3 DETECTED ON 9 AUG 2011. 1 ADULT FEMALE OBSERVED FORAGING AND CALLING ON 1 FEB 2018.	POSSIBLE REMOVAL OF VEGETATION, RECREATIONAL USE, TRASH, NOISE DISTURBANCE, DOG WALKING.	Other; Recreational use (non-ORV); Vandalism/dumping/litter	20201006	253571.7989	1962.356302	20301	203	1962.123568	252700.3504
178	RECENT GROUND TRUTH NEEDED. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980722	253537.5121	3405.641774	30201	302	1717.016887	102673.4853
179	NEEDS FIELD VERIFICATION OF VEGETATION CONDITION, COMPOSITION. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980828	245174.6406	3279.647093	30201	302	3279.647093	245174.6406

180	UNKNOWN NUMBER OF EGGS COLLECTED IN 1939. 1 PAIR & 1 FLEDGLING OBSERVED IN 2005. 2 PAIRS & 1 FLEDGLING OBSERVED IN 2007. 3 INDIVIDUALS DETECTED IN 2008. AT LEAST 2 PAIRS & 2 JUVENILES DETECTED IN 2010. 2-3 TERRITORIES DETECTED IN 2011.	TRANSMISSION LINE INSTALLATION INCLUDING ROAD CONSTRUCTION, PREDATION, FLOOD CONTROL, VEG REMOVAL, & BHCO PARASITISM.	Altered flood/tidal/hydrologic regime; Nest parasitism; Other; Road/trail construction/maint.; Wood cutting or brush clearing	20140409	220544.8122	3139.181156	20201	202	1731.478021	50602.39879
181	ONLY SOURCE IS 1918 COLLECTION. NEEDS FIELDWORK.			20041209	211631.6207	2815.401038	10301	103	914.678091	35161.2179
182	NEEDS FIELD VERIFICATION OF VEGETATION CONDITION, COMPOSITION. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980831	202303.1073	2822.309655	30201	302	1280.360548	76442.7844
183	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.	URBANIZED.		19980831	191061.016	2498.055456	30201	302	2498.055456	191061.016
184	SITE BASED ON A PEIRSON COLLECTION FROM CIRCA 1951. KRANTZ SEARCHED AREA IN 1979, BUT COULD NOT LOCATE SPECIES DUE TO LACK OF SUITABLE HABITAT.	KRANTZ INDICATES HABITAT GONE DUE TO URBANIZATION AND MODIFICATIONS FOR FLOOD CONTROL.	Altered flood/tidal/hydrologic regime; Development; Other	20160422	185444.7645	2483.338865	10301	103	2434.136605	180442.2006
185	RECENT GROUND TRUTH NEEDED. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980722	171532.666	2429.541602	30201	302	2237.827576	152393.7104
186	SITE BASED ON SEVERAL COLLECTIONS FROM FISH CANYON WITH THE MOST RECENT COLLECTION MADE BY THORNE & GIBSON IN 1971.			20101001	162491.0907	2269.130414	10301	103	2175.004831	119369.1047
187	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980828	154136.7343	2216.058659	30201	302	2216.058659	154136.7343
188	FORAGING CALLS RECORDED ON 12 MAY 2015 AT SOUTH SITE AND ON 22 SEP 2015 AT NORTH SITE.			20160630	141278.6782	1884.645647	20301	203	1884.645647	141278.6782
189	1 ADULT FOUND AND PHOTOGRAPHED ON 7 AUG 2019. 1 ADULT FOUND AND PHOTOGRAPHED ON 4 APR 2020. 1 ADULT FEMALE FOUND AND PHOTOGRAPHED ON 7 JUL 2022.	CA-60 AND OTHER MAJOR ROADS NEARBY- POSSIBLE VEHICLE STRIKES.	Vehicle collisions	20230831	141143.7512	1884.195596	20301	203	1884.195596	141143.7512
190	NEEDS FIELD VERIFICATION. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980722	140098.6505	2005.861937	30201	302	1489.850453	93918.6587
191	NEEDS FIELD VERIFICATION OF VEGETATION CONDITION, COMPOSITION. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980828	137029.9265	1949.84043	30201	302	1949.84043	137029.9265
192	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980831	131908.667	1913.390378	30201	302	1913.390378	131908.667
193	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980831	121380.5711	1797.977021	30201	302	1797.977021	121380.5711
194	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980722	119299.6081	1691.989874	30201	302	577.22525	5903.518595

195	FEWER THAN 100 PLANTS OBSERVED IN 1984 AND 1986 IN NORTHERN COLONY. THE TWO LOWER COLONIES APPARENTLY EXTIRPATED BY QUARRY ACTIVITY CIRCA 1984/1986. NO PLANTS FOUND IN 1989. INCLUDES FORMER OCCURRENCES #6 AND 10.	RECREATIONAL USE, COLLECTING, QUARRY OPERATIONS.	Mining; Over-collecting/poaching; Recreational use (non-ORV)	20170405	118155.8976	2178.705274	10201	102	32.671963	37.276031
196	SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.	EXTIRPATED BY ROAD.		19980831	109865.0841	1653.331474	30201	302	1653.331474	109865.0841
197	ONLY SOURCE IS 1932 COLLECTION. NEEDS FIELDWORK.			20041215	96796.97947	1440.57653	10301	103	1440.14953	96736.46926
198	1 OBSERVED & PHOTOGRAPHED 21 JUL & 1 ON 17 AUG 2019. 1 OBSERVED & PHOTOGRAPHED ON 3 JUL, 6 ON 8 JUL, & 3 ON 2 AUG 2020.			20201110	92903.36253	2037.020895	20201	202	2037.020895	92903.36253
199	NEEDS FIELD VERIFICATION OF VEGETATION CONDITION, COMPOSITION. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980828	90328.11664	1407.033343	30201	302	1407.033343	90328.11664
200	NEEDS FIELD VERIFICATION OF VEGETATION CONDITION, COMPOSITION. SEE HTTPS://WILDLIFE.CA.GOV/DATA/VEGCAMP/NATURAL-COMMUNITIES TO INTERPRET AND ADDRESS THE PRESENCE OF RARE COMMUNITIES.			19980828	90169.56984	1415.061425	30201	302	1301.426777	65876.88406
201	COLLECTED IN 1906, 1921, 1922, AND 1923. 1 NEST WITH 4 FLEDGLINGS OBSERVED IN 1920. PAIR WITH 3 NESTS (2 FAILED) IN 1921. PAIR WITH 3 NESTS (1 FAILED) OBSERVED IN 1927. 1 ADULT OBSERVED AND 1 HEARD CALLING ON 3 APR 2010.			20200921	86385.52249	1331.479967	20201	202	1331.479967	86385.52249
202	5 ADULTS & 1 JUVENILE SAMPLED 8 JAN 2002. 3 ADULTS & 2 JUVENILES SAMPLED 13 FEB 2002.	MINE SITE BEING RESTORED, RIPARIAN BUFFER BEING PLANTED, BARRIERS BEING REMOVED FROM STREAM CHANNEL TO IMPROVE FLOW.		20050714	82936.17275	1199.954772	20201	202	554.342598	9957.235012
203	DETECTED IN 2014 DUING ACOUSTIC MONITORING. TWO DISTINCT PERIODS OF FORAGING CALLS DETECTED AT BIOACOUSTIC MONITORING STATION ON 22 SEP 2015.			20160627	70685.43027	942.490426	20401	204	934.796488	68476.1298
204	3 COLLECTED ON 2 DEC 1946.	POSSIBLE IMPACTS FROM RECREATION.	Recreational use (non-ORV)	20200716	70685.30984	942.582779	20401	204	915.663068	63392.12427
205	1 FOUND AND PHOTOGRAPHED ON 3 OCT 2018.			20181214	70685.26708	942.579699	20401	204	942.579699	70685.26708
206	ONE COLLECTED ON 18 FEB 1962.			20180426	70685.24647	942.532589	20401	204	942.532589	70685.24647
207	1 FOUND AND PHOTOGRAPHED ON 12 JUN 2018.			20181214	70685.23026	942.475858	20401	204	942.475858	70685.23026
208	1 FOUND AND PHOTOGRAPHED ON 7 JAN 2017.			20181214	70685.14358	942.481014	20401	204	942.481014	70685.14358
209	ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE IS A 1997 COLLECTION BY SWINNEY; PLANTS NOTED AS "UNCOMMON."			20120302	70602.59981	942.20026	10401	104	854.911602	49974.8625
210	1 FOUND DEAD ON ROAD AND PHOTOGRAPHED ON 28 MAY 2017.	ROAD MORTALITY DUE TO VEHICLE STRIKES.	Vehicle collisions	20181214	70576.02295	942.118529	20401	204	942.118529	70576.02295
211	1 ADULT FEMALE FOUND AND PHOTOGRAPHED ON 24 JUL 2022.			20240103	70571.87746	942.097807	20401	204	942.097807	70571.87746

212	1 ADULT FOUND AND PHOTOGRAPHED ON 26 SEP 2022.			20230828	70571.87734	942.097807	20401	204	942.097807	70571.87734
213	1 ADULT FOUND AND PHOTOGRAPHED ON 22 JUL 2019.			20230828	70571.87717	942.097807	20401	204	942.097807	70571.87717
214	1 ADULT FOUND AND PHOTOGRAPHED ON 18 SEP 2019. 1 ADULT FOUND AND PHOTOGRAPHED IN AUG 2022.			20230830	70571.87688	942.097807	20401	204	942.097807	70571.87688
215	1 ADULT FOUND AND PHOTOGRAPHED ON 13 MAY 2020.			20230822	70571.87688	942.097807	20401	204	942.097807	70571.87688
216	1 ADULT FEMALE FOUND AND PHOTOGRAPHED ON 27 JUL 2023.	POSSIBLE HUMAN DISTURBANCE; EAST LOS ANGELES COLLEGE HAS APPROXIMATELY 30,000 STUDENTS.	Other	20240104	70571.87688	942.097807	20401	204	942.097807	70571.87688
217	1 ADULT FOUND AND PHOTOGRAPHED ON 11 SEP 2017.			20230713	70571.87627	942.097807	20401	204	942.097807	70571.87627
218	POP NUMBERS FOR PORTIONS OF SITE: 42 IN 1993, 1-2 IN 1996, 24 IN 1995 & 1997, 31 IN 1998, & ~330 IN 2001 AT 2 SITES. SITE SCRAPED BEFORE 11/2002, OVER 100 PLANTS ELIMINATED. 1465 IN 2004, 286 IN 2007, 300 IN 2009, <50 IN 2013, 1 IN 2019.	POTENTIAL DEVELOPMENT, INVASION BY EXOTICS, FUEL MODIFICATION, TRAFFIC, ROAD MAINTENANCE, DELIBERATE SCRAPING.	Development; Non-native plant impacts; Other; Road/trail construction/maint.; Wood cutting or brush clearing	20201005	62389.88149	2244.818221	10201	102	2244.818221	62389.88149
219	AN ADULT WAS FOUND BY DEBRIS FLIPPING AND PHOTOGRAPHED ON 4 MAR 2016. 1 INDIVIDUAL WAS FOUND AND PHOTOGRAPHED ON 25 APR 2018; APPARENTLY A BIOLOGY CLASS FOUND 1 INDIVIDUAL AND WAS POSTED 10 TIMES ON INATURALIST.			20181220	53493.11327	920.080449	20201	202	920.080449	53493.11327
220	1 OBSERVED AND PHOTOGRAPHED 28 APR, 1 ON 29 APR, 1 ON 2 MAY 2018. 1 OBSERVED & PHOTOGRAPHED ON 11 APR, 1 ON 24 APR & 1 ON 30 APR 2020.			20201105	36264.51002	747.971158	20201	202	747.971158	36264.51002
221	2 PAIRS DETECTED BETWEEN 13 MAY-29 JUL 2013; 1 PAIR OBSERVED FEEDING AT LEAST 1 FLEDGLING, OTHER PAIR HAD POSSIBLE NEST BUT WAS NOT CONFIRMED. AREA EXPERIENCED A FIRE IN JUL, BOTH PAIRS RELOCATED TO SAWPIT WASH (VICINITY OF OCC. 554).	FIRE, VEGETATION MODIFICATION FOR HOMELESS ENCAMPMENT & RECREATION, AND FLOOD CONTROL PRACTICES.	Altered flood/tidal/hydrologic regime; Improper burning regime; Recreational use (non-ORV)	20140403	27991.29264	601.303127	20201	202	601.303127	27991.29264
222	IN 2010, POPULATIONS NUMBERS FROM WESTERNMOST POLYGON TO EASTERNMOST POLYGON WERE 118, 1, 1, 245, AND 1.	POSSIBLY THREATENED BY THE SCE TEHACHAPI RENEWABLE ENERGY PROJECT.	Development	20111202	27003.64456	1318.571479	10201	102	773.126621	11264.43451
223	3 PLANTS OBSERVED IN 2009. 1926 COLLECTION BY ACKLEY FROM MONROSE ALSO ATTRIBUTED TO THIS OCCURRENCE.	THREATENED BY VEGETATION CLEARANCE, CONTROLLED BURNS, EXOTIC PLANTS, HERBIVORY, POSSIBLE COLLECTION BY PUBLIC.	Improper burning regime; Non-native plant impacts; Other; Over-collecting/poaching; Road/trail construction/maint.	20091210	20947.94708	513.57222	10101	101	492.273985	11137.17942
224	1 PHOTOGRAPHED ON 8 MAY 2020.	POSSIBLE IMPACTS FROM RECREATION.	Recreational use (non-ORV)	20200729	20105.91004	502.7241	20101	201	502.7241	20105.91004
225	ONE FOUND IN A YARD AND COLLECTED ON 7 MAY 1978			20180424	20105.88011	502.654666	20101	201	502.654666	20105.88011

226	1 PLANT OBSERVED IN 2010.			20170323	20105.87226	502.652906	10101	101	502.652906	20105.87226
227	AT LEAST 1 FOUND ON 19 MAR 2020.	POSSIBLE IMPACTS FROM RECREATION.	Recreational use (non-ORV)	20200721	20105.85919	502.652745	20101	201	502.652745	20105.85919
228	1 FOUND ON RESIDENTIAL ROAD ADJACENT TO HAHAMONGNA WATERSHED PARK, PHOTOGRAPHED, AND RELOCATED TO APPROPRIATE HABITAT ON 29 JUL 2018.			20181221	20105.85652	502.652709	20101	201	502.652709	20105.85652
229	1 FOUND AND PHOTOGRAPHED ON 4 MAY 2018.			20181220	20105.84863	502.652611	20101	201	502.652611	20105.84863
230	MAIN SOURCE OF INFORMATION FOR THIS SITE IS A 2009 SWINNEY COLLECTION. A 1928 HOWELL COLLECTION FROM "MONROVIA CANYON NEAR THE DAM" IS ALSO ATTRIBUTED TO THIS SITE.			20151218	20105.83977	502.652516	10101	101	502.652516	20105.83977
231	COLLECTION MADE BY M. RUGGLES AT THE SAME LOCATION IN 1973, 1977, 1978, AND 1982.	DEVELOPMENT.	Development	20180426	20105.83678	502.652462	20101	201	502.652462	20105.83678
232	2 OBSERVED ON 19 MAR 2020.	POSSIBLE IMPACTS FROM RECREATION.	Recreational use (non-ORV)	20200716	20105.56766	503.027601	20101	201	503.027601	20105.56766
233	1 PLANT COLLECTED IN 1980 OR 1981. AREA SEARCHED IN SUBSEQUENT YEARS BUT NOT SEEN SINCE; LAST DOCUMENTED SEARCH WAS IN MID-1990S, NO PLANTS FOUND. AREAS SURROUNDING MAPPED SITE SEARCHED IN 2002, NONE FOUND. INCLUDES FORMER EOS #3 AND 4.	POSSIBLY EXTIRPATED FROM DRY YEARS, HUMAN-CAUSED FIRES, AND INVASIVES.	Improper burning regime; Non-native plant impacts; Other	20170103	20105.16235	502.648324	10101	101	502.648324	20105.16235
234	SINGLE PLANT OBSERVED IN 1979. AREA SEARCHED IN SUBSEQUENT YEARS BUT HAS NOT BEEN SEEN SINCE; LAST DOCUMENTED SEARCH WAS IN THE MID-1990S, NO PLANTS FOUND. NEEDS FIELDWORK.	POSSIBLY EXTIRPATED FROM DRY YEARS, HUMAN-CAUSED FIRES, AND INVASIVES.	Improper burning regime; Non-native plant impacts; Other	20170103	20104.96551	502.861749	10101	101	502.861749	20104.96551
235	1 OBSERVED AND PHOTOGRAPHED ON 4 JUL 2019.			20201112	20074.33578	502.459804	20101	201	502.459804	20074.33578
236	1 SHELL FOUND ON 4 JUL 2020.			20200716	20074.31091	502.459824	20101	201	502.459824	20074.31091
237	1 ADULT FOUND AND COLLECTED ON 1 DEC 2015; DEPOSITED AT SBMNH.	RESIDENTIAL DEVELOPMENT, PESTICIDE USE, CATS.	Biocides; Development; Non-native animal impacts; Other	20170418	20073.78395	502.452276	20101	201	502.452276	20073.78395
238	11-50 PLANTS OBSERVED IN 2018.			20200928	20073.7756	502.452165	10101	101	502.452165	20073.7756
239	1 FOUND DEAD AND PHOTOGRAPHED ON 25 APR 2018; TAIL END APPEARS TO BE CRUSHED IN PHOTO.			20181220	20073.75241	502.451881	20101	201	502.451881	20073.75241
240	ABOUT 20 PLANTS OBSERVED IN 2001.	PROPOSED HIGH SCHOOL DEVELOPMENT. PART OF SITE CLEARED FOR A PAD IN THE PAST.	Development	20020520	20023.40127	502.137372	10101	101	502.137372	20023.40127
241	100 PLANTS OBSERVED IN 2009.	WEEDS PRESENT.	Non-native plant impacts	20101118	20023.32386	502.136401	10101	101	502.136401	20023.32386
242	1 PAIR DETECTED BETWEEN 13 MAY-29 JUL 2013; PAIR OBSERVED FEEDING AT LEAST 1 FLEDGLING. PAIRS FROM OCC. 553 APPEARED TO HAVE RELOCATED TO THIS AREA AFTER A FIRE BETWEEN 19-21 JUL.	FIRE, VEGETATION MODIFICATION FOR HOMELESS ENCAMPMENT & RECREATION, AND FLOOD CONTROL PRACTICES.	Altered flood/tidal/hydrologic regime; Improper burning regime; Recreational use (non-ORV)	20140403	20023.32386	502.136401	20101	201	502.136401	20023.32386

243	ONE MALE WAS HEARD SINGING ON 19 MAY 2015. FOUR EGGS THAT WERE COLLECTED 24 MAY 1924 FROM THE EDGE OF THE WASH, EATON CANYON, ALTADENA, ARE ALSO ATTRIBUTED HERE.	THREATENED BY THE CLEARING OF VEGETATION AND SEDIMENT WITHIN THE BASIN. AREA IS SURROUNDED BY DEVELOPMENT.	Development; Other; Wood cutting or brush clearing	20150520	20023.32365	502.136401	20101	201	502.136401	20023.32365
244	THEODORE PAYNE LIKELY PLANTED THESE PLANTS HERE; PLANTS ARE IN A ROW. 6 PLANTS IN 1976, 5 IN 1979 & 1987. IN 1987, PLANTS DID NOT APPEAR TO BE REGENERATING. UNKNOWN NUMBER OF PLANTS OBSERVED IN 1999. INCLUDES FORMER EO #18.	SPREAD OF WEEDING NON-NATIVE PLANTS, ROAD WIDENING, DUMPING, EROSION, TRAILS (1987).	Erosion/runoff; Foot traffic/trampling; Non-native plant impacts; Road/trail construction/maint.; Vandalism/dumping/litter	20080509	20023.32356	502.136398	10101	101	502.136398	20023.32356
245	1 ADULT FEMALE HEARD, THEN SEEN, ON 24 FEB 2007. THIS IS A HISTORICAL LOCALITY BUT CAGN HAVEN'T BEEN REPORTED FROM THIS AREA FOR AT LEAST 3 DECADES.			20100811	20023.32089	502.136364	20101	201	502.136364	20023.32089
246	1 PLANT OBSERVED IN 2005.	POSSIBLE FUTURE EXPANSION OF AREAS IMPACTED BY MAINTENANCE ACTIVITIES AT THE DEBRIS BASIN.	Other	20091214	20021.34623	502.113618	10101	101	502.113618	20021.34623
247	ABOUT 1500 PLANTS OBSERVED IN 2009. WESTERN POLYGON: 2000 PLANTS OBSERVED IN 2010, 12 IN 2015. UNKNOWN NUMBER OF PLANTS OBSERVED IN 2 EASTERN POLYGONS IN 2011.	FIELD APPEARS TO BE ANNUALLY PLOWED OR MOWED.	Disking	20150806	16533.74649	775.251809	10201	102	775.251809	16533.74649
248	1 PLANT OBSERVED IN EACH POLYGON IN 2010.	POSSIBLY THREATENED BY THE SCE TEHACHAPI RENEWABLE ENERGY PROJECT.	Development	20111202	8445.654601	564.875335	10201	102	64.899644	94.958532
249	RD 1N36 S OF WHITE SADDLE SEARCHED IN 1979, NO PLANTS FOUND. AREA SOUTH OF MAPPED SITE SEARCHED IN OCT/NOV 1989 BY M. LONG, NO PLANTS. NORTH POLYGON: 1 CLUMP OBSERVED IN 2000 AND 2001. SOUTH POLYGON: 1 PATCH OBSERVED IN 1999 AND 2001.	FUTURE ROAD AND FIREBREAK MAINTENANCE MAY IMPACT POPULATION.	Road/trail construction/maint.	20140912	5630.436476	376.583559	10201	102	376.583559	5630.436476
250	SOUTHERN POLYGON: OBSERVED IN 2003. NORTHERN POLYGON: FEWER THAN 10 OBSERVED IN 2008, 20 PLANTS OBSERVED IN 2010. A 1919 PEIRSON COLLECTION FROM "RIDGE BETWEEN MONROVIA CANYON AND FISH CANYON, 3250 FT" IS ALSO ATTRIBUTED TO THIS SITE.	PROPOSED IMPACT AREA ASSOCIATED WITH SCE POWERLINE CONSTRUCTION COULD EXTIRPATE POPULATION (2008).	Road/trail construction/maint.	20140915	5630.434027	376.583477	10201	102	185.724432	2671.894093
251	3 PLANTS SEEN IN 1980. 2 DRYING PLANTS IN 1981. EXTIRPATED BY NEW HOME DEVELOPMENT (1986). 2 POPULATIONS OCCUR HERE IN OR ADJACENT TO PROPOSED HOUSING PROJECT ACCORDING TO MARY MEYER (CITED BY FOTHERINGHAM, 1998). DESTROYED BY DEVELOPMENT.	HILL TO BE REMOVED AFTER JUNE 1981 FOR HOMES.	Development	20160421	5202.876011	260.633667	10201	102	260.633667	5202.876011
252	100 PLANTS OBSERVED IN 2010.	POSSIBLY THREATENED BY THE SCE TEHACHAPI RENEWABLE ENERGY PROJECT.	Development	20111202	5195.975452	258.275435	10201	102	258.275435	5195.975452
253	3 PLANTS OBSERVED IN 1994. 1-2 PLANTS SEEN IN 1996 BY KEELEY, NONE IN 1997. FEWER THAN 20 OBSERVED IN 2001. SOME SEEDS COLLECTED AND DEPOSITED AT THE RANCHO SANTA ANA BOTANIC GARDEN.	ROAD WIDENING WOULD ELIMINATE THIS POPULATION. POTENTIAL FOR DEVELOPMENT, BUT RESIDENTS ATTEMPTING TO PROTECT SITE.	Development; Improper burning regime; Road/trail construction/maint.	20021025	4667.695354	249.40143	10201	102	249.40143	4667.695354

Appendix F
Cultural Resources Data

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

January 16, 2024

Claudia Camacho-Trejo
ESA

Via Email to: ccamacho-trejo@esassoc.com

Re: West San Gabriel Valley Area Plan (WSGVAP) Project, Los Angeles County

Dear Ms. Camacho-Trejo:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information submitted for the above referenced project. The results were positive. Please contact the Gabrieleno Band of Mission Indians – Kizh Nation on the attached list for information. Please note that tribes do not always record their sacred sites in the SLF, nor are they required to do so. A SLF search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with a project's geographic area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites, such as the appropriate regional California Historical Research Information System (CHRIS) archaeological Information Center for the presence of recorded archaeological sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. Please contact all of those listed; if they cannot supply information, they may recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Los Angeles County
1/16/2024

Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
Fernandeno Tataviam Band of Mission Indians	N	Sarah Brunzell, CRM Manager	1019 Second Street San Fernando, CA, 91340	(818) 837-0794		CRM@tataviam-nsn.us	Tataviam	Kern,Los Angeles,Ventura	5/25/2023
Gabrieleno Band of Mission Indians - Kizh Nation	N	Christina Swindall Martinez, Secretary	P.O. Box 393 Covina, CA, 91723	(844) 390-0787		admin@gabrielenoindians.org	Gabrieleno	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	8/18/2023
Gabrieleno Band of Mission Indians - Kizh Nation	N	Andrew Salas, Chairperson	P.O. Box 393 Covina, CA, 91723	(844) 390-0787		admin@gabrielenoindians.org	Gabrieleno	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	8/18/2023
Gabrieleno/Tongva San Gabriel Band of Mission Indians	N	Anthony Morales, Chairperson	P.O. Box 693 San Gabriel, CA, 91778	(626) 483-3564	(626) 286-1262	GTTribalcouncil@aol.com	Gabrieleno	Los Angeles,Orange,Riverside,San Bernardino,Ventura	12/4/2023
Gabrielino /Tongva Nation	N	Sandonne Goad, Chairperson	106 1/2 Judge John Aiso St., #231 Los Angeles, CA, 90012	(951) 807-0479		sgoad@gabrielino-tongva.com	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Ventura	3/28/2023
Gabrielino Tongva Indians of California Tribal Council	N	Christina Conley, Cultural Resource Administrator	P.O. Box 941078 Simi Valley, CA, 93094	(626) 407-8761		christina.marsden@alumni.usc.edu	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	3/16/2023
Gabrielino Tongva Indians of California Tribal Council	N	Robert Dorame, Chairperson	P.O. Box 490 Bellflower, CA, 90707	(562) 761-6417	(562) 761-6417	gtongva@gmail.com	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	3/16/2023
Gabrielino-Tongva Tribe	N	Sam Dunlap, Cultural Resource Director	P.O. Box 3919 Seal Beach, CA, 90740	(909) 262-9351		tongvatcr@gmail.com	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Ventura	5/30/2023

Gabrielino-Tongva Tribe	N	Charles Alvarez, Chairperson	23454 Vanowen Street West Hills, CA, 91307	(310) 403-6048		Chavez1956metro@gmail.com	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Ventura	5/30/2023
Morongo Band of Mission Indians	F	Robert Martin, Chairperson	12700 Pumarra Road Banning, CA, 92220	(951) 755-5110	(951) 755-5177	abrierty@morongo-nsn.gov	Cahuilla Serrano	Imperial,Los Angeles,Riverside,San Bernardino,San Diego	
Morongo Band of Mission Indians	F	Ann Brierty, THPO	12700 Pumarra Road Banning, CA, 92220	(951) 755-5259	(951) 572-6004	abrierty@morongo-nsn.gov	Cahuilla Serrano	Imperial,Los Angeles,Riverside,San Bernardino,San Diego	
San Fernando Band of Mission Indians	N	Donna Yocum, Chairperson	P.O. Box 221838 Newhall, CA, 91322	(503) 539-0933	(503) 574-3308	dyocum@sfbmi.org	Kitanemuk Vanyume Tataviam	Kern,Los Angeles,San Bernardino,Ventura	5/8/2023
San Manuel Band of Mission Indians	F	Alexandra McCleary, Cultural Lands Manager	26569 Community Center Drive Highland, CA, 92346	(909) 633-0054		alexandra.mccleary@sanmanuel-nsn.gov	Serrano	Kern,Los Angeles,Riverside,San Bernardino	3/27/2023
Santa Rosa Band of Cahuilla Indians	F	Lovina Redner, Tribal Chair	P.O. Box 391820 Anza, CA, 92539	(951) 659-2700	(951) 659-2228	lsaul@santarosa-nsn.gov	Cahuilla	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	
Serrano Nation of Mission Indians	N	Wayne Walker, Co-Chairperson	P. O. Box 343 Patton, CA, 92369	(253) 370-0167		serranonation1@gmail.com	Serrano	Los Angeles,Riverside,San Bernardino	10/10/2023
Serrano Nation of Mission Indians	N	Mark Cochrane, Co-Chairperson	P. O. Box 343 Patton, CA, 92369	(909) 578-2598		serranonation1@gmail.com	Serrano	Los Angeles,Riverside,San Bernardino	10/10/2023
Soboba Band of Luiseno Indians	F	Jessica Valdez, Cultural Resource Specialist	P.O. Box 487 San Jacinto, CA, 92581	(951) 663-6261	(951) 654-4198	jvaldez@soboba-nsn.gov	Cahuilla Luiseno	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	7/14/2023
Soboba Band of Luiseno Indians	F	Joseph Ontiveros, Tribal Historic Preservation Officer	P.O. Box 487 San Jacinto, CA, 92581	(951) 663-5279	(951) 654-4198	jontiveros@soboba-nsn.gov	Cahuilla Luiseno	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	7/14/2023

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code. This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed West San Gabriel Valley Area Plan (WSGVAP) Project, Los Angeles County.	Record: PROJ-2024-000243 Report Type: List of Tribes Counties: Los Angeles NAHC Group: All

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Gabrieleno Band of Mission
Indians-Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393
Covina, CA 91723

SUBJECT: AB 52 Project Notification and Request to Consult Letter for the Proposed Project West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mr. Salas:

This letter is to provide written notification in compliance with Assembly Bill 52 (AB 52). As such and pursuant to Section 21080.3.1 (d) of the Public Resources Code, if you wish to initiate consultation, please submit your written request for consultation with Los Angeles County Planning (County Planning) regarding this project and its potential impacts to tribal cultural resources within 30 days from receipt of this letter.

County Planning is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGVAP is intended to guide long-term growth for the unincorporated areas within the WSGV Planning Area by encouraging development of housing options and affordability, preserving/sustaining open space, conserving natural resources, protecting community health, safety, and general welfare, increasing access to community amenities, and promoting areas suitable for growth away from hazards. Goals, policies, and implementation programs would be developed for the WSGVAP to support these objectives, especially to support smart growth and sustainable development throughout the WSGV Planning Area. The WSGVAP (Project No. PRJ2023-003982) would execute these goals primarily through, but not limited to, an Environmental Assessment (No. RPPL2023005884), General Plan Amendment (No. RPPL2023005882), a Zone Change (No. RPPL2023005883), and an Advance Planning Case (No. RPPL2023005880).

The WSGV Planning Area is one of the County's 11 Planning Areas identified in the County General Plan. The WSGV Planning Area encompasses 23.2 square miles within the southeast portion of Los Angeles County and is bound by the Antelope Valley Planning Area and the San Gabriel Mountains to the north, the East San Gabriel Valley Area Planning Area to the east, the Gateway Planning Area to the south, and the Metro and San Fernando Valley Planning Areas to the west. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel,

Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities." The WSGV Planning Area and its associated communities are identified on Figure 1, Regional Location with WSGVAP Communities.

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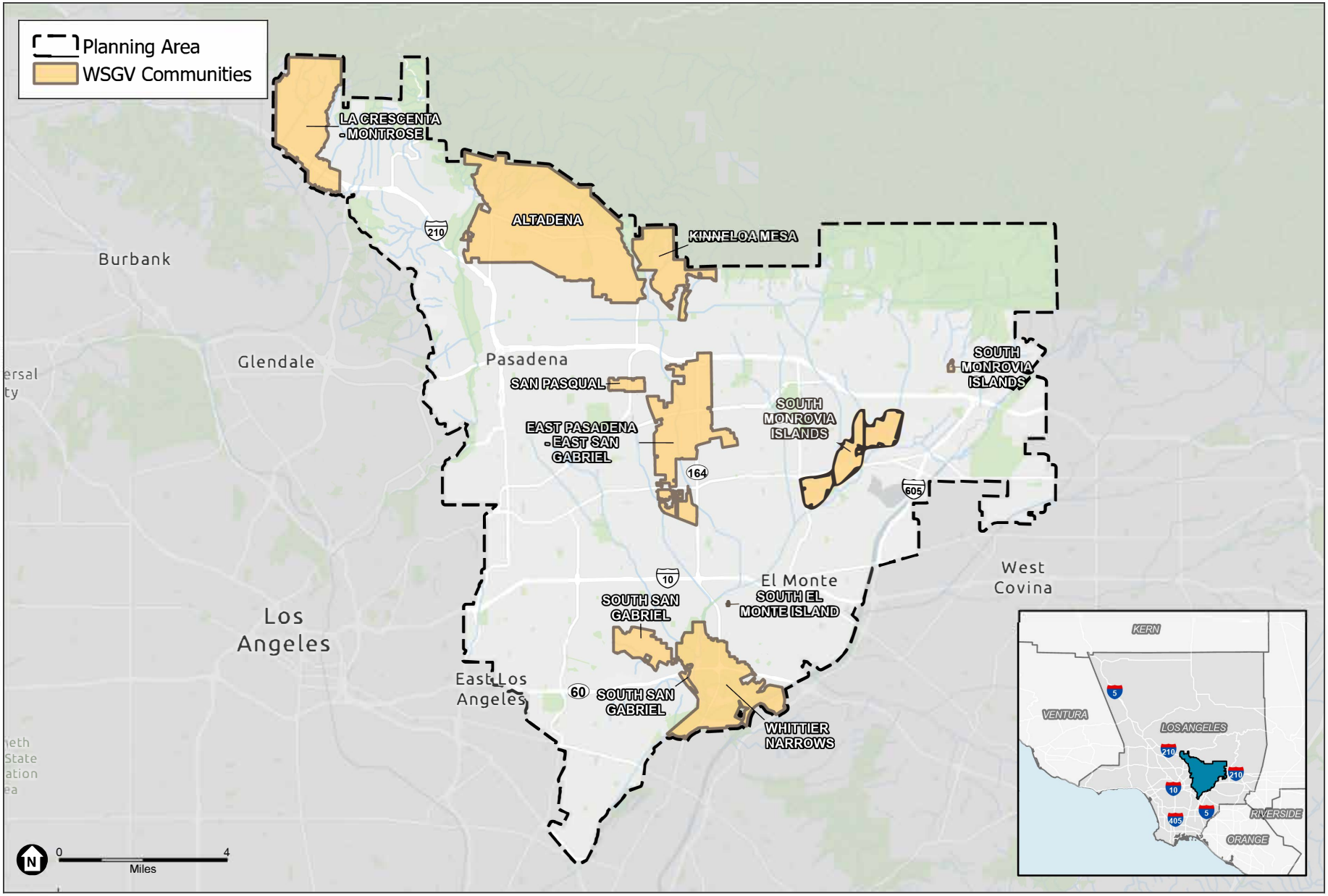
Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, California 90012
Email: ESensibile@planning.lacounty.gov

Tel: (213) 974-6425
Fax: (213) 626-0434

Figure 1: Regional Location with WSGVAP Communities



SOURCE: Los Angeles DPR, 2023; ESA, 2023.

West San Gabriel Valley Area Plan

Regional Location with WSGVAP Communities

ESA

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Gabrieleno Band of Mission Indians-Kizh Nation
Christina Swindall Martinez, Secretary
P.O. Box 393
Covina, CA 91723

SUBJECT: AB 52 Project Notification and Request to Consult Letter for the Proposed Project West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mrs. Swindall Martinez:

This letter is to provide written notification in compliance with Assembly Bill 52 (AB 52). As such and pursuant to Section 21080.3.1 (d) of the Public Resources Code, if you wish to initiate consultation, please submit your written request for consultation with Los Angeles County Planning (County Planning) regarding this project and its potential impacts to tribal cultural resources within 30 days from receipt of this letter.

County Planning is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGVAP is intended to guide long-term growth for the unincorporated areas within the WSGV Planning Area by encouraging development of housing options and affordability, preserving/sustaining open space, conserving natural resources, protecting community health, safety, and general welfare, increasing access to community amenities, and promoting areas suitable for growth away from hazards. Goals, policies, and implementation programs would be developed for the WSGVAP to support these objectives, especially to support smart growth and sustainable development throughout the WSGV Planning Area. The WSGVAP (Project No. PRJ2023-003982) would execute these goals primarily through, but not limited to, an Environmental Assessment (No. RPPL2023005884), General Plan Amendment (No. RPPL2023005882), a Zone Change (No. RPPL2023005883), and an Advance Planning Case (No. RPPL2023005880).

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Sincerely,
Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, California 90012
Email: ESensibile@planning.lacounty.gov

Tel: (213) 974-6425
Fax: (213) 626-0434

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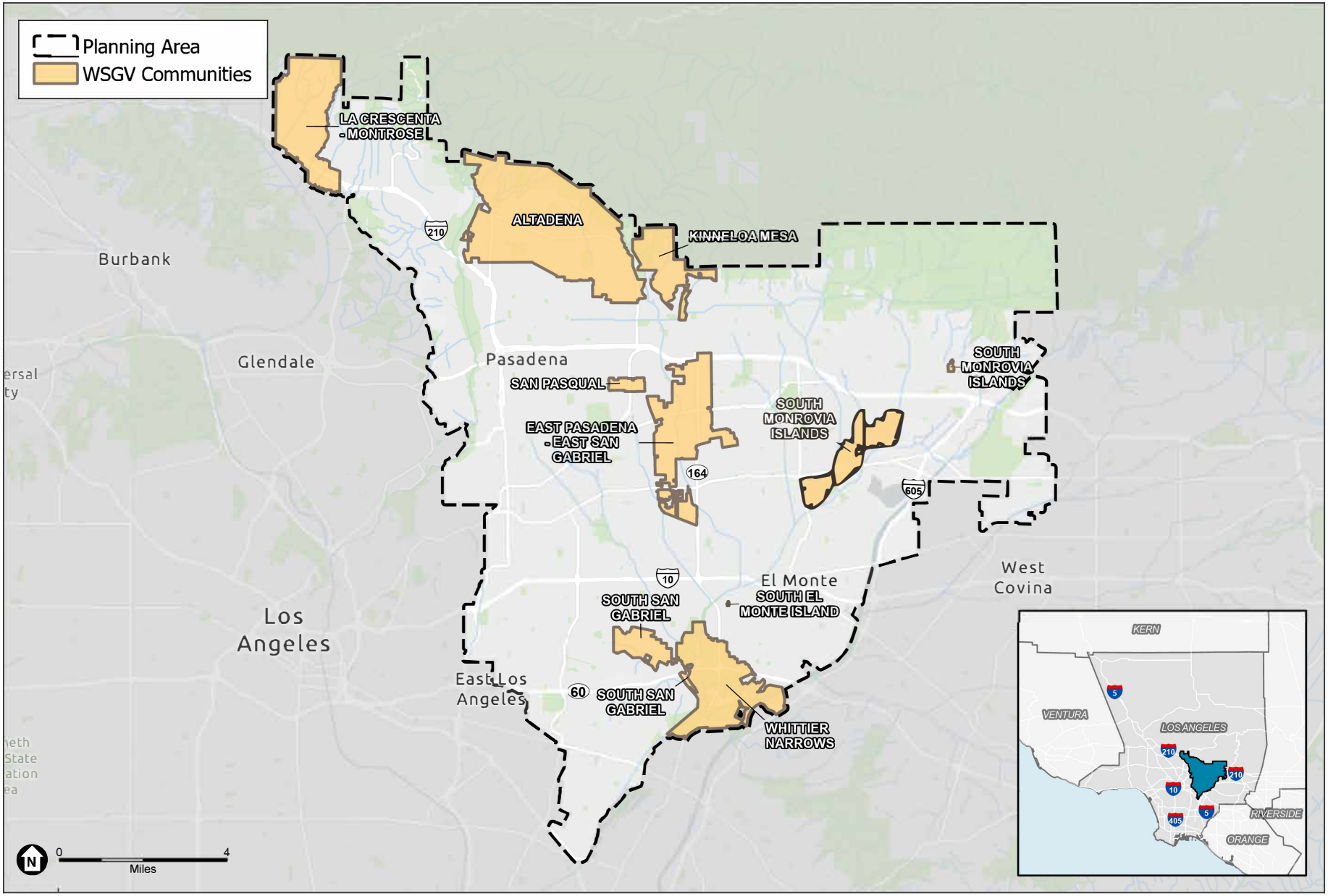

SOURCE: Los Angeles DPR, 2023; ESA, 2023.

West San Gabriel Valley Area Plan

Regional Location with WSGVAP Communities

ESA

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Gabrieleno/Tongva
San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA 91778

SUBJECT: AB 52 Project Notification and Request to Consult Letter for the Proposed Project West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mr. Morales:

This letter is to provide written notification in compliance with Assembly Bill 52 (AB 52). As such and pursuant to Section 21080.3.1 (d) of the Public Resources Code, if you wish to initiate consultation, please submit your written request for consultation with Los Angeles County Planning (County Planning) regarding this project and its potential impacts to tribal cultural resources within 30 days from receipt of this letter.

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Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1362
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Email: ESensibile@planning.lacounty.gov

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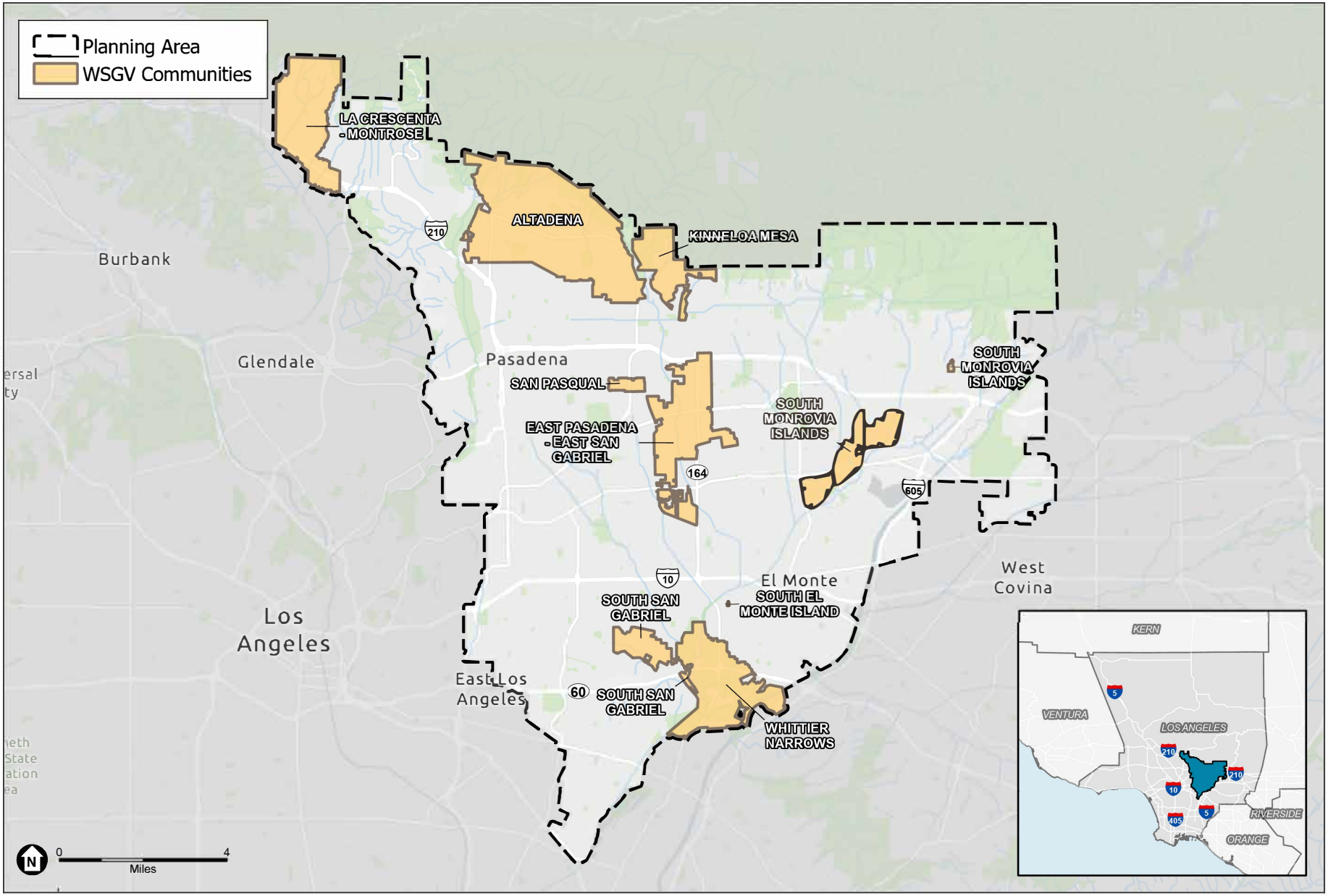

SOURCE: Los Angeles DPR, 2023; ESA, 2023.

West San Gabriel Valley Area Plan

Regional Location with WSGVAP Communities

ESA

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Gabrielino/Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231
Los Angeles, CA 90012

SUBJECT: AB 52 Project Notification and Request to Consult Letter for the Proposed Project West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mrs. Goad:

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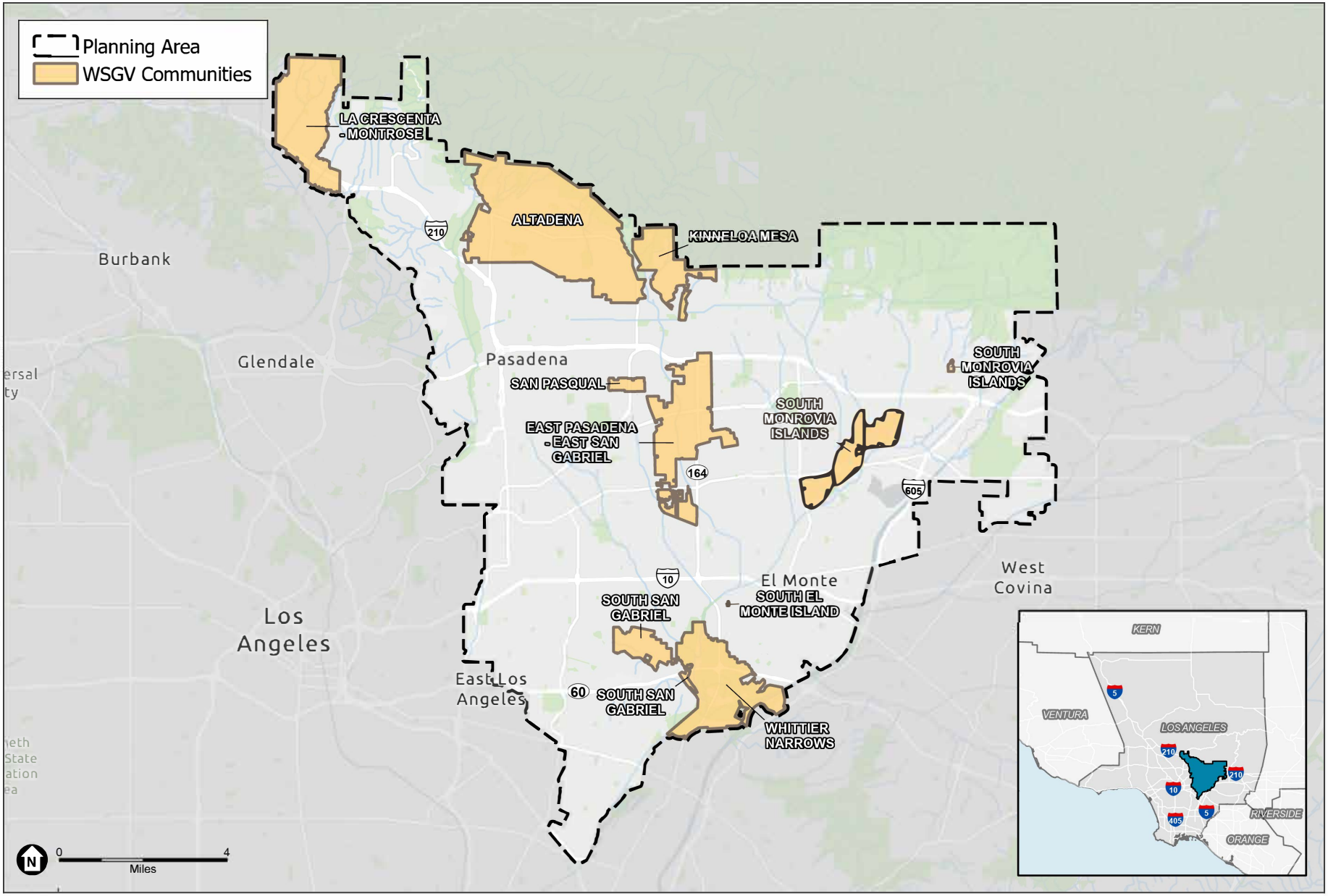

SOURCE: Los Angeles DPR, 2023; ESA, 2023.

West San Gabriel Valley Area Plan

Regional Location with WSGVAP Communities

ESA

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Gabrielino Tongva
Indians of California Tribal Council
Christina Conley, Cultural
Resource Administrator
P.O. Box 941078
Simi Valley, CA 93094

SUBJECT: AB 52 Project Notification and Request to Consult Letter for the Proposed Project West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mrs. Conley:

This letter is to provide written notification in compliance with Assembly Bill 52 (AB 52). As such and pursuant to Section 21080.3.1 (d) of the Public Resources Code, if you wish to initiate consultation, please submit your written request for consultation with Los Angeles County Planning (County Planning) regarding this project and its potential impacts to tribal cultural resources within 30 days from receipt of this letter.

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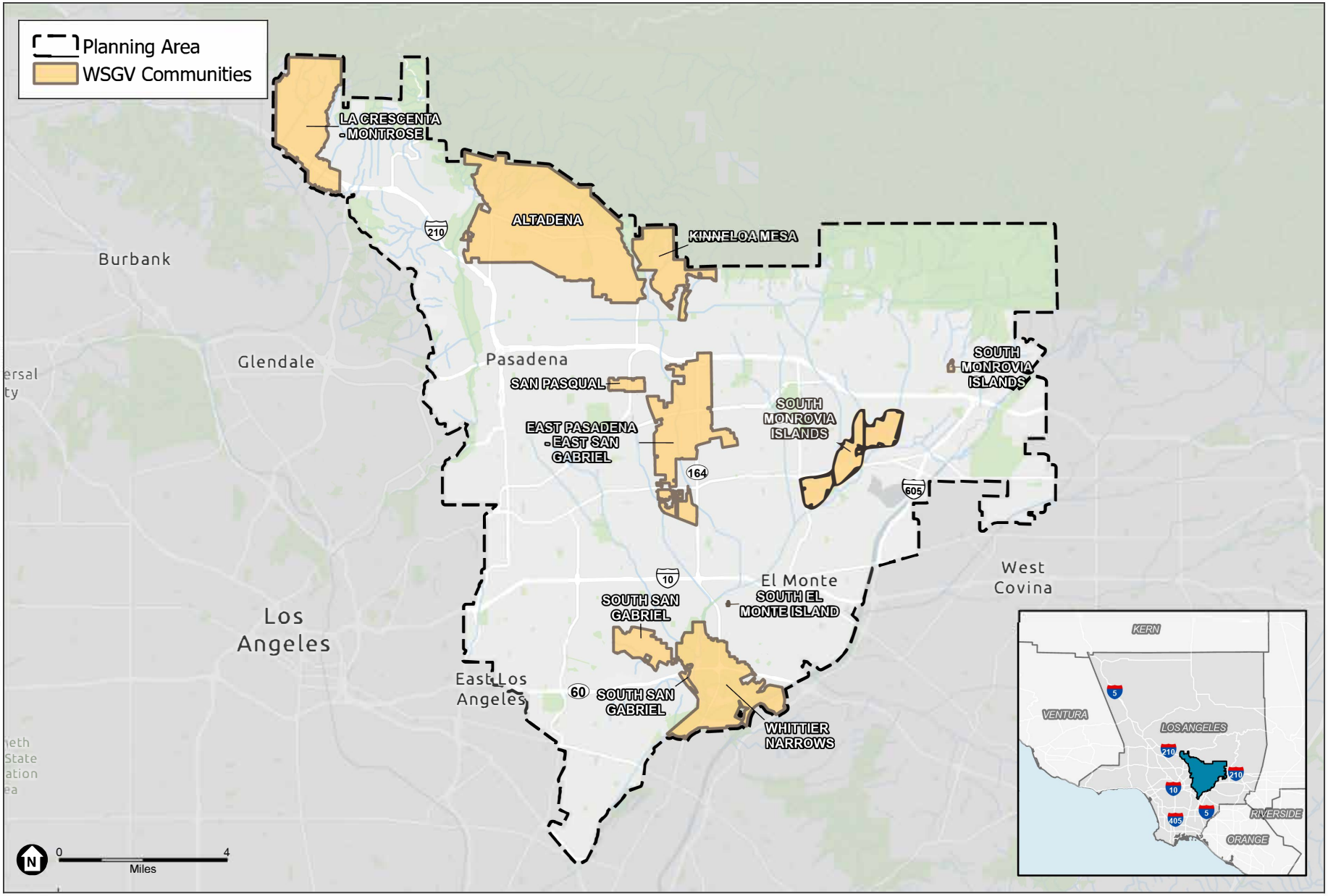
Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, California 90012
Email: ESensibile@planning.lacounty.gov

Tel: (213) 974-6425
Fax: (213) 626-0434

Figure 1: Regional Location with WSGVAP Communities



SOURCE: Los Angeles DPR, 2023; ESA, 2023.

West San Gabriel Valley Area Plan

Regional Location with WSGVAP Communities

ESA

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Gabrielino Tongva Indians of
California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490
Bellflower, CA 90707

SUBJECT: AB 52 Project Notification and Request to Consult Letter for the Proposed Project West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mr. Dorame:

This letter is to provide written notification in compliance with Assembly Bill 52 (AB 52). As such and pursuant to Section 21080.3.1 (d) of the Public Resources Code, if you wish to initiate consultation, please submit your written request for consultation with Los Angeles County Planning (County Planning) regarding this project and its potential impacts to tribal cultural resources within 30 days from receipt of this letter.

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County of Los Angeles
Department of Regional Planning
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Tel: (213) 974-6425
Fax: (213) 626-0434

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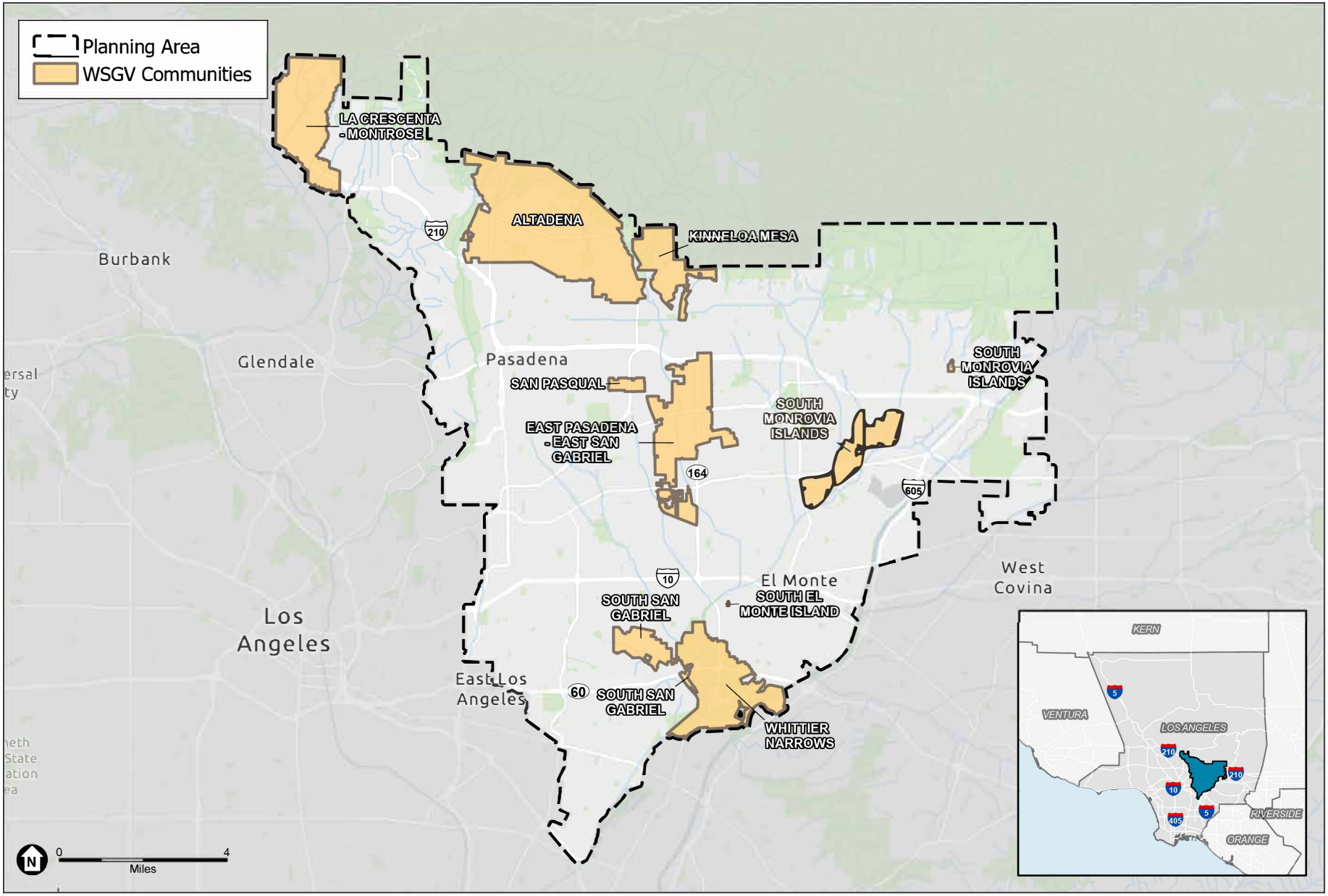

SOURCE: Los Angeles DPR, 2023; ESA, 2023.

West San Gabriel Valley Area Plan

Regional Location with WSGVAP Communities

ESA

LA COUNTY PLANNING EST. 1923 100

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Gabrielino-Tongva Tribe
Charles Alvarez, Chairperson
23454 Vanowen Street
West Hills, CA 91307

SUBJECT: AB 52 Project Notification and Request to Consult Letter for the Proposed Project West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mr. Alvarez:

This letter is to provide written notification in compliance with Assembly Bill 52 (AB 52). As such and pursuant to Section 21080.3.1 (d) of the Public Resources Code, if you wish to initiate consultation, please submit your written request for consultation with Los Angeles County Planning (County Planning) regarding this project and its potential impacts to tribal cultural resources within 30 days from receipt of this letter.

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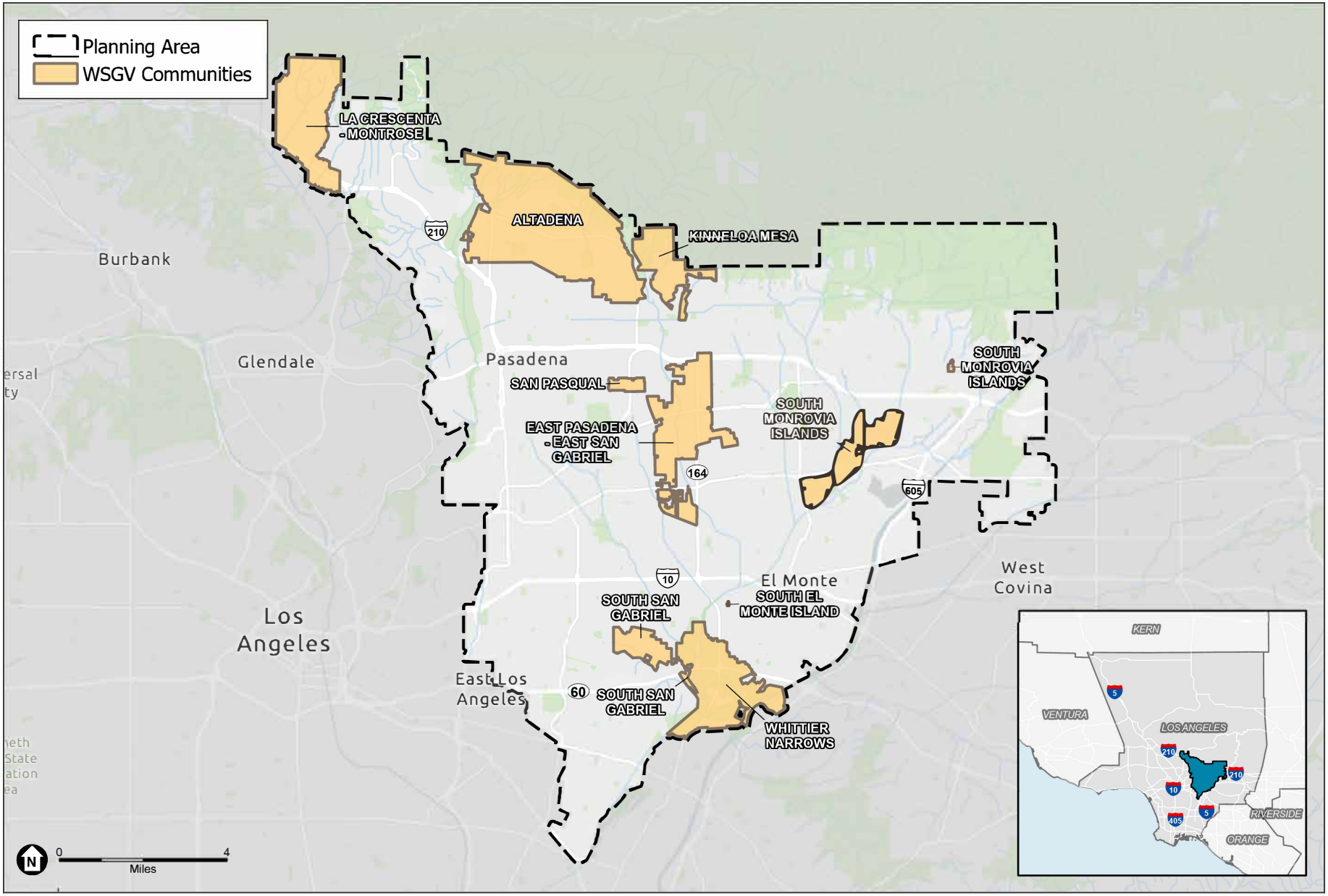

SOURCE: Los Angeles DPR, 2023; ESA, 2023.

West San Gabriel Valley Area Plan

Regional Location with WSGVAP Communities

ESA

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Gabrielino-Tongva Tribe
Sam Dunlap, Cultural Resource Director
P.O. Box 3919
Seal Beach, CA 90740

SUBJECT: AB 52 Project Notification and Request to Consult Letter for the Proposed Project West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mr. Dunlap:

This letter is to provide written notification in compliance with Assembly Bill 52 (AB 52). As such and pursuant to Section 21080.3.1 (d) of the Public Resources Code, if you wish to initiate consultation, please submit your written request for consultation with Los Angeles County Planning (County Planning) regarding this project and its potential impacts to tribal cultural resources within 30 days from receipt of this letter.

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Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, California 90012
Email: ESensibile@planning.lacounty.gov

Tel: (213) 974-6425
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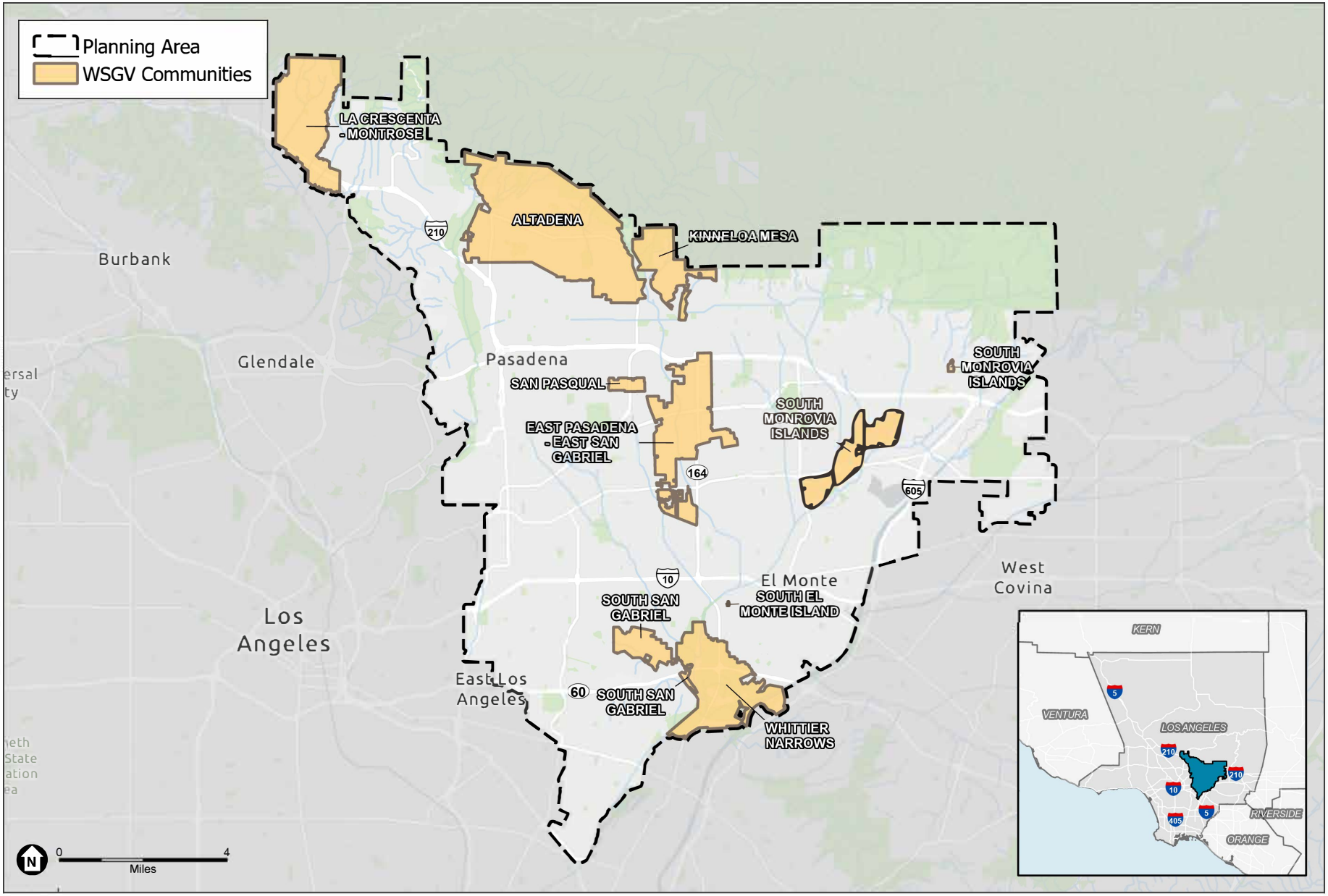

SOURCE: Los Angeles DPR, 2023; ESA, 2023.

West San Gabriel Valley Area Plan

Regional Location with WSGVAP Communities

ESA

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Morongo Band of Mission Indians
Ann Brierty, THPO
12700 Pumarra Road
Banning, CA 92220

SUBJECT: AB 52 Project Notification and Request to Consult Letter for the Proposed Project West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mrs. Brierty:

This letter is to provide written notification in compliance with Assembly Bill 52 (AB 52). As such and pursuant to Section 21080.3.1 (d) of the Public Resources Code, if you wish to initiate consultation, please submit your written request for consultation with Los Angeles County Planning (County Planning) regarding this project and its potential impacts to tribal cultural resources within 30 days from receipt of this letter.

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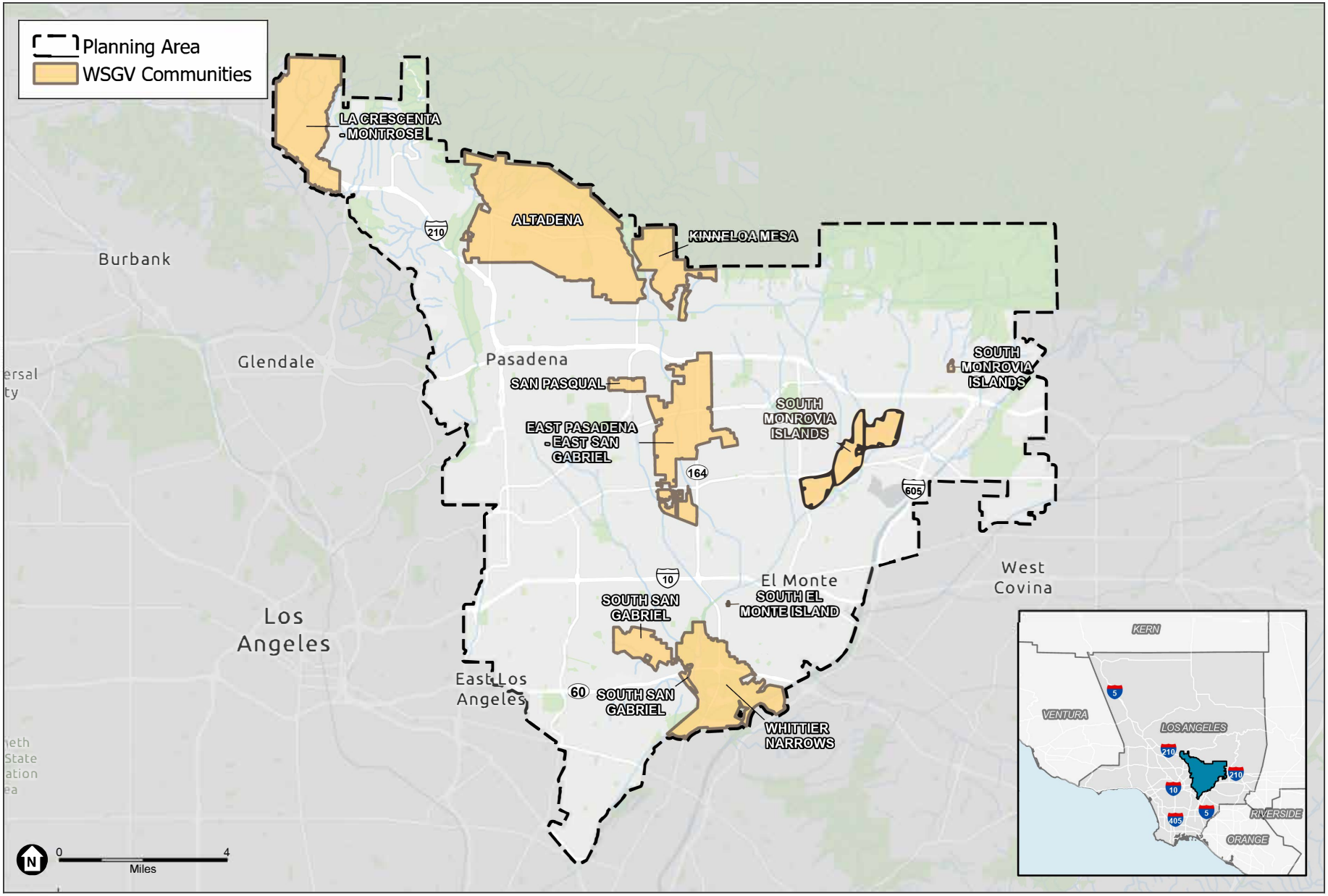

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West San Gabriel Valley Area Plan

Regional Location with WSGVAP Communities

ESA

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Morongo Band of Mission Indians
Robert Martin, Chairperson
12700 Pumarra Road
Banning, CA 92220

SUBJECT: AB 52 Project Notification and Request to Consult Letter for the Proposed Project West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mr. Martin:

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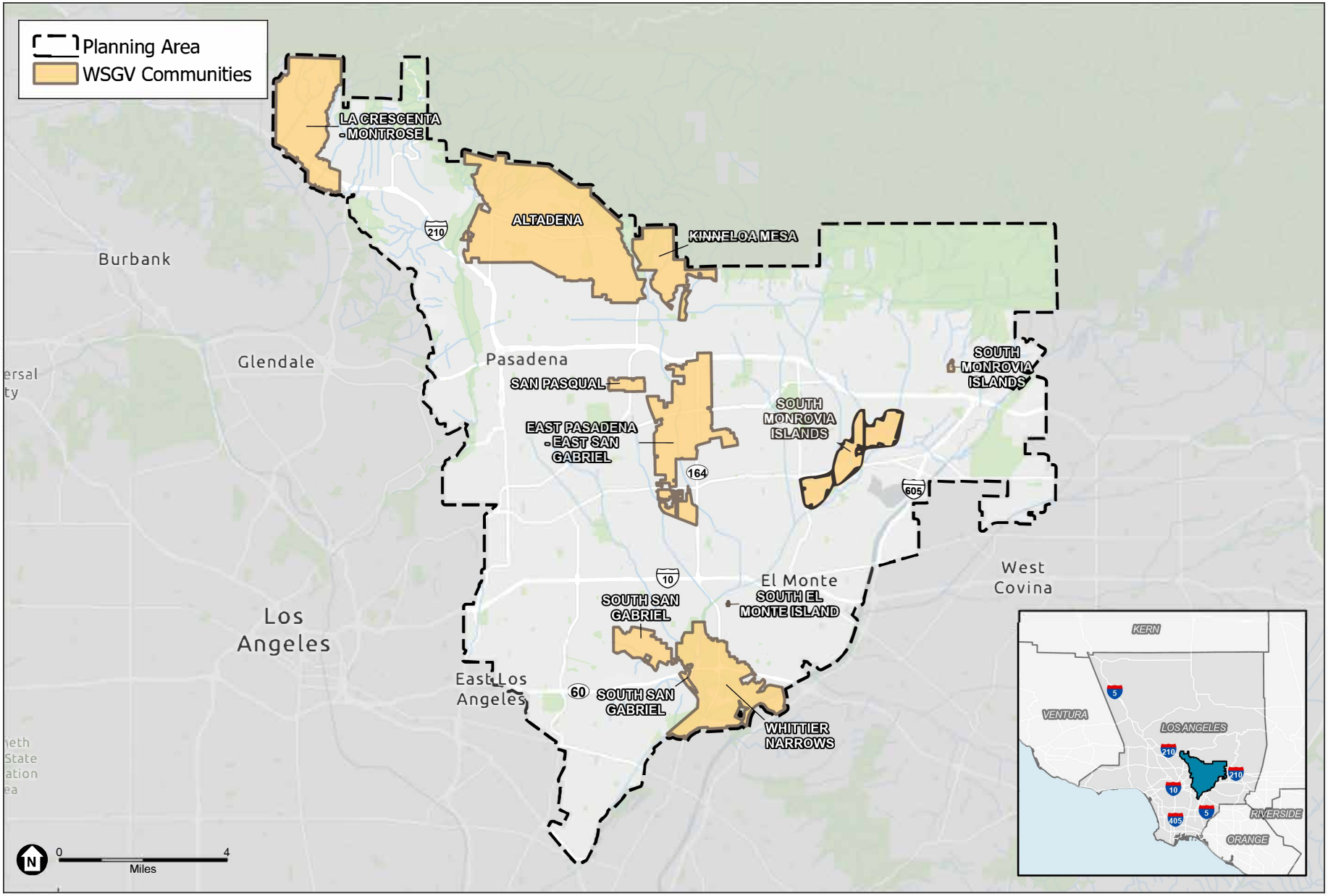

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West San Gabriel Valley Area Plan

Regional Location with WSGVAP Communities

ESA

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

San Fernando Band of Mission Indians
Donna Yocum, Chairperson
P.O. Box 221838
Newhall, CA 91322

SUBJECT: AB 52 Project Notification and Request to Consult Letter for the Proposed Project West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mrs. Yocum:

This letter is to provide written notification in compliance with Assembly Bill 52 (AB 52). As such and pursuant to Section 21080.3.1 (d) of the Public Resources Code, if you wish to initiate consultation, please submit your written request for consultation with Los Angeles County Planning (County Planning) regarding this project and its potential impacts to tribal cultural resources within 30 days from receipt of this letter.

County Planning is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGVAP is intended to guide long-term growth for the unincorporated areas within the WSGV Planning Area by encouraging development of housing options and affordability, preserving/sustaining open space, conserving natural resources, protecting community health, safety, and general welfare, increasing access to community amenities, and promoting areas suitable for growth away from hazards. Goals, policies, and implementation programs would be developed for the WSGVAP to support these objectives, especially to support smart growth and sustainable development throughout the WSGV Planning Area. The WSGVAP (Project No. PRJ2023-003982) would execute these goals primarily through, but not limited to, an Environmental Assessment (No. RPPL2023005884), General Plan Amendment (No. RPPL2023005882), a Zone Change (No. RPPL2023005883), and an Advance Planning Case (No. RPPL2023005880).

The WSGV Planning Area is one of the County's 11 Planning Areas identified in the County General Plan. The WSGV Planning Area encompasses 23.2 square miles within the southeast portion of Los Angeles County and is bound by the Antelope Valley Planning Area and the San Gabriel Mountains to the north, the East San Gabriel Valley Area Planning Area to the east, the Gateway Planning Area to the south, and the Metro and San Fernando Valley Planning Areas to the west. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel,

Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities." The WSGV Planning Area and its associated communities are identified on Figure 1, Regional Location with WSGVAP Communities.

The WSGV Planning Area includes the foothills of the San Gabriel Mountains and Angeles National Forest and provides a large range of open space and recreational opportunities for area residents. The San Gabriel River flows north-south along the Planning Area's eastern border and Interstate 605. Two major east-west freeways, Interstate 10 and Interstate/State Route-210, run through the WSGV Planning Area. In addition, the Metro A Line runs through unincorporated East Pasadena-East San Gabriel. Other available transit options include Foothill Transit, which operates multiple bus lines throughout the WSGV Planning Area.

The WSGV Planning Area is comprised of mature, suburban communities, including some in the foothills of the San Gabriel Mountains. Some of these communities contain environmental resources and others face hazardous constraints. Portions of the Altadena Foothills and Arroyos Significant Ecological Area (SEA) and Puente Hills SEA are included in the WSGV Planning Area. In addition, many of the foothill communities are designated Very High Fire Hazard Severity Zones, which reflects the increased threat of wildfires and subsequent mudslides within those areas. Many of the unincorporated areas are isolated islands of almost entirely residential development. It is important to coordinate land use in unincorporated areas with their surrounding communities, where many of the services and daily needs of the unincorporated residents are found.

Per AB 52, you have the right to consult on a proposed public or private project prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. As identified above, you have 30 calendar days from receipt of this letter to notify us in writing that you wish to consult on this Project. Los Angeles County Planning understands that information you provide may be sensitive, protected, or confidential. Any information provided, or any exchange of information regarding tribal cultural resources as a result of consultation with County Planning will be recorded and managed in accordance with State law (California Code of Regulations Section 15120(d), Public Resources Code Sections 5097.9, 5097.993, 21082.3). Please provide your contact information, and mail or email your request to me at the address below.

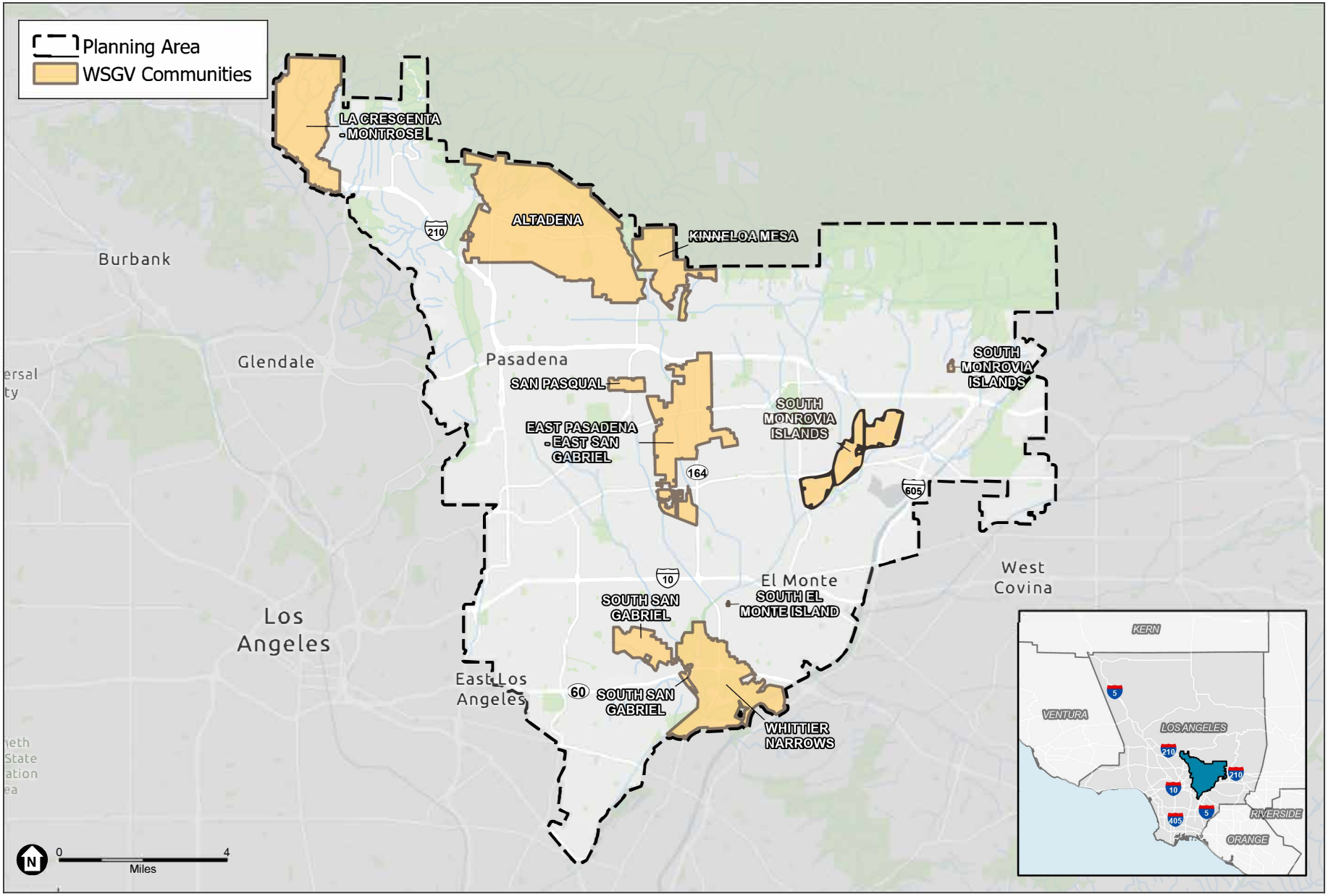
Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, California 90012
Email: ESensibile@planning.lacounty.gov

Tel: (213) 974-6425
Fax: (213) 626-0434

Figure 1: Regional Location with WSGVAP Communities



SOURCE: Los Angeles DPR, 2023; ESA, 2023.

West San Gabriel Valley Area Plan

Regional Location with WSGVAP Communities

ESA

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

San Manuel Band of Mission Indians
Alexandra McCleary, Cultural Lands Manager
26569 Community Center Drive
Highland, CA 92346

SUBJECT: AB 52 Project Notification and Request to Consult Letter for the Proposed Project
West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mrs. McCleary:

This letter is to provide written notification in compliance with Assembly Bill 52 (AB 52). As such and pursuant to Section 21080.3.1 (d) of the Public Resources Code, if you wish to initiate consultation, please submit your written request for consultation with Los Angeles County Planning (County Planning) regarding this project and its potential impacts to tribal cultural resources within 30 days from receipt of this letter.

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Sincerely,

Evan Sensibile

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County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, California 90012
Email: ESensibile@planning.lacounty.gov

Tel: (213) 974-6425
Fax: (213) 626-0434

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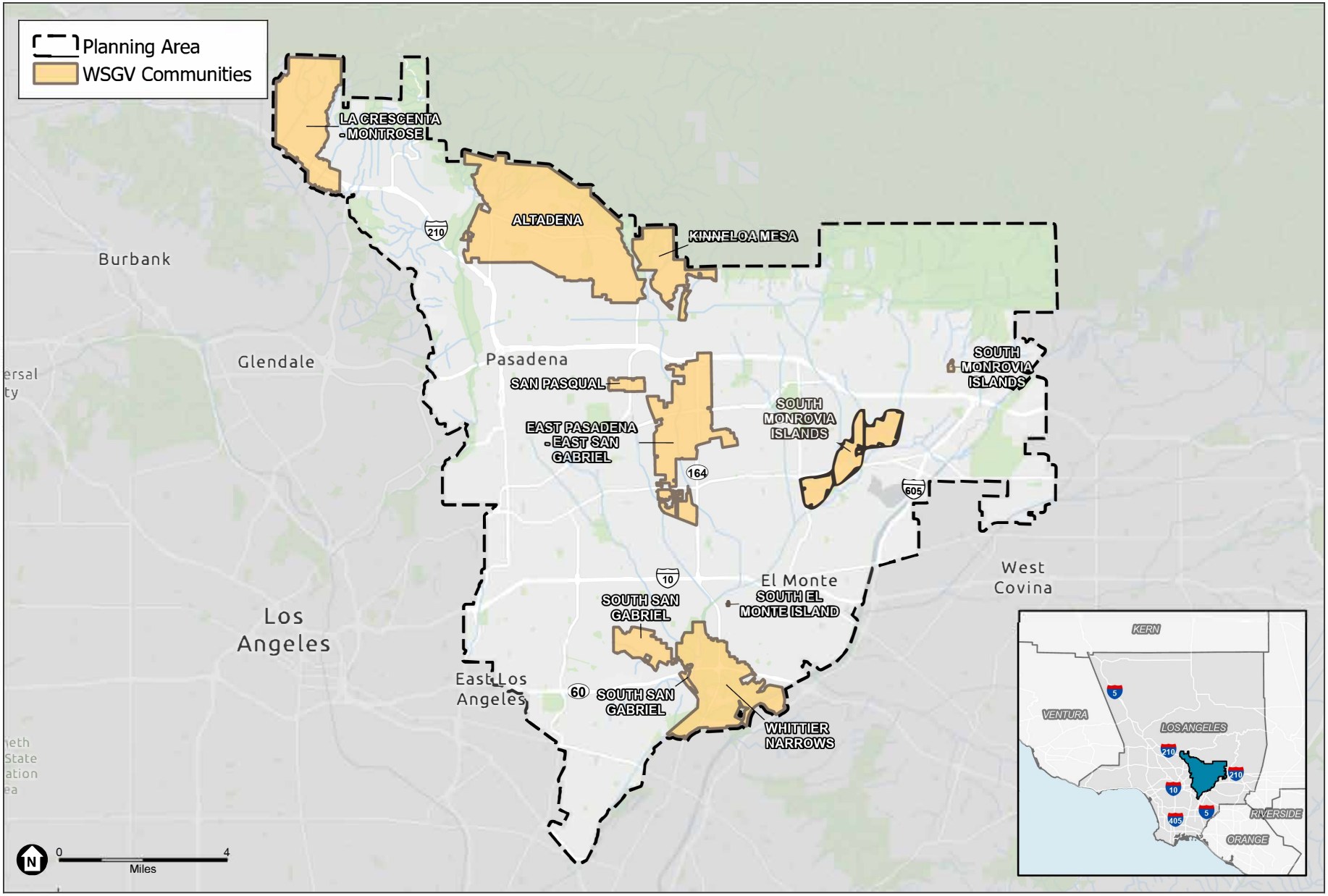

SOURCE: Los Angeles DPR, 2023; ESA, 2023.

West San Gabriel Valley Area Plan

Regional Location with WSGVAP Communities

ESA

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Santa Rosa Band of Cahuilla Indians
Lovina Redner, Tribal Chair
P.O. Box 391820
Anza, CA 92539

SUBJECT: AB 52 Project Notification and Request to Consult Letter for the Proposed Project West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mrs. Redner:

This letter is to provide written notification in compliance with Assembly Bill 52 (AB 52). As such and pursuant to Section 21080.3.1 (d) of the Public Resources Code, if you wish to initiate consultation, please submit your written request for consultation with Los Angeles County Planning (County Planning) regarding this project and its potential impacts to tribal cultural resources within 30 days from receipt of this letter.

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Evan Sensibile

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County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, California 90012
Email: ESensibile@planning.lacounty.gov

Tel: (213) 974-6425
Fax: (213) 626-0434

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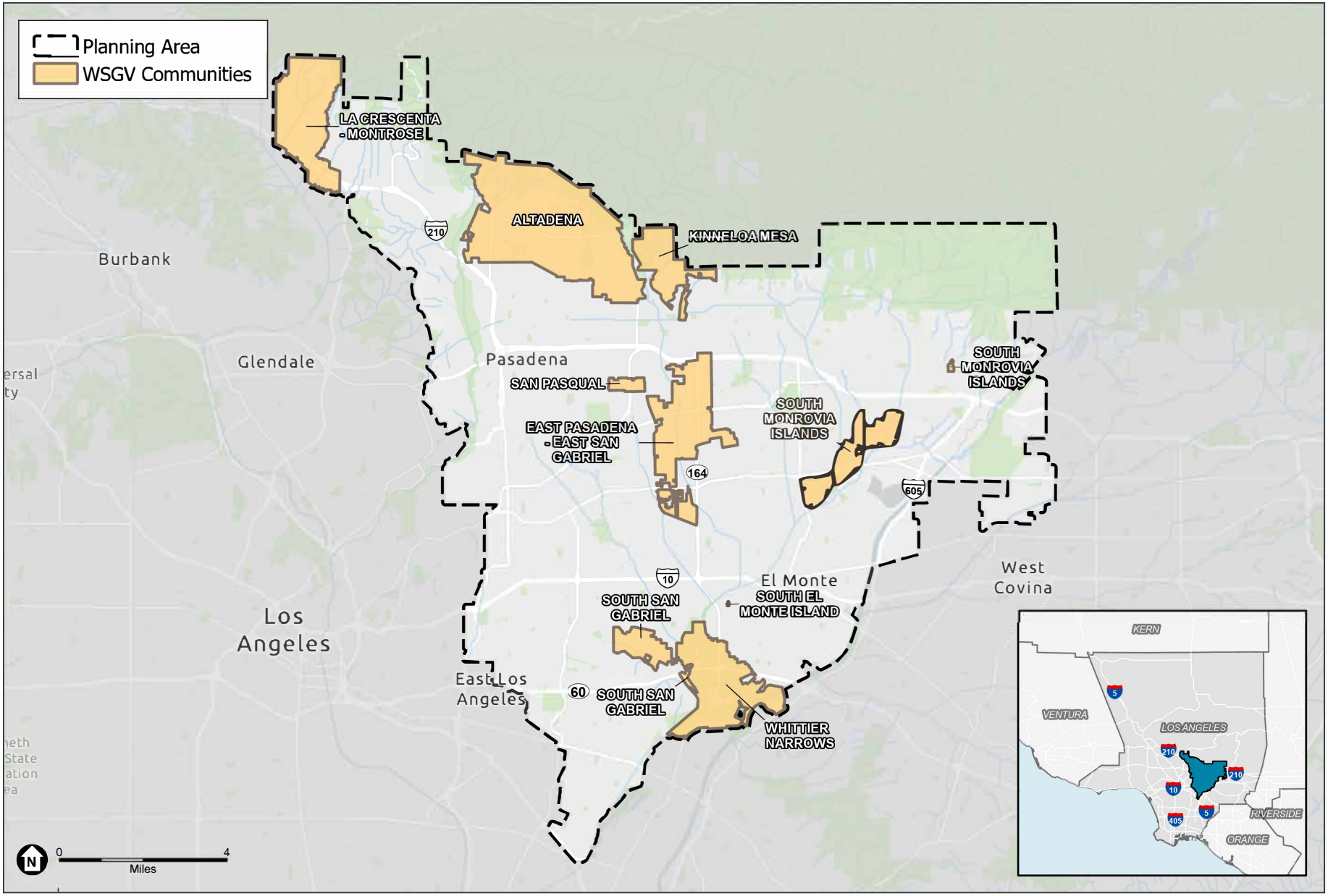

SOURCE: Los Angeles DPR, 2023; ESA, 2023.

West San Gabriel Valley Area Plan

Regional Location with WSGVAP Communities

ESA

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Serrano Nation of Mission Indians
Mark Cochrane, Co-Chairperson
P. O. Box 343
Patton, CA 92369

SUBJECT: AB 52 Project Notification and Request to Consult Letter for the Proposed Project West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mr. Cochrane:

This letter is to provide written notification in compliance with Assembly Bill 52 (AB 52). As such and pursuant to Section 21080.3.1 (d) of the Public Resources Code, if you wish to initiate consultation, please submit your written request for consultation with Los Angeles County Planning (County Planning) regarding this project and its potential impacts to tribal cultural resources within 30 days from receipt of this letter.

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Evan Sensibile

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County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1362
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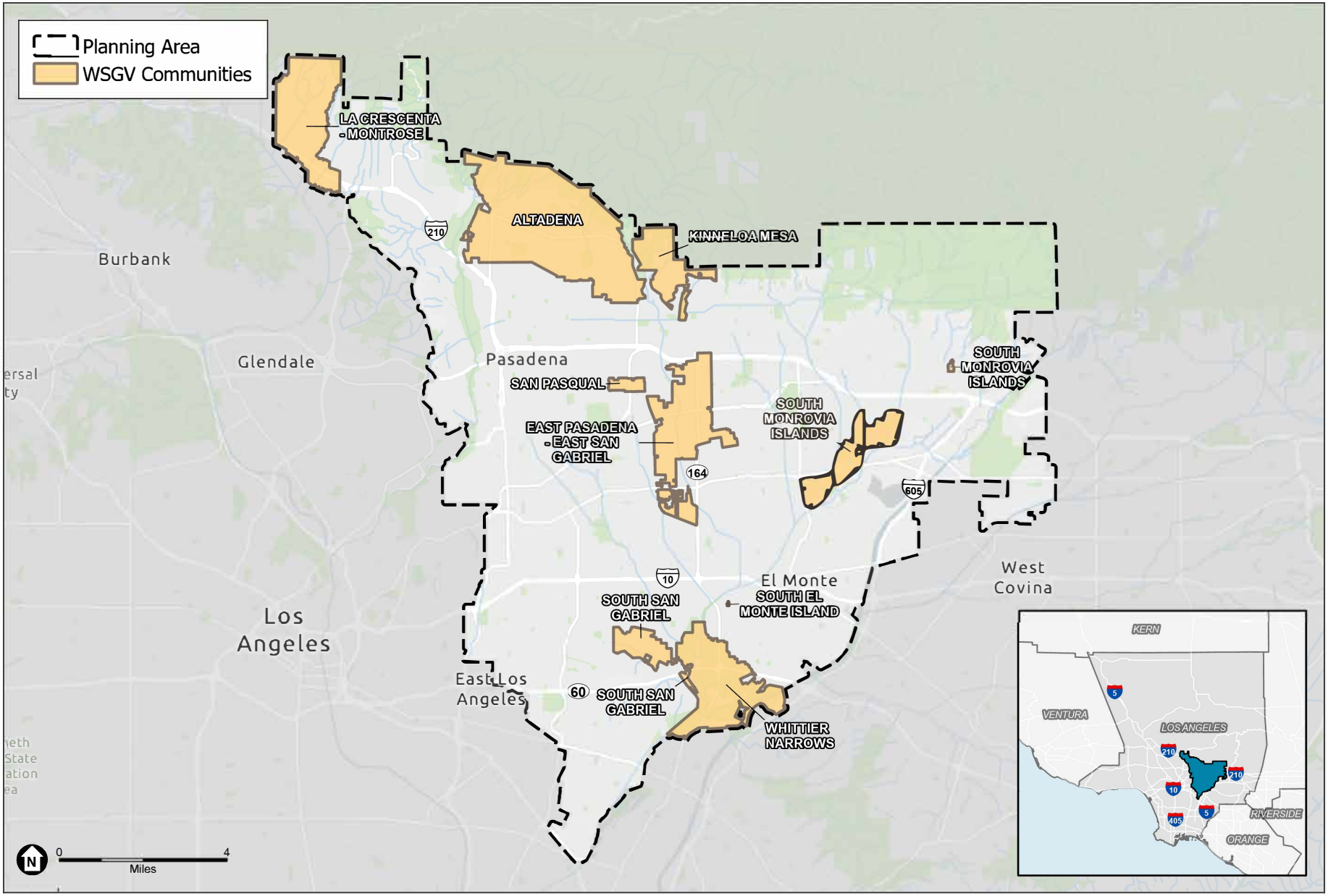

SOURCE: Los Angeles DPR, 2023; ESA, 2023.

West San Gabriel Valley Area Plan

Regional Location with WSGVAP Communities

ESA

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Serrano Nation of Mission Indians
Wayne Walker, Co-Chairperson
P. O. Box 343
Patton, CA 92369

SUBJECT: AB 52 Project Notification and Request to Consult Letter for the Proposed Project West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mr. Walker:

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Evan Sensibile

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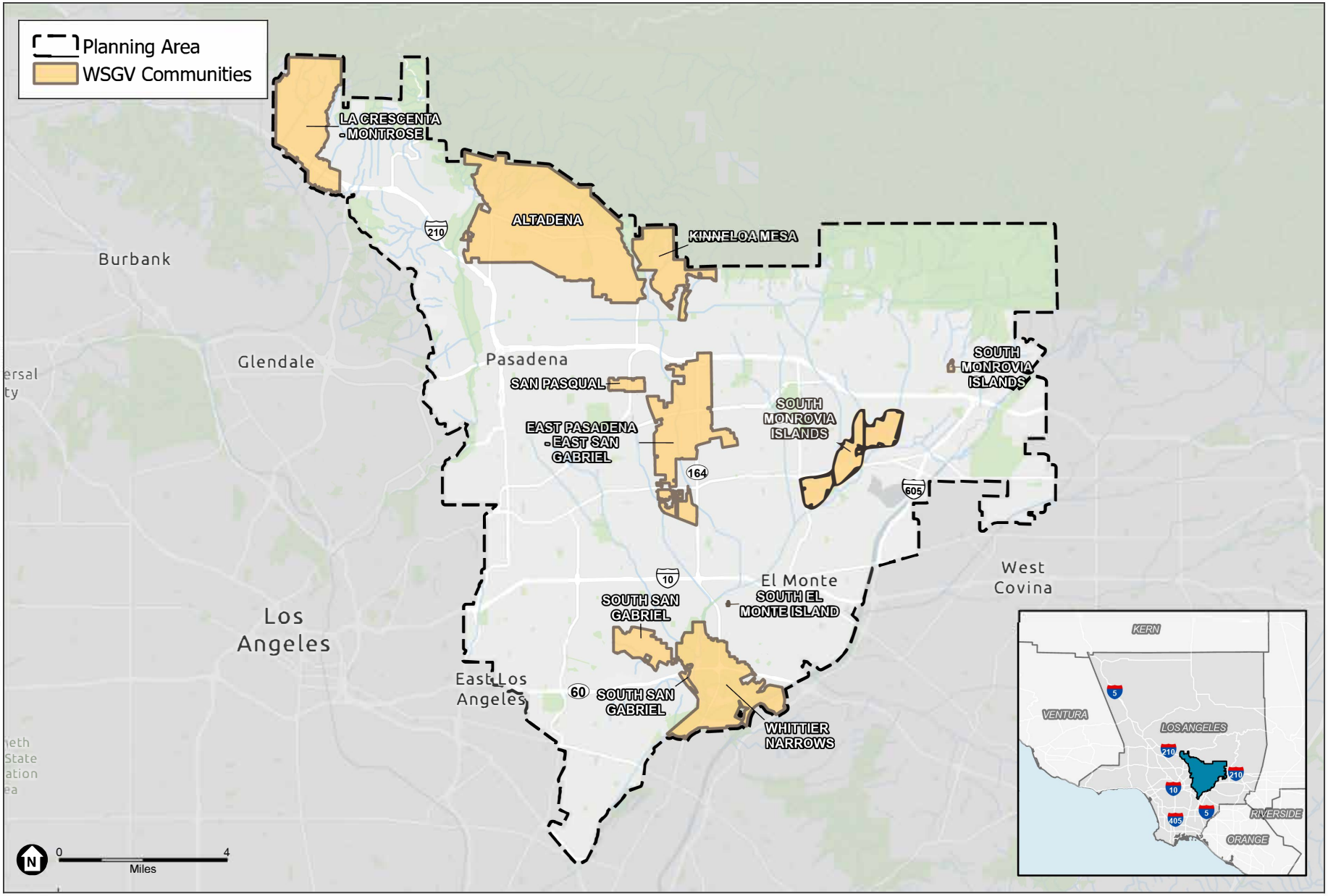

SOURCE: Los Angeles DPR, 2023; ESA, 2023.

West San Gabriel Valley Area Plan

Regional Location with WSGVAP Communities

ESA

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Soboba Band of Luiseno Indians
Joseph Ontiveros, THPO
P.O. Box 487
San Jacinto, CA 92581

SUBJECT: AB 52 Project Notification and Request to Consult Letter for the Proposed Project West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mr. Ontiveros:

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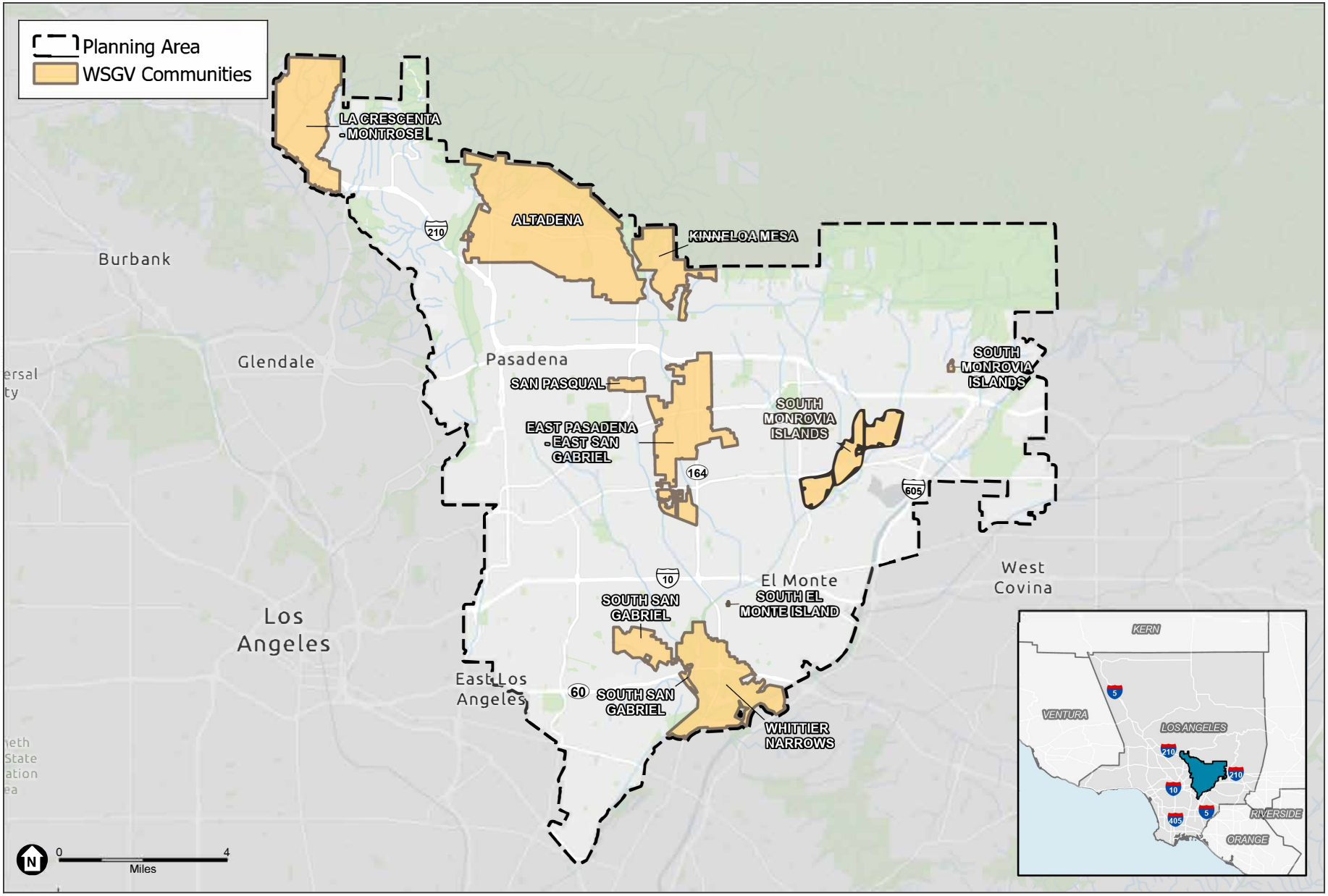
Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, California 90012
Email: ESensibile@planning.lacounty.gov

Tel: (213) 974-6425
Fax: (213) 626-0434

Figure 1: Regional Location with WSGVAP Communities



SOURCE: Los Angeles DPR, 2023; ESA, 2023.

West San Gabriel Valley Area Plan

Regional Location with WSGVAP Communities

ESA

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Soboba Band of Luiseno Indians
Jessica Valdez, Cultural Resource Specialist
P.O. Box 487
San Jacinto, CA 92581

SUBJECT: AB 52 Project Notification and Request to Consult Letter for the Proposed Project West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mrs. Valdez:

This letter is to provide written notification in compliance with Assembly Bill 52 (AB 52). As such and pursuant to Section 21080.3.1 (d) of the Public Resources Code, if you wish to initiate consultation, please submit your written request for consultation with Los Angeles County Planning (County Planning) regarding this project and its potential impacts to tribal cultural resources within 30 days from receipt of this letter.

County Planning is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGVAP is intended to guide long-term growth for the unincorporated areas within the WSGV Planning Area by encouraging development of housing options and affordability, preserving/sustaining open space, conserving natural resources, protecting community health, safety, and general welfare, increasing access to community amenities, and promoting areas suitable for growth away from hazards. Goals, policies, and implementation programs would be developed for the WSGVAP to support these objectives, especially to support smart growth and sustainable development throughout the WSGV Planning Area. The WSGVAP (Project No. PRJ2023-003982) would execute these goals primarily through, but not limited to, an Environmental Assessment (No. RPPL2023005884), General Plan Amendment (No. RPPL2023005882), a Zone Change (No. RPPL2023005883), and an Advance Planning Case (No. RPPL2023005880).

The WSGV Planning Area is one of the County's 11 Planning Areas identified in the County General Plan. The WSGV Planning Area encompasses 23.2 square miles within the southeast portion of Los Angeles County and is bound by the Antelope Valley Planning Area and the San Gabriel Mountains to the north, the East San Gabriel Valley Area Planning Area to the east, the Gateway Planning Area to the south, and the Metro and San Fernando Valley Planning Areas to the west. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel,

Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities." The WSGV Planning Area and its associated communities are identified on Figure 1, Regional Location with WSGVAP Communities.

The WSGV Planning Area includes the foothills of the San Gabriel Mountains and Angeles National Forest and provides a large range of open space and recreational opportunities for area residents. The San Gabriel River flows north-south along the Planning Area's eastern border and Interstate 605. Two major east-west freeways, Interstate 10 and Interstate/State Route-210, run through the WSGV Planning Area. In addition, the Metro A Line runs through unincorporated East Pasadena-East San Gabriel. Other available transit options include Foothill Transit, which operates multiple bus lines throughout the WSGV Planning Area.

The WSGV Planning Area is comprised of mature, suburban communities, including some in the foothills of the San Gabriel Mountains. Some of these communities contain environmental resources and others face hazardous constraints. Portions of the Altadena Foothills and Arroyos Significant Ecological Area (SEA) and Puente Hills SEA are included in the WSGV Planning Area. In addition, many of the foothill communities are designated Very High Fire Hazard Severity Zones, which reflects the increased threat of wildfires and subsequent mudslides within those areas. Many of the unincorporated areas are isolated islands of almost entirely residential development. It is important to coordinate land use in unincorporated areas with their surrounding communities, where many of the services and daily needs of the unincorporated residents are found.

Per AB 52, you have the right to consult on a proposed public or private project prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. As identified above, you have 30 calendar days from receipt of this letter to notify us in writing that you wish to consult on this Project. Los Angeles County Planning understands that information you provide may be sensitive, protected, or confidential. Any information provided, or any exchange of information regarding tribal cultural resources as a result of consultation with County Planning will be recorded and managed in accordance with State law (California Code of Regulations Section 15120(d), Public Resources Code Sections 5097.9, 5097.993, 21082.3). Please provide your contact information, and mail or email your request to me at the address below.

Sincerely,
Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, California 90012
Email: ESensibile@planning.lacounty.gov

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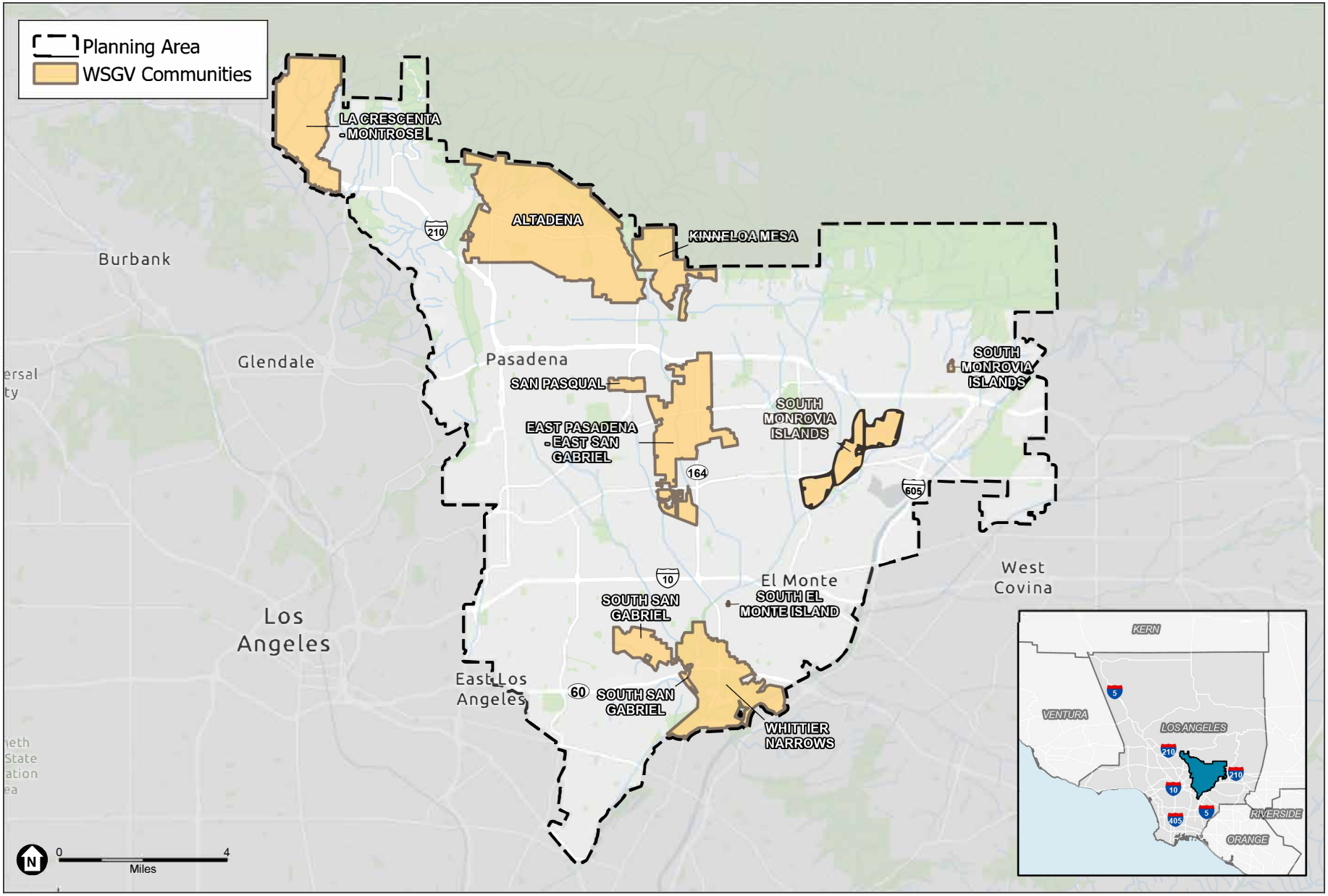
Figure 1: Regional Location with WSGVAP Communities



SOURCE: Los Angeles DPR, 2023; ESA, 2023.

West San Gabriel Valley Area Plan

Regional Location with WSGVAP Communities

ESA

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Fernandeño Tataviam Band of Mission Indians
Sarah Brunzell, CRM Manager
1019 Second Street
San Fernando, CA 91340

SUBJECT: AB 52 Project Notification and Request to Consult Letter for the Proposed Project West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mrs. Brunzell:

This letter is to provide written notification in compliance with Assembly Bill 52 (AB 52). As such and pursuant to Section 21080.3.1 (d) of the Public Resources Code, if you wish to initiate consultation, please submit your written request for consultation with Los Angeles County Planning (County Planning) regarding this project and its potential impacts to tribal cultural resources within 30 days from receipt of this letter.

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The WSGV Planning Area includes the foothills of the San Gabriel Mountains and Angeles National Forest and provides a large range of open space and recreational opportunities for area residents. The San Gabriel River flows north-south along the Planning Area's eastern border and Interstate 605. Two major east-west freeways, Interstate 10 and Interstate/State Route-210, run through the WSGV Planning Area. In addition, the Metro A Line runs through unincorporated East Pasadena-East San Gabriel. Other available transit options include Foothill Transit, which operates multiple bus lines throughout the WSGV Planning Area.

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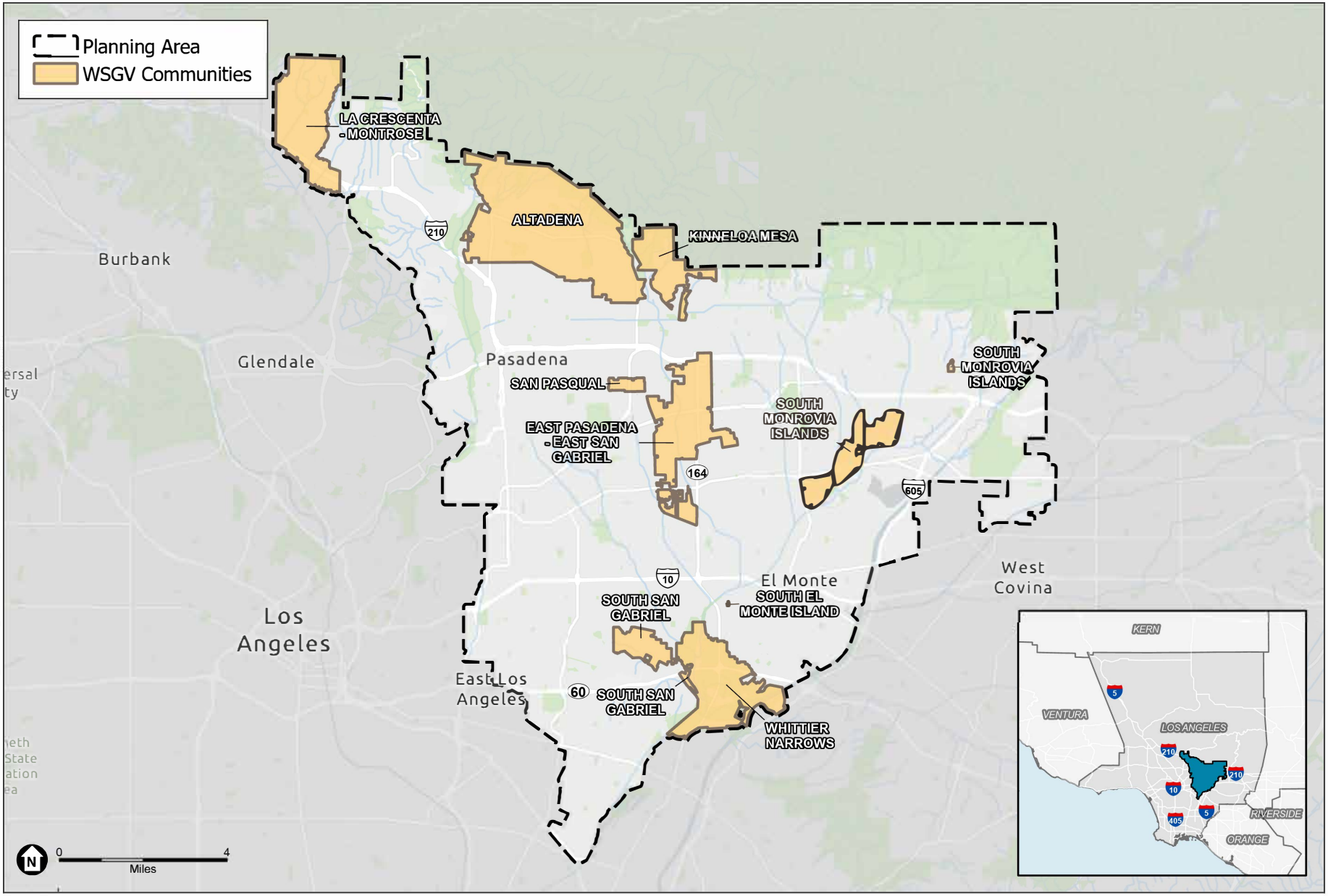

SOURCE: Los Angeles DPR, 2023; ESA, 2023.

West San Gabriel Valley Area Plan

Regional Location with WSGVAP Communities

ESA

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Fernandeño Tataviam Band of Mission Indians
Sarah Brunzell, CRM Manager
1019 Second Street
San Fernando, CA 91340

SUBJECT: SB 18 Project Notification and Request to Consult Letter for the Proposed West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mrs. Brunzell,

Los Angeles County Planning (County Planning) is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities."

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County Planning is seeking your participation in the preparation of the WSGVAP to enhance, guide, and support the long-term growth, development, and maintenance of these communities of the LA County's General Plan for unincorporated areas. The Project is subject to Section 65352.3 of the Government Code (Senate Bill (SB) 18 [2004]). Pursuant to SB 18, for the purpose of protecting tribal cultural places. County Planning must engage in consultation with California Native American Tribes prior to adopting or modifying a General Plan or designating land as open space. Cultural Places refer to places, features, and objects described in Public Resources Code Sections 5097.9 and 5097.993.1

To provide Native American tribes with the opportunity to participate in local land use decisions at an early stage, in accordance with SB 18, please let us know if you would like to be consulted with on this Project. Los Angeles County Planning feels that your comments regarding decisions that may affect ancestral tribal sites are very important. Any information you have regarding tribal cultural places will be kept strictly confidential and will not be divulged to the public. Pursuant to California Government Code § 65352.3, you may request a consultation within 90 days of receiving this letter. We would appreciate receiving your comments by April 1st, 2024. Please forward any comments regarding this Project to:

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, California 90012
Email: ESensibile@planning.lacounty.gov
Tel: (213) 974-6425
Fax: (213) 626-0434

Thank you for your assistance with our efforts to address tribal cultural places that may be affected by the West San Gabriel Valley Area Plan.

Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Gabrieleno Band of Mission Indians - Kizh Nation
Christina Swindall Martinez, Secretary
P.O. Box 393
Covina, CA 91723

SUBJECT: SB 18 Project Notification and Request to Consult Letter for the Proposed West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mrs. Swindall Martinez,

Los Angeles County Planning (County Planning) is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities."

The WSGVAP is intended to guide long-term growth for the unincorporated areas within the WSGV Planning Area by encouraging development of housing options and affordability, preserving/sustaining open space, conserving natural resources, protecting community health, safety, and general welfare, increasing access to community amenities, and promoting areas suitable for growth away from hazards. Goals, policies, and implementation programs would be developed for the WSGVAP to support these objectives, especially to support smart growth and sustainable development throughout the WSGV Planning Area. The WSGVAP (Project No. PRJ2023-003982) would execute these goals primarily through, but not limited to, an Environmental Assessment (No. RPPL2023005884), a General Plan Amendment (No. RPPL2023005882), a Zone Change (No. RPPL2023005883), and an Advance Planning Case (No. RPPL2023005880).

County Planning is seeking your participation in the preparation of the WSGVAP to enhance, guide, and support the long-term growth, development, and maintenance of these communities of the LA County's General Plan for unincorporated areas. The Project is subject to Section 65352.3 of the Government Code (Senate Bill (SB) 18 [2004]). Pursuant to SB 18, for the purpose of protecting tribal cultural places. County Planning must engage in consultation with California Native American Tribes prior to adopting or modifying a General Plan or designating land as open space. Cultural Places refer to places, features, and objects described in Public Resources Code Sections 5097.9 and 5097.993.1

To provide Native American tribes with the opportunity to participate in local land use decisions at an early stage, in accordance with SB 18, please let us know if you would like to be consulted with on this Project. Los Angeles County Planning feels that your comments regarding decisions that may affect ancestral tribal sites are very important. Any information you have regarding tribal cultural places will be kept strictly confidential and will not be divulged to the public. Pursuant to California Government Code § 65352.3, you may request a consultation within 90 days of receiving this letter. We would appreciate receiving your comments by April 1st, 2024. Please forward any comments regarding this Project to:

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320 West Temple Street, Room 1362
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Tel: (213) 974-6425
Fax: (213) 626-0434

Thank you for your assistance with our efforts to address tribal cultural places that may be affected by the West San Gabriel Valley Area Plan.

Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393
Covina, CA 91723

SUBJECT: SB 18 Project Notification and Request to Consult Letter for the Proposed West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mr. Salas,

Los Angeles County Planning (County Planning) is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities."

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County Planning is seeking your participation in the preparation of the WSGVAP to enhance, guide, and support the long-term growth, development, and maintenance of these communities of the LA County's General Plan for unincorporated areas. The Project is subject to Section 65352.3 of the Government Code (Senate Bill (SB) 18 [2004]). Pursuant to SB 18, for the purpose of protecting tribal cultural places. County Planning must engage in consultation with California Native American Tribes prior to adopting or modifying a General Plan or designating land as open space. Cultural Places refer to places, features, and objects described in Public Resources Code Sections 5097.9 and 5097.993.1

To provide Native American tribes with the opportunity to participate in local land use decisions at an early stage, in accordance with SB 18, please let us know if you would like to be consulted with on this Project. Los Angeles County Planning feels that your comments regarding decisions that may affect ancestral tribal sites are very important. Any information you have regarding tribal cultural places will be kept strictly confidential and will not be divulged to the public. Pursuant to California Government Code § 65352.3, you may request a consultation within 90 days of receiving this letter. We would appreciate receiving your comments by April 1st, 2024. Please forward any comments regarding this Project to:

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Thank you for your assistance with our efforts to address tribal cultural places that may be affected by the West San Gabriel Valley Area Plan.

Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Gabrieleno/Tongva
San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA 91778

SUBJECT: SB 18 Project Notification and Request to Consult Letter for the Proposed West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mr. Morales,

Los Angeles County Planning (County Planning) is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities."

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Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Gabrielino/Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231
Los Angeles, CA 90012

SUBJECT: SB 18 Project Notification and Request to Consult Letter for the Proposed West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mrs. Goad,

Los Angeles County Planning (County Planning) is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities."

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General Plan or designating land as open space. Cultural Places refer to places, features, and objects described in Public Resources Code Sections 5097.9 and 5097.993.1

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Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Gabrielino Tongva Indians of California Tribal Council
Christina Conley, Cultural Resource Administrator
P.O. Box 941078
Simi Valley, CA 93094

SUBJECT: SB 18 Project Notification and Request to Consult Letter for the Proposed West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mrs. Conley,

Los Angeles County Planning (County Planning) is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities."

The WSGVAP is intended to guide long-term growth for the unincorporated areas within the WSGV Planning Area by encouraging development of housing options and affordability, preserving/sustaining open space, conserving natural resources, protecting community health, safety, and general welfare, increasing access to community amenities, and promoting areas suitable for growth away from hazards. Goals, policies, and implementation programs would be developed for the WSGVAP to support these objectives, especially to support smart growth and sustainable development throughout the WSGV Planning Area. The WSGVAP (Project No. PRJ2023-003982) would execute these goals primarily through, but not limited to, an Environmental Assessment (No. RPPL2023005884), a General Plan Amendment (No. RPPL2023005882), a Zone Change (No. RPPL2023005883), and an Advance Planning Case (No. RPPL2023005880).

County Planning is seeking your participation in the preparation of the WSGVAP to enhance, guide, and support the long-term growth, development, and maintenance of these communities of the LA County's General Plan for unincorporated areas. The Project is subject to Section 65352.3 of the Government Code (Senate Bill (SB) 18 [2004]). Pursuant to SB 18, for the purpose of protecting tribal cultural places. County Planning must engage in consultation with California Native American Tribes prior to adopting or modifying a

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Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, California 90012
Email: ESensibile@planning.lacounty.gov
Tel: (213) 974-6425
Fax: (213) 626-0434

Thank you for your assistance with our efforts to address tribal cultural places that may be affected by the West San Gabriel Valley Area Plan.

Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490
Bellflower, CA 90707

SUBJECT: SB 18 Project Notification and Request to Consult Letter for the Proposed West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mr. Dorame,

Los Angeles County Planning (County Planning) is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities."

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Thank you for your assistance with our efforts to address tribal cultural places that may be affected by the West San Gabriel Valley Area Plan.

Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning

LA COUNTY PLANNING EST. 1923 100

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Gabrielino-Tongva Tribe
Charles Alvarez, Chairperson
23454 Vanowen Street
West Hills, CA 91307

SUBJECT: SB 18 Project Notification and Request to Consult Letter for the Proposed West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mr. Alvarez,

Los Angeles County Planning (County Planning) is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities."

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Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Gabrielino-Tongva Tribe
Sam Dunlap, Cultural Resource Director
P.O. Box 3919
Seal Beach, CA 90740

SUBJECT: SB 18 Project Notification and Request to Consult Letter for the Proposed West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mr. Dunlap,

Los Angeles County Planning (County Planning) is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities."

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Thank you for your assistance with our efforts to address tribal cultural places that may be affected by the West San Gabriel Valley Area Plan.

Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Morongo Band of Mission Indians
Ann Brierty, THPO
12700 Pumarra Road
Banning, CA 92220

SUBJECT: SB 18 Project Notification and Request to Consult Letter for the Proposed West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mrs. Brierty,

Los Angeles County Planning (County Planning) is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities."

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Thank you for your assistance with our efforts to address tribal cultural places that may be affected by the West San Gabriel Valley Area Plan.

Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Morongo Band of Mission Indians
Robert Martin, Chairperson
12700 Pumarra Road
Banning, CA 92220

SUBJECT: SB 18 Project Notification and Request to Consult Letter for the Proposed West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mr. Martin,

Los Angeles County Planning (County Planning) is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities."

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Thank you for your assistance with our efforts to address tribal cultural places that may be affected by the West San Gabriel Valley Area Plan.

Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

San Fernando Band of Mission Indians
Donna Yocum, Chairperson
P.O. Box 221838
Newhall, CA 91322

SUBJECT: SB 18 Project Notification and Request to Consult Letter for the Proposed West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mrs. Yocum,

Los Angeles County Planning (County Planning) is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities."

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Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

San Manuel Band of Mission Indians
Alexandra McCleary, Cultural Lands Manager
26569 Community Center Drive
Highland, CA 92346

SUBJECT: SB 18 Project Notification and Request to Consult Letter for the Proposed West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mrs. McCleary,

Los Angeles County Planning (County Planning) is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities."

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Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Santa Rosa Band of Cahuilla Indians
Lovina Redner, Tribal Chair
P.O. Box 391820
Anza, CA 92539

SUBJECT: SB 18 Project Notification and Request to Consult Letter for the Proposed West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mrs. Redner,

Los Angeles County Planning (County Planning) is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities."

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Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning

LA COUNTY PLANNING EST. 1923 100

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Serrano Nation of Mission Indians
Mark Cochrane, Co-Chairperson
P. O. Box 343
Patton, CA 92369

SUBJECT: SB 18 Project Notification and Request to Consult Letter for the Proposed West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mr. Cochrane,

Los Angeles County Planning (County Planning) is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities."

The WSGVAP is intended to guide long-term growth for the unincorporated areas within the WSGV Planning Area by encouraging development of housing options and affordability, preserving/sustaining open space, conserving natural resources, protecting community health, safety, and general welfare, increasing access to community amenities, and promoting areas suitable for growth away from hazards. Goals, policies, and implementation programs would be developed for the WSGVAP to support these objectives, especially to support smart growth and sustainable development throughout the WSGV Planning Area. The WSGVAP (Project No. PRJ2023-003982) would execute these goals primarily through, but not limited to, an Environmental Assessment (No. RPPL2023005884), a General Plan Amendment (No. RPPL2023005882), a Zone Change (No. RPPL2023005883), and an Advance Planning Case (No. RPPL2023005880).

County Planning is seeking your participation in the preparation of the WSGVAP to enhance, guide, and support the long-term growth, development, and maintenance of these communities of the LA County's General Plan for unincorporated areas. The Project is subject to Section 65352.3 of the Government Code (Senate Bill (SB) 18 [2004]). Pursuant to SB 18, for the purpose of protecting tribal cultural places. County Planning must engage in consultation with California Native American Tribes prior to adopting or modifying a

General Plan or designating land as open space. Cultural Places refer to places, features, and objects described in Public Resources Code Sections 5097.9 and 5097.993.1

To provide Native American tribes with the opportunity to participate in local land use decisions at an early stage, in accordance with SB 18, please let us know if you would like to be consulted with on this Project. Los Angeles County Planning feels that your comments regarding decisions that may affect ancestral tribal sites are very important. Any information you have regarding tribal cultural places will be kept strictly confidential and will not be divulged to the public. Pursuant to California Government Code § 65352.3, you may request a consultation within 90 days of receiving this letter. We would appreciate receiving your comments by April 1st, 2024. Please forward any comments regarding this Project to:

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, California 90012
Email: ESensibile@planning.lacounty.gov
Tel: (213) 974-6425
Fax: (213) 626-0434

Thank you for your assistance with our efforts to address tribal cultural places that may be affected by the West San Gabriel Valley Area Plan.

Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Serrano Nation of Mission Indians
Wayne Walker, Co-Chairperson
P. O. Box 343
Patton, CA 92369

SUBJECT: SB 18 Project Notification and Request to Consult Letter for the Proposed West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mr. Walker,

Los Angeles County Planning (County Planning) is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities."

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County Planning is seeking your participation in the preparation of the WSGVAP to enhance, guide, and support the long-term growth, development, and maintenance of these communities of the LA County's General Plan for unincorporated areas. The Project is subject to Section 65352.3 of the Government Code (Senate Bill (SB) 18 [2004]). Pursuant to SB 18, for the purpose of protecting tribal cultural places. County Planning must engage in consultation with California Native American Tribes prior to adopting or modifying a

General Plan or designating land as open space. Cultural Places refer to places, features, and objects described in Public Resources Code Sections 5097.9 and 5097.993.1

To provide Native American tribes with the opportunity to participate in local land use decisions at an early stage, in accordance with SB 18, please let us know if you would like to be consulted with on this Project. Los Angeles County Planning feels that your comments regarding decisions that may affect ancestral tribal sites are very important. Any information you have regarding tribal cultural places will be kept strictly confidential and will not be divulged to the public. Pursuant to California Government Code § 65352.3, you may request a consultation within 90 days of receiving this letter. We would appreciate receiving your comments by April 1st, 2024. Please forward any comments regarding this Project to:

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320 West Temple Street, Room 1362
Los Angeles, California 90012
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Fax: (213) 626-0434

Thank you for your assistance with our efforts to address tribal cultural places that may be affected by the West San Gabriel Valley Area Plan.

Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Soboba Band of Luiseno Indians
Joseph Ontiveros, Tribal Historic Preservation Officer
P.O. Box 487
San Jacinto, CA 92581

SUBJECT: SB 18 Project Notification and Request to Consult Letter for the Proposed West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mr. Ontiveros,

Los Angeles County Planning (County Planning) is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities."

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Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, California 90012
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Tel: (213) 974-6425
Fax: (213) 626-0434

Thank you for your assistance with our efforts to address tribal cultural places that may be affected by the West San Gabriel Valley Area Plan.

Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning

LA COUNTY PLANNING EST. 1923

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

February 26, 2024

Soboba Band of Luiseno Indians
Jessica Valdez, Cultural Resource Specialist
P.O. Box 487
San Jacinto, CA 92581

SUBJECT: SB 18 Project Notification and Request to Consult Letter for the Proposed West San Gabriel Valley Area Plan (WSGVAP) in Los Angeles County, California

Dear Mrs. Valdez,

Los Angeles County Planning (County Planning) is in the process of developing an Area Plan for the West San Gabriel Valley area, referred to as the West San Gabriel Valley Area Plan (WSGVAP). The WSGVAP is a new community-based plan that focuses on land use and policy issues that are specific to the unique characteristics and needs of the West San Gabriel Valley (WSGV) Planning Area and its communities. The WSGV Planning Area includes the following nine unincorporated communities of the County: Altadena, East Pasadena-East San Gabriel, Kinneloa Mesa, La Crescenta-Montrose, San Pasqual, South Monrovia Islands, South San Gabriel, Whittier Narrows, and South El Monte Island. Collectively, these communities are referred to as the "WSGVAP Communities."

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General Plan or designating land as open space. Cultural Places refer to places, features, and objects described in Public Resources Code Sections 5097.9 and 5097.993.1

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Thank you for your assistance with our efforts to address tribal cultural places that may be affected by the West San Gabriel Valley Area Plan.

Sincerely,

Evan Sensibile

Evan Sensibile, Regional Planner
County of Los Angeles
Department of Regional Planning

Appendix G
WSGVAP Geologic Maps

Altadena Boundary

Geology

af - Artificial fill

gn - Gray, bandede biotite-rich quartz plagioclase gneiss

gr - Leucocratic granitic rocks

Qa - Alluvium

qd - Massive, non-gneissoid quartz diorite

Qg - Stream channel deposits of gravel, sand and silt

Qoa - Remnants of older weakly consolidated alluvial depostis of gravel, sand and silt

Qof - Alluvial fan gravel and sand derived from San Gabriel mountains

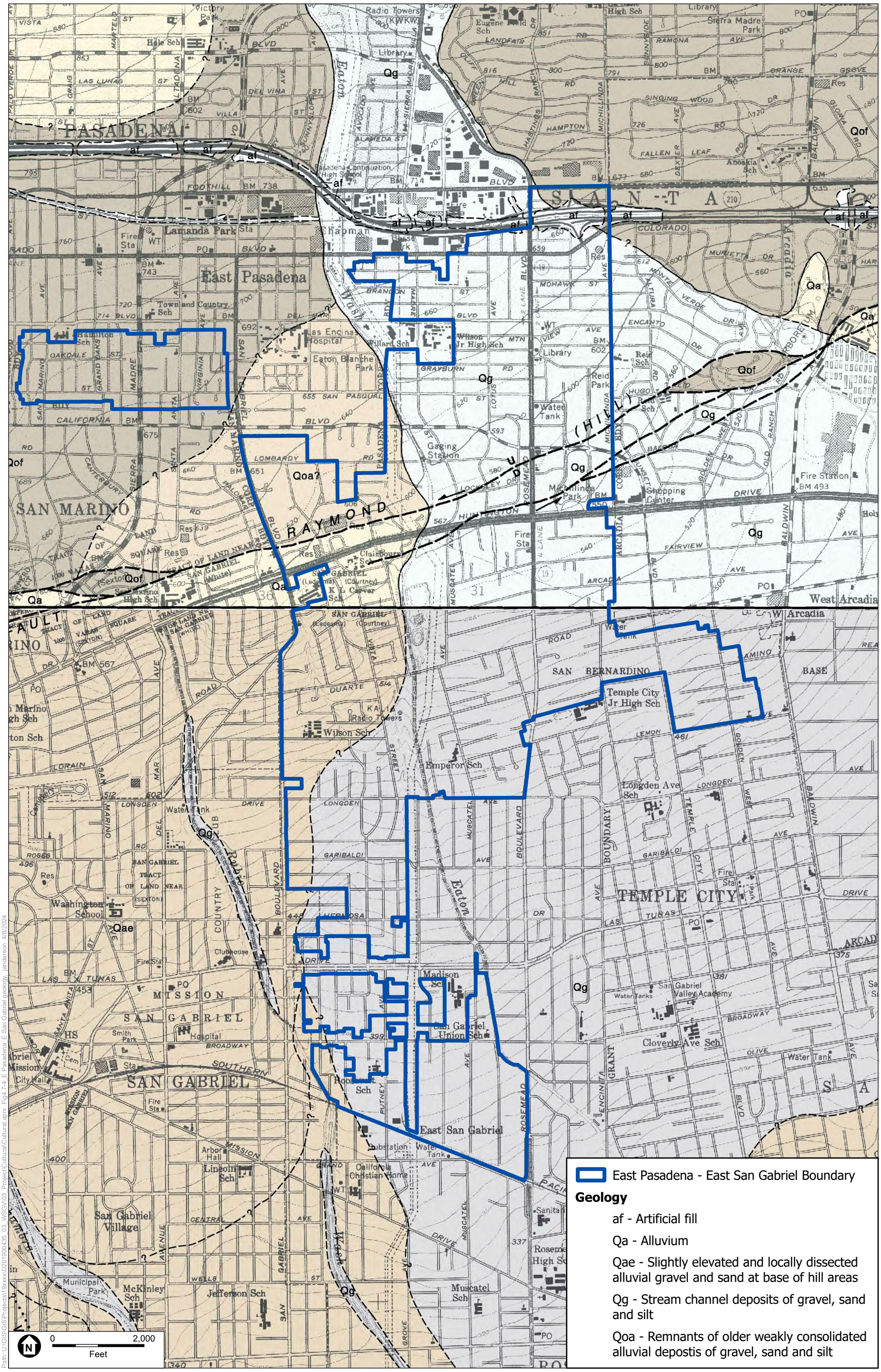
Qog - Elevated remnants of alluvial gravel and fanglomerate deposits, weakly indurated

0 2,000 Feet

TOPOQUAD: Pasadena and Mount Wilson.

Geologic Map - Altadena

ESA



TOPOQUAD: Mount Wilson and El Monte

West San Gabriel Valley Area Plan

ESA

Geologic Map
East Pasadena - East San Gabriel

Kinneloa Mesa Boundary

Geology

af - Artificial fill

bi - Thin dikes of dark gray to black mafic andesite or basalt, very fine grained

gn - Gray, bandede biotite-rich quartz plagioclase gneiss

gng - Gneissoid granitic rocks

hd - Hornblende diorite

qd - Massive, non-gneissoid quartz diorite

Qls - Landslide and talus debris

Qof - Alluvial fan gravel and sand derived from San Gabriel mountains

Qog - Elevated remnants of alluvial gravel and fanglomerate deposits, weakly indurated

0 2,000 Feet

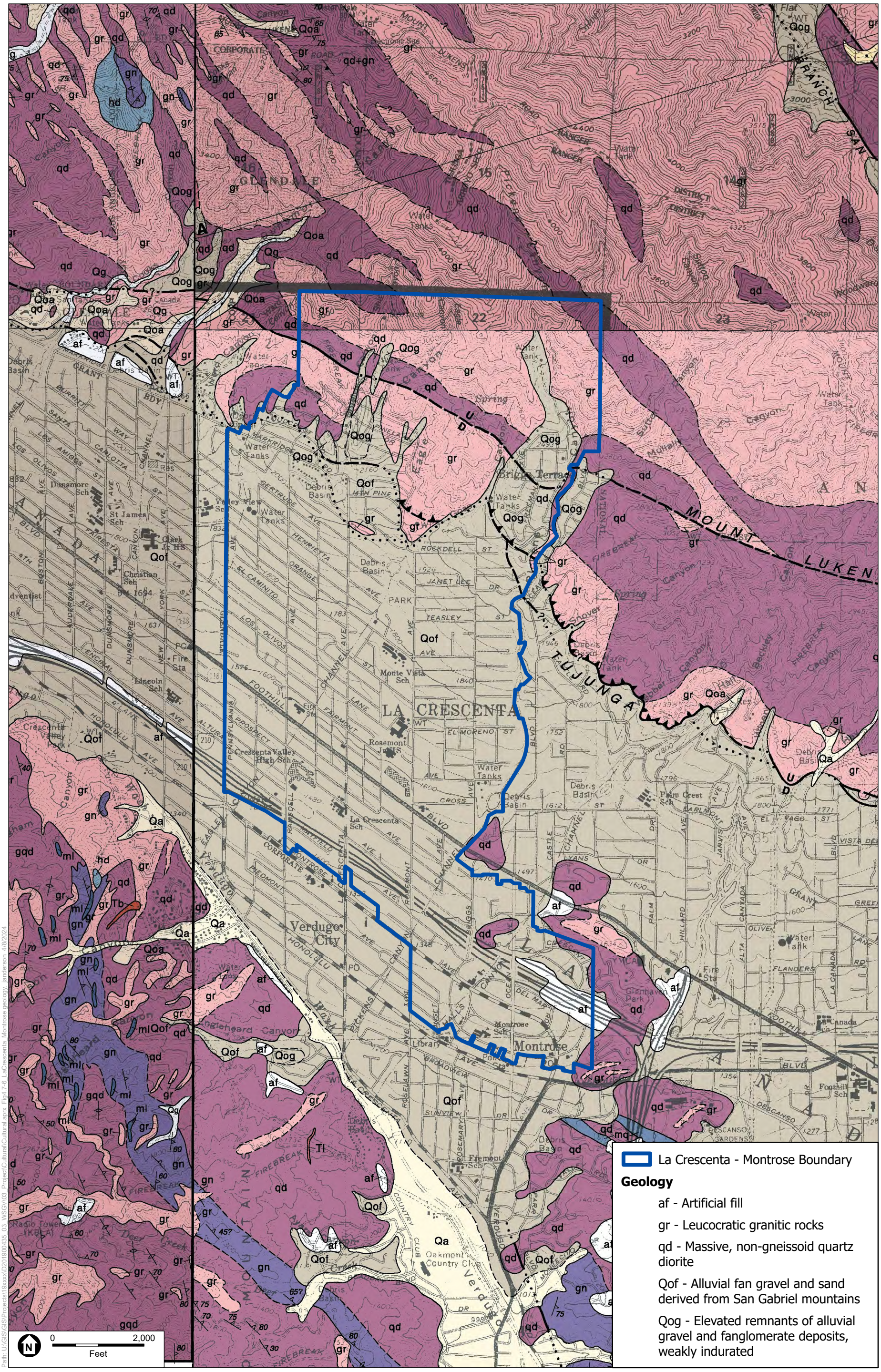
TOPOQUAD: Mount Wilson

West San Gabriel Valley Area Plan

Geologic Map - Kinneloa Mesa

ESA

Path: U:\GIS\GIS\Projects\19xxxx\D2019004\35_03_WSGV\03_Project\Cultural\Cultural.aprx Fig4.7-5 Kinneloa Mesa geology, landerson 4/8/2024

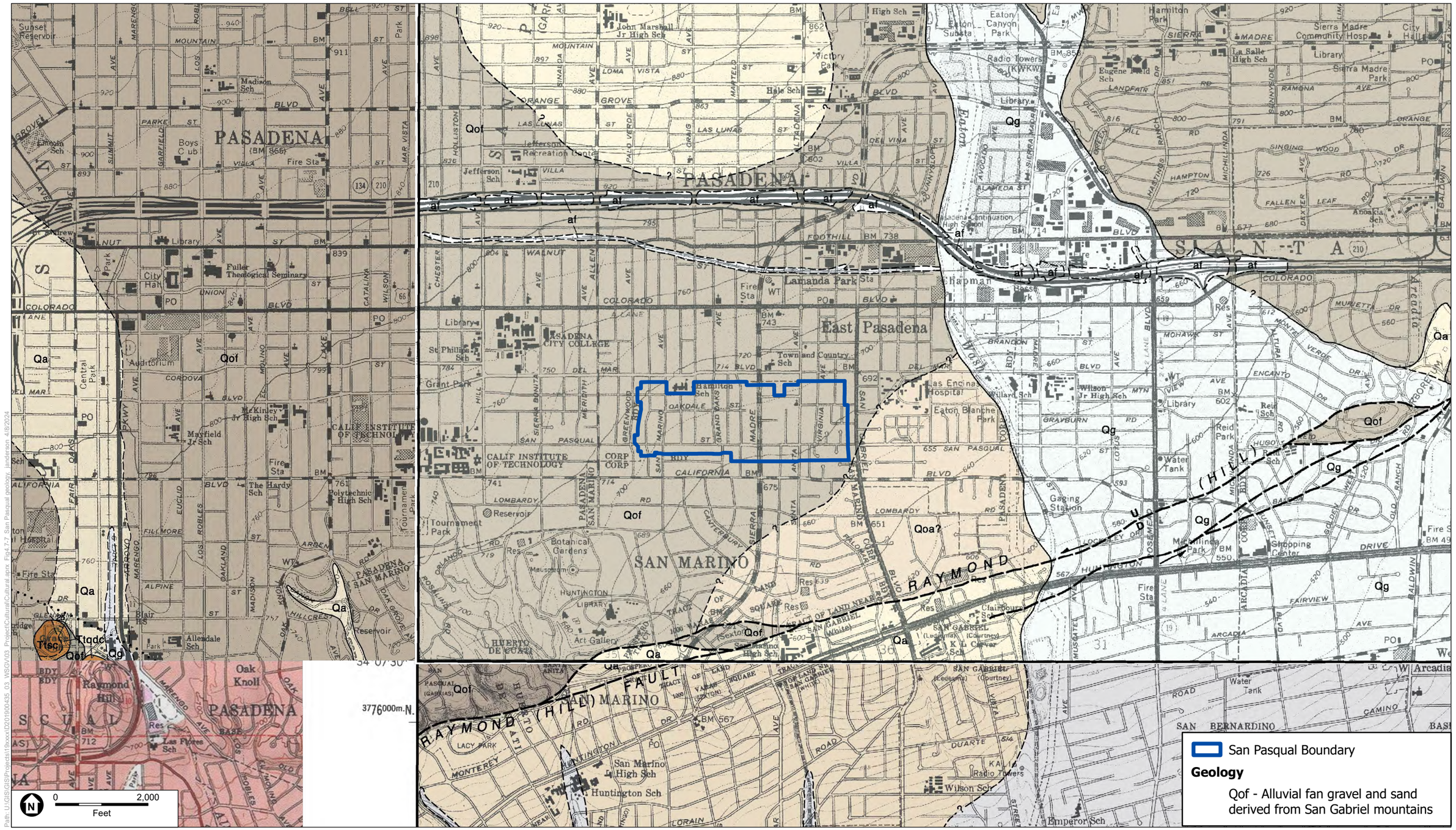


SOURCE: Condor Peak and Pasadena

West San Gabriel Valley Area Plan

ESA

Geologic Map
La Crescenta - Montrose

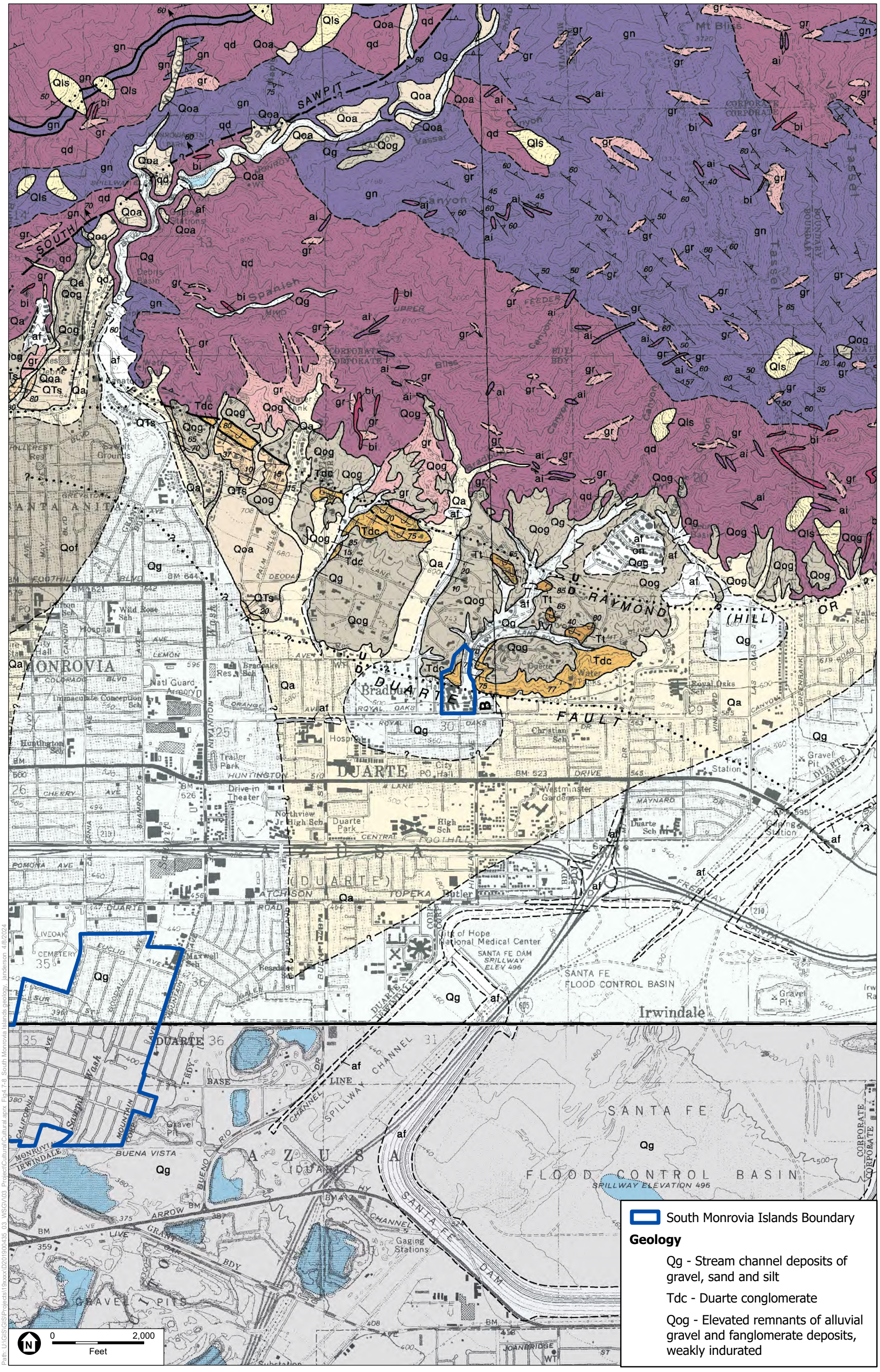


TOPOQUAD: Mount Wilson

West San Gabriel Valley Area Plan

Geologic Map - San Pasqual

ESA



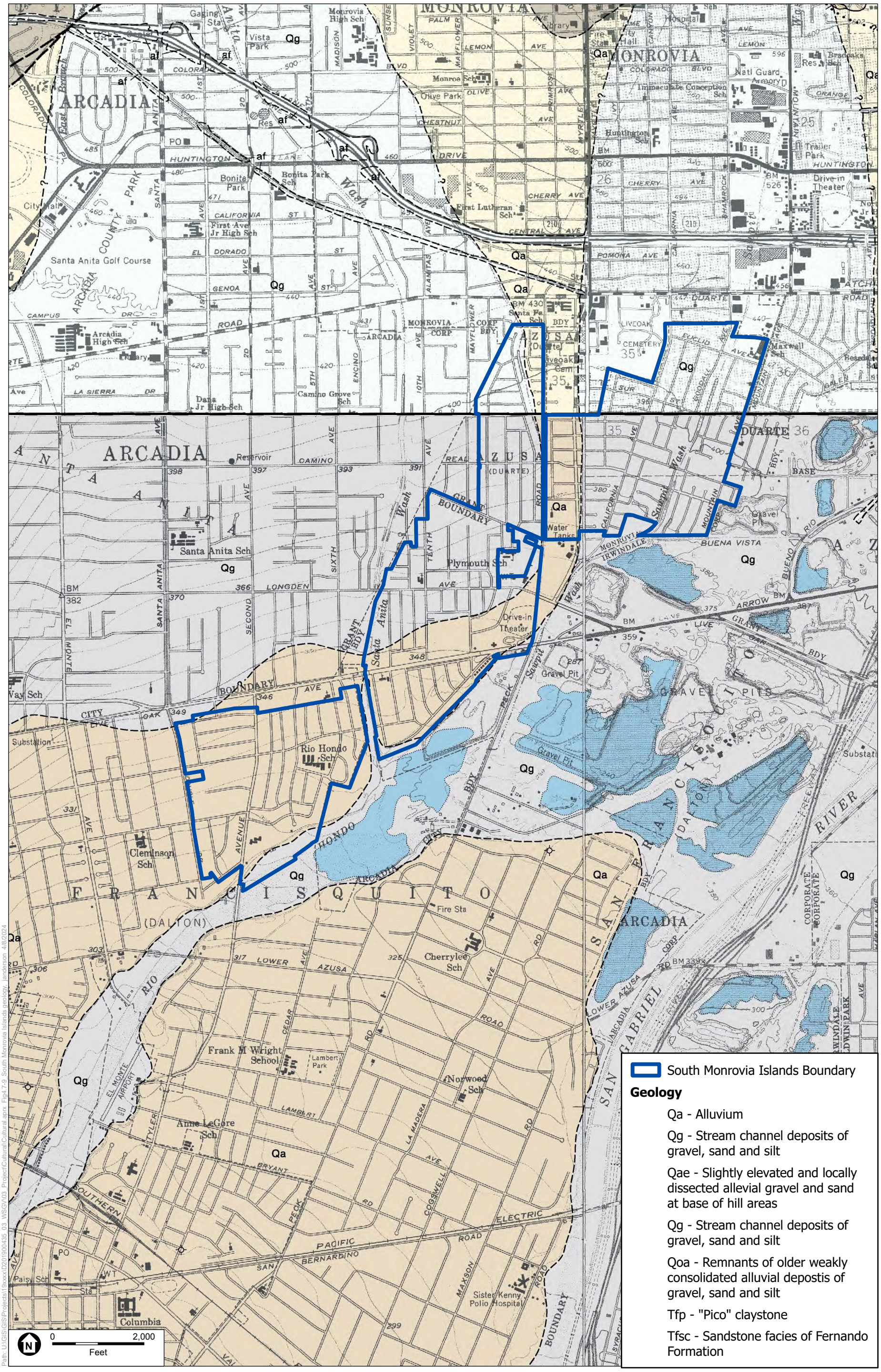
TOPOQUAD: Azusa

West San Gabriel Valley Area Plan

Geologic Map
South Monrovia Islands

ESA

Path: U:\GIS\GIS\Projects\19xxxx\D20190435_03 WSGV\03 Project\Cultural\Cultural.aprx Fig4.7-8 South Monrovia Islands geology. landerson 4/8/2024



South Monrovia Islands Boundary

Geology

Qa - Alluvium

Qg - Stream channel deposits of gravel, sand and silt

Qae - Slightly elevated and locally dissected allevial gravel and sand at base of hill areas

Qg - Stream channel deposits of gravel, sand and silt

Qoa - Remnants of older weakly consolidated alluvial depostis of gravel, sand and silt

Tfp - "Pico" claystone

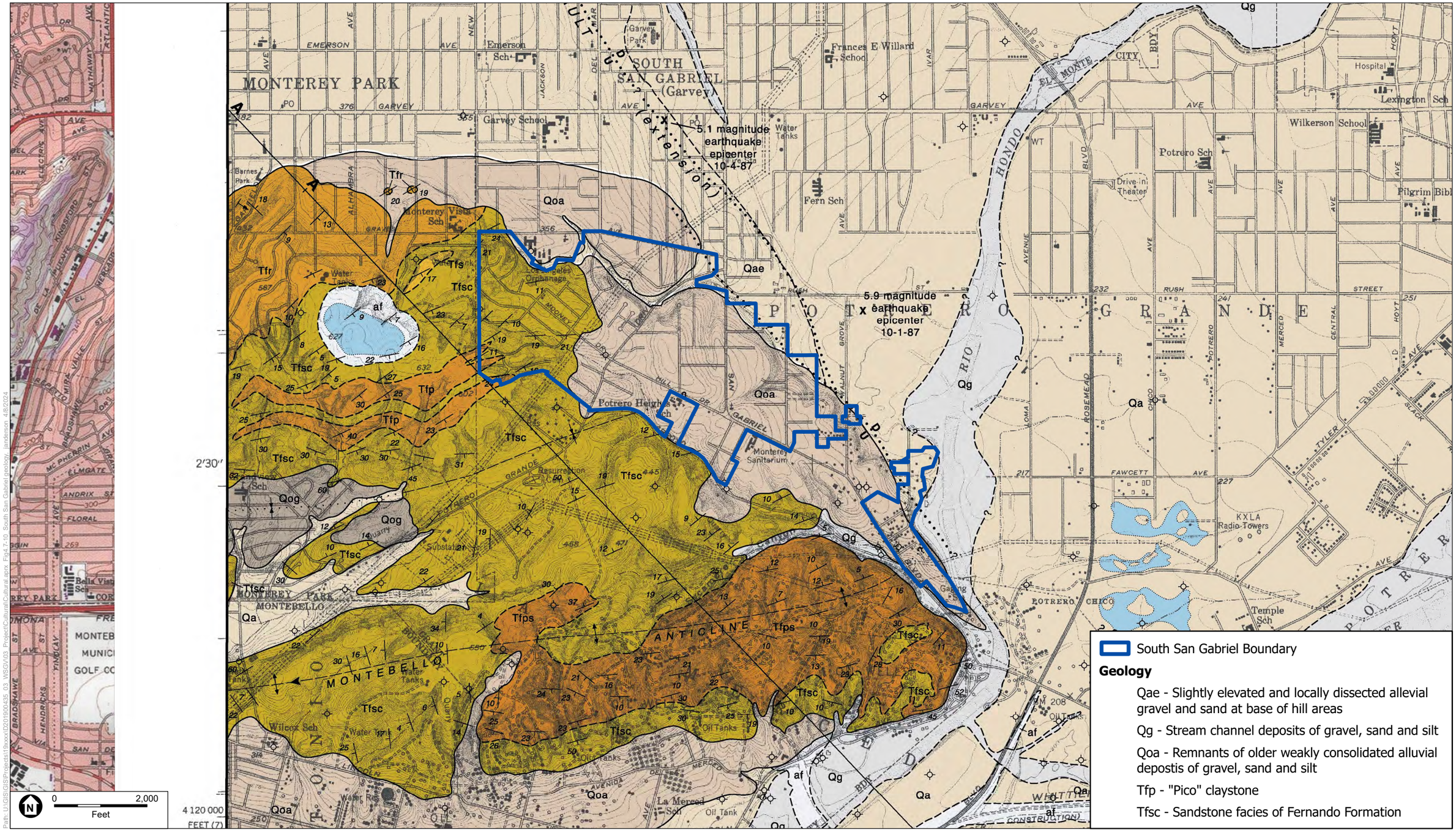
Tfsc - Sandstone facies of Fernando Formation

TOPOQUAD: Azusa

West San Gabriel Valley Area Plan

Geologic Map
South Monrovia Islands

ESA



TOPOQUAD:El Monte

West San Gabriel Valley Area Plan

Geologic Map
South San Gabriel

ESA

Path: U:\GIS\GIS\Projects\19xxxx\D201900435_03_WSGV\03_Project\Cultural\Cultural.aprx Fig4.7-10_South San Gabriel geology_janderson_4/8/2024

5.1 magnitude earthquake epicenter 10-4-87

5.9 magnitude earthquake epicenter 10-1-87

Whittier Narrows

South El Monte Island

Geology

Qa - Alluvium

Qg - Stream channel deposits of gravel, sand and silt

Qoa - Remnants of older weakly consolidated alluvial depostis of gravel, sand and silt

0 2,000 Feet

TOPOQUAD:El Monte

West San Gabriel Valley Area Plan

ESA

Geologic Map
Whittier Narrows and South El Monte Island

Path: U:\GIS\GIS\Projects\19xxxx\D20190435_03_WSGV\03_Project\Cultural\Cultural.aprx Fig4.7-11 Whittier Narrows and S El Monte geology jandersen 4/8/2024

Appendix H
Noise Modeling Data

H1. Traffic Noise Calculations

WSGVAP - Operation Traffic Noise Modeling Summary

Roadway Segment	Community	Future Plus Project Distance (feet) to Centerline to			Future No Project Noise Levels	Future Plus Project Noise Levels	Increase
		60 dBA CNEL Contour	65 dBA CNEL Contour	70 dBA CNEL Contour	dBA CNEL at 30 Feet from Centerline		
Canada Ave between W Woodbury Rd & W Montana St	Altadena	215	70	20	66.4	66.4	0.0
Casitas Ave between W Altadena Dr & Ventura St	Altadena	240	75	25	66.8	66.8	0.0
E Altadena Dr between Allen Ave & Crescent Dr	Altadena	585	185	60	70.7	70.7	0.0
E Altadena Dr between Fair Oaks Ave & N Marengo Ave	Altadena	645	205	65	71.0	71.1	0.1
E Altadena Dr between Lake Ave & N Holliston Ave	Altadena	1,210	385	120	73.8	73.8	0.0
E Altadena Dr between N Holliston Ave & Allen Ave	Altadena	1,210	385	120	73.8	73.8	0.0
E New York Dr between Lake Ave & Mar Vista Ave	Altadena	2,185	690	220	76.4	76.4	0.0
E New York Dr between Mar Vista Ave & N Holliston Ave	Altadena	2,185	690	220	76.4	76.4	0.0
E New York Dr between N Holliston Ave & N Hill Ave	Altadena	2,220	700	220	76.4	76.5	0.0
E Washington Blvd between Bellford Ave & Pepper Dr	Altadena	385	120	40	68.8	68.9	0.1
E Washington Blvd between N Altadena Dr & Woodlyn Rd	Altadena	275	85	25	67.3	67.4	0.1
E Washington Blvd between Pepper Dr & N Altadena Dr	Altadena	385	120	40	68.8	68.9	0.1
E Woodbury Rd between E Altadena Dr & E Calaveras St	Altadena	2,420	765	240	76.8	76.8	0.0
E Woodbury Rd between Los Robles Ave & Lake ave	Altadena	1,545	490	155	74.9	74.9	0.0
E Woodbury Rd between N Marengo Ave & Santa Anita Ave	Altadena	2,325	735	230	76.7	76.7	0.0
E Woodbury Rd between Santa Anita Ave & Los Robles Ave	Altadena	2,325	735	230	76.7	76.7	0.0
Lincoln Ave between W Woodbury Rd & Vermont St	Altadena	1,430	450	145	74.6	74.6	0.0
Montrose Ave between Glenda Ave & Waltonia Dr	Altadena	520	165	50	70.2	70.2	0.0
N Allen Ave between E Altadena Dr & Mendocino Ln	Altadena	670	210	65	71.3	71.3	0.0
N Allen Ave between Mendocino Ln & Midwick Dr	Altadena	805	255	80	72.1	72.1	0.0
N Allen Ave between Midwick Dr & New York Dr	Altadena	590	185	60	70.8	70.7	0.0
N Allen Ave between New York Dr & E Washington Blvd	Altadena	840	265	85	72.3	72.2	0.0
N Allen Ave between New York Dr & E Woodbury Rd	Altadena	840	265	85	72.3	72.2	0.0
N Altadena Dr between Crescent Dr & Canyon Close Rd	Altadena	1,120	355	110	73.5	73.5	0.0
N Altadena Dr between E Washington Blvd & Galbreth Rd	Altadena	795	250	80	72.1	72.0	-0.1
N Altadena Dr between Glen Canyon Rd & New York Dr	Altadena	1,330	420	135	74.2	74.3	0.0
N Altadena Dr between New York Dr & E Washington Blvd	Altadena	445	140	45	69.5	69.5	0.0
N Arroyo Blvd between Weimar Ave & 210	Altadena	1,120	355	110	73.5	73.5	0.0
N Fair Oaks Ave between E Altadena Dr & E Calaveras St	Altadena	735	235	75	71.7	71.7	-0.1
N Fair Oaks Ave between Ventura St & Figueroa Dr	Altadena	430	135	45	69.4	69.4	0.0
N Hill Ave between New York Dr & E Topeka St	Altadena	230	70	25	66.6	66.6	0.0
N Lake Ave between E Altadena Dr & E Mariposa St	Altadena	655	205	65	71.2	71.2	0.0
N Lake Ave between E Altadena Dr & Fontanet Way	Altadena	715	225	70	71.6	71.6	0.0
N Lake Ave between E Calaveras St & New York Dr	Altadena	490	155	50	70.0	69.9	0.0
N Lake Ave between E Mariposa St & E Mendocino St	Altadena	655	205	65	71.2	71.2	0.0
N Lake Ave between E Mendocino St & E Calaveras St	Altadena	495	155	50	70.0	69.9	0.0
N Lake Ave between New York Dr & E Woodbury Rd	Altadena	1,785	565	180	75.5	75.5	0.0

Roadway Segment	Community	Future Plus Project Distance (feet) to Centerline to			Future No Project Noise Levels	Future Plus Project Noise Levels	Increase
		60 dBA CNEL Contour	65 dBA CNEL Contour	70 dBA CNEL Contour	dBA CNEL at 30 Feet from Centerline		
N Lincoln Ave between Acacia St & W Woodbury Rd	Altadena	835	265	85	72.2	72.2	0.0
N Lincoln Ave between Figueroa Dr & Acacia St	Altadena	1,705	540	170	75.3	75.3	0.0
N Lincoln Ave between Ventura St & Figueroa Dr	Altadena	1,025	325	105	73.1	73.1	0.0
N Lincoln Ave between W Altadena Dr & Ventura St	Altadena	490	155	50	69.9	69.9	0.0
N Marengo Ave between E Altadena Dr & E Mariposa St	Altadena	275	85	25	67.4	67.4	0.0
N Marengo Ave between E Calaveras St & E Woodbury Rd	Altadena	275	85	25	67.4	67.4	0.0
N Marengo Ave between E Mariposa St & E Calaveras St	Altadena	275	85	25	67.4	67.4	0.0
N Windsor Ave between W Kent St & W Woodbury Rd	Altadena	185	60	20	65.7	65.7	0.0
N Windsor Ave between Ventura St & Figueroa Dr	Altadena	185	60	20	65.7	65.7	0.0
N Windsor Ave between W Woodbury Rd & Wiemar Ave	Altadena	875	275	85	72.4	72.4	0.0
N Yucca Ln between N Arroyo Blvd & Weimar Ave	Altadena	250	80	25	67.0	67.0	0.0
New York Dr between Allen Ave & Pepper Dr	Altadena	2,220	705	220	76.5	76.5	0.0
New York Dr between N Altadena Dr & Eaton Canyon Dr	Altadena	3,660	1,160	365	78.6	78.6	0.0
New York Dr between N Hill Ave & Sinaloa Ave	Altadena	1,195	380	120	73.8	73.8	0.0
New York Dr between Pepper Dr & N Altadena Dr	Altadena	2,220	705	220	76.5	76.5	0.0
New York Dr between Sinaloa Ave & Allen Ave	Altadena	1,240	390	125	74.0	73.9	0.0
W Altadena Dr between Casitas Ave & Lincoln Ave	Altadena	240	75	25	66.8	66.8	0.0
W Woodbury Rd between Canada Ave & Casitas Ave	Altadena	3,080	975	310	77.9	77.9	0.0
W Woodbury Rd between Casitas Ave & Lincoln Ave	Altadena	3,080	975	310	77.9	77.9	0.0
W Woodbury Rd between Glenrose Ave & Fair Oaks Ave	Altadena	2,225	705	220	76.5	76.5	0.0
W Woodbury Rd between Lincoln Ave & Glenrose Ave	Altadena	2,555	810	255	77.1	77.1	0.0
W Woodbury Rd between N Windsor Ave & Canada Ave	Altadena	3,430	1,085	345	78.3	78.4	0.0
Weimar Ave between N Yucca Ln & N Windsor Ave	Altadena	380	120	40	68.8	68.8	0.0
Duarte Rd between Rosemead Blvd & N Oak Ave	East Pasadena	1,415	445	140	74.4	74.5	0.1
E California Blvd between Brightside Ln & Madre St	East Pasadena	1,230	390	125	73.9	73.9	0.0
E California Blvd between Michigan Blvd & Woodward Blvd	East Pasadena	2,160	685	215	76.4	76.4	0.0
E California Blvd between Woodward Blvd & S Michilinda Ave	East Pasadena	2,160	685	215	76.4	76.4	0.0
E Colorado Blvd between Lotus Ave & N Rosemead Blvd	East Pasadena	3,195	1,010	320	78.0	78.1	0.0
E Colorado Blvd between Madre St & Lotus Ave	East Pasadena	3,195	1,010	320	78.0	78.1	0.0
E Colorado Blvd between Merlon Ave & Michillinda Ave	East Pasadena	3,710	1,175	370	78.7	78.7	0.0
E Colorado Blvd between N Rosemead Blvd & Merlon Ave	East Pasadena	2,395	760	240	76.8	76.8	0.0
E Foothill Blvd between N Rosemead Blvd & Quigley Ave	East Pasadena	2,570	815	255	77.1	77.1	0.0
E Foothill Blvd between Quigley Ave & S Michillinda Ave	East Pasadena	2,220	700	220	76.5	76.5	0.0
Huntington Dr between N Muscatel Ave & S Rosemead Blvd	East Pasadena	4,590	1,450	460	79.6	79.6	0.0
Huntington Dr between Sunny Slope Dr & N Muscatel Ave	East Pasadena	8,465	2,675	845	82.3	82.3	0.0
Longden Ave between N Muscatel Ave & Rosemead Blvd	East Pasadena	680	215	70	71.3	71.3	0.0
Madre St between E Green St & E Del Mar Blvd	East Pasadena	1,505	475	150	74.8	74.8	0.0
Madre St between Grayburn Rd & San Pasqual St	East Pasadena	1,485	470	150	74.7	74.7	0.0
Madre St between San Pasqual St & E California Blvd	East Pasadena	1,550	490	155	74.9	74.9	0.0
N Michillinda Ave between W Foothill Blvd & 210	East Pasadena	2,240	710	225	76.5	76.5	0.0
N Rosemead Blvd between Corta Calle & E Colorado Blvd	East Pasadena	4,385	1,385	440	79.4	79.4	0.0
N Rosemead Blvd between Cotra Calle & Arboleda St	East Pasadena	4,750	1,500	475	79.8	79.8	0.0
N Rosemead Blvd between E Foothill Blvd & Arboleda St	East Pasadena	3,265	1,030	325	78.1	78.1	0.0
Rosemead Blvd between Duarte Rd & Callita St	East Pasadena	5,290	1,675	530	80.2	80.2	0.0
S Michillinda Ave between E California Blvd & Huntington Dr	East Pasadena	160	50	15	64.8	65.1	0.3
S Michillinda Ave between Volante Dr & Hugo Reid Dr	East Pasadena	1,100	350	110	73.4	73.4	0.0
S Rosemead Blvd between Del Mar Blvd & E California Blvd	East Pasadena	6,235	1,970	625	81.0	81.0	0.0
S Rosemead Blvd between E Colorado Blvd & Del Mar Blvd	East Pasadena	6,935	2,195	695	81.4	81.4	0.0
S San Gabriel Blvd between E California Blvd & Hunington Dr	East Pasadena	5,650	1,785	565	80.5	80.5	0.0
Duarte Rd between N Muscatel Ave & Rosemead Blvd	East San Gabriel	685	215	70	71.3	71.4	0.1
Duarte Rd between N Vista St & N Muscatel Ave	East San Gabriel	925	295	95	72.5	72.7	0.1
Duarte Rd between San Gabriel Blvd & N Vista St	East San Gabriel	925	295	95	72.5	72.7	0.1
E Broadway between N Burton Ave & N Muscatel Ave	East San Gabriel	740	235	75	71.8	71.7	0.0
E Broadway between N Muscatel Ave & Acacia St	East San Gabriel	3,345	1,055	335	78.2	78.3	0.0
E California Blvd between S Roasemead Blvd & Michigan Blvd	East San Gabriel	2,160	685	215	76.4	76.4	0.0
Huntington Dr between S Rosemead Blvd & S Michillinda Ave	East San Gabriel	4,820	1,525	480	79.8	79.8	0.0
Longden Ave between N Willard Ave & Rosemead Blvd	East San Gabriel	835	265	85	72.2	72.2	0.0
Longden Ave between San Gabriel Blvd & N Willard Ave	East San Gabriel	835	265	85	72.2	72.2	0.0
N Walnut Grove Ave between Southwind Ct & E Broadway	East San Gabriel	985	310	100	72.9	72.9	0.0
S Michillinda Ave between Hugo Reid Dr & E California Blvd	East San Gabriel	1,100	350	110	73.4	73.4	0.0
S Rosemead Blvd between Del Mar Blvd & E California Blvd	East San Gabriel	7,185	2,270	720	81.5	81.6	0.0
S Rosemead Blvd between E California Blvd & Huntington Dr	East San Gabriel	6,460	2,045	645	81.1	81.1	0.0
S San Gabriel Blvd between Duarte Rd & Longden Ave	East San Gabriel	7,630	2,415	765	81.8	81.8	0.0
S San Gabriel Blvd between Hunington Dr & Lorain Rd	East San Gabriel	7,720	2,440	770	81.9	81.9	0.0
S San Gabriel Blvd between Lorain Rd & Duarte Rd	East San Gabriel	7,250	2,290	725	81.6	81.6	0.0
Temple City Blvd between Leroy St & E Camino Real Ave	East San Gabriel	2,635	835	265	77.2	77.2	0.1
Walnut Grove Ave between E Broadway & Grand Ave	East San Gabriel	1,780	565	180	75.5	75.5	0.0
E Colorado Blvd between Northrup Ave & Madre St	Kinneloa Mesa	1,220	385	120	73.9	73.9	0.0
E Sierra Madre Blvd between New York Dr & Riviera Dr	Kinneloa Mesa	695	220	70	71.4	71.4	0.0
Foothill Blvd between La Crescenta Ave & Raymond Ave	La Crescenta-Montrose	1,885	595	190	75.8	75.8	0.0
Foothill Blvd between Ramsdell Ave & La Crescenta Ave	La Crescenta-Montrose	2,455	775	245	76.9	76.9	0.0
Foothill Blvd between Raymond Ave & Rosemont Ave	La Crescenta-Montrose	515	165	50	70.1	70.1	0.0
Foothill Blvd between Rosemont Ave & Briggs Ave	La Crescenta-Montrose	3,325	1,050	335	78.2	78.2	0.0
La Crescenta Ave between Fierro Cir & Orange Ave	La Crescenta-Montrose	235	75	25	66.8	66.7	-0.1
La Crescenta Ave between Foothill Blvd & 210	La Crescenta-Montrose	1,775	560	175	75.5	75.5	0.0
La Crescenta Ave between Orange Ave & Foothill Blvd	La Crescenta-Montrose	120	40	10	64.0	63.9	-0.1
Montrose Ave between Ocean View Blvd & Glenda Ave	La Crescenta-Montrose	520	165	50	70.2	70.2	0.0
Montrose Ave between Orangedale Ave & Ocean View Blvd	La Crescenta-Montrose	160	50	15	65.0	65.1	0.0
Montrose Ave between Rosemont Ave & Florencita Dr W	La Crescenta-Montrose	325	105	35	68.1	68.1	0.0
Ocean View Blvd between 210 & Montrose Ave	La Crescenta-Montrose	1,655	525	165	75.2	75.2	0.0
Ocean View Blvd between Montrose Ave & Florencita Dr W	La Crescenta-Montrose	1,260	400	125	74.0	74.0	0.0
Orange Ave between Pennsylvania Ave & Ramsdell Ave	La Crescenta-Montrose	210	65	20	66.3	66.3	-0.1
Orange Ave between Ramsdell Ave & La Crescenta Ave	La Crescenta-Montrose	200	65	20	66.0	66.0	0.0

Roadway Segment	Community	Future Plus Project Distance (feet) to Centerline to			Future No Project Noise Levels	Future Plus Project Noise Levels	Increase
		60 dBA CNEL Contour	65 dBA CNEL Contour	70 dBA CNEL Contour	dBA CNEL at 30 Feet from Centerline		
Pennsylvania Ave between Foothill Blvd & 210	La Crescenta-Montrose	3,125	990	310	78.0	78.0	0.0
Rosemont Ave between Foothill Blvd & Montrose Ave	La Crescenta-Montrose	125	40	10	63.9	64.0	0.1
Santa Anita Ave between Freer Ave & Grand Ave	North El Monte	5,095	1,610	510	80.1	80.1	0.0
Santa Anita Ave between Kristi Ct & Freer Ave	North El Monte	5,095	1,610	510	80.1	80.1	0.0
Tyler Ave between Freer Ave & W Hondo Pkwy	North El Monte	290	90	30	67.5	67.6	0.1
Tyler Ave between Lynrose St & Freer Ave	North El Monte	330	105	35	68.1	68.2	0.1
W Hondo Pkwy between Santa Anita Ave & Tyler Ave	North El Monte	290	90	30	67.5	67.6	0.1
Sierra Madre Blvd between E Del Mar & San Pasqual St	San Pasqual	3,395	1,075	340	78.3	78.3	0.0
Sierra Madre Blvd between San Pasqual & E California Blvd	San Pasqual	4,480	1,415	450	79.4	79.5	0.1
E Camino Real between S Myrtle Ave & California Ave	South Monrovia Islands	75	25	5	61.7	61.6	0.0
S California Ave between E Camino Real St & Novice Ln	South Monrovia Islands	1,710	540	170	75.3	75.3	0.0
S California Ave between Hurstview Ave & E Camino Real St	South Monrovia Islands	1,135	360	115	73.6	73.6	0.0
S Myrtle Ave between E Altern St &E Camino Real St	South Monrovia Islands	5,060	1,600	505	80.0	80.1	0.0
S Myrtle Ave between E Camino Real St & Novice Ln	South Monrovia Islands	5,520	1,745	550	80.4	80.4	0.0
E Camino Real between Fairgreen Ave & S Myrtle Ave	South Monrovia Islands	355	115	35	68.5	68.5	0.0
E Live Oak Ave between 8th Ave & S 10th Ave	South Monrovia Islands	5,380	1,700	540	80.2	80.3	0.1
E Live Oak Ave between Mayflower Ave & Myrtle Ave	South Monrovia Islands	4,595	1,450	460	79.7	79.6	0.0
E Live Oak Ave between S 10th Ave & Mayflower Ave	South Monrovia Islands	6,025	1,905	600	80.7	80.8	0.1
E Longden Ave between Mayflower Ave & Peck Rd	South Monrovia Islands	955	300	95	72.8	72.8	0.0
S Mayflower Ave between E Longden Ave & Live Oak Ave	South Monrovia Islands	>5	>5	>5	46.8	46.0	-0.8
Del Mar Ave between Graves Ave & Potrero Grande Dr	South San Gabriel	2,615	825	260	77.2	77.2	0.0
E Graves Ave between Del Mar Ave & San Gabriel Blvd	South San Gabriel	130	40	15	64.0	64.2	0.2
E Graves Ave between New Ave & Del Mar Ave	South San Gabriel	995	315	100	73.0	73.0	0.0
Hill Dr between Potrero Grande Dr & San Gabriel Blvd	South San Gabriel	2,290	725	230	76.6	76.6	0.0
Paramount Blvd between Hill Dr & W Arroyo Dr	South San Gabriel	3,110	985	310	77.9	77.9	0.0
Potrero Grande Dr between Arroyo Dr & Hill Dr	South San Gabriel	4,640	1,465	465	79.7	79.7	0.0
Potrero Grande Dr between Hill Dr & San Gabriel Blvd	South San Gabriel	3,050	965	305	77.8	77.9	0.0
Rosemead Blvd between Rush St & I-60	South San Gabriel	8,710	2,755	870	82.4	82.4	0.0
San Gabriel Blvd between Delta St & Rose Glen Ave	South San Gabriel	5,900	1,865	590	80.7	80.7	0.0
San Gabriel Blvd between Paramount Blvd & Delta St	South San Gabriel	4,965	1,570	495	80.0	80.0	0.0
San Gabriel Blvd between Rush St & Hill Dr	South San Gabriel	4,485	1,420	450	79.5	79.5	0.0
Durfee Ave Between Roasemead Blvd & Santa Anita Ave	Whittier Narrows	1,730	545	175	75.4	75.4	0.0
Durfee Ave between Santa Anita Ave & Peck Rd	Whittier Narrows	1,250	395	125	74.0	74.0	0.0
Peck Rd between Durfee Ave & Rooks Rd	Whittier Narrows	9,450	2,990	945	82.8	82.8	0.0
Rosemead Blvd between San Gabriel Blvd & Gallatin Rd	Whittier Narrows	10,190	3,220	1,020	83.1	83.1	0.0
Rosemead Blvd between San Gabriel Blvd & I-60	Whittier Narrows	5,255	1,660	525	80.2	80.2	0.0
San Gabriel Blvd between Lincoln Ave & Rosemead Rd	Whittier Narrows	6,665	2,110	665	81.2	81.2	0.0
San Gabriel Blvd between Motebello Town Center & Plaza Dr	Whittier Narrows	5,225	1,650	525	80.2	80.2	0.0
San Gabriel Blvd between Plaza Dr & Lincoln Ave	Whittier Narrows	6,540	2,070	655	81.2	81.2	0.0
Santa Anita Ave between I-60 &Durfee Ave	Whittier Narrows	1,520	480	150	74.8	74.8	0.0
Walnut Grove Ave between Rush St & Dryaer Ln	Whittier Narrows	1,730	545	175	75.4	75.4	0.0

ESA

TRAFFIC NOISE ANALYSIS TOOL

Project Name: WSGVAP
Project Number:
Analysis Scenario: 2045 NP
Source of Traffic Volumes: Fehr and Peers, 2022

Roadway Segment	Ground Type	Distance from Roadway to Receiver (feet)	Speed (mph)			Peak Hour Volume			Peak Hour Noise Level (Leq(h) dBA)	CNEL Noise Level (dBA)	Distance (feet) to Noise Level (dBA CNEL)		
			Auto	MT	HT	Auto	MT	HT			60	65	70
CANADA AVE BETWEEN W WOODBURY RD & W MONTANA ST	Hard	50	30	30	30	226	212	1	65.4	66.4	215	70	20
CASITAS AVE BETWEEN W ALTADENA DR & VENTURA ST	Hard	50	30	30	30	231	237	1	65.8	66.8	240	75	25
DEL MAR AVE BETWEEN GRAVES AVE & POTRERO GRANDE DR	Hard	50	30	30	30	2668	2564	13	76.2	77.2	2,620	830	260
DUARTE RD BETWEEN N MUSCATEL AVE & ROSEMEAD BLVD	Hard	50	30	30	30	546	672	4	70.3	71.3	675	215	65
DUARTE RD BETWEEN N VISTA ST & N MUSCATEL AVE	Hard	50	30	30	30	616	905	6	71.5	72.5	895	285	90
DUARTE RD BETWEEN ROSEMEAD BLVD & N OAK AVE	Hard	50	30	30	30	916	1387	7	73.4	74.4	1,365	430	135
DUARTE RD BETWEEN SAN GABRIEL BLVD & N VISTA ST	Hard	50	30	30	30	616	905	6	71.5	72.5	895	285	90
DURFEE AVE BETWEEN ROASEMEAD BLVD & SANTA ANITA AVE	Hard	50	30	30	30	1717	1707	5	74.4	75.4	1,730	545	175
DURFEE AVE BETWEEN SANTA ANITA AVE & PECK RD	Hard	50	30	30	30	1275	1231	5	73.0	74.0	1,255	395	125
E ALTADENA DR BETWEEN ALLEN AVE & CRESCENT DR	Hard	50	30	30	30	555	572	4	69.7	70.7	585	185	60
E ALTADENA DR BETWEEN FAIR OAKS AVE & N MARENGO AVE	Hard	50	30	30	30	542	633	3	70.0	71.0	635	200	65
E ALTADENA DR BETWEEN LAKE AVE & N HOLLISTON AVE	Hard	50	30	30	30	1203	1189	6	72.8	73.8	1,210	385	120
E ALTADENA DR BETWEEN N HOLLISTON AVE & ALLEN AVE	Hard	50	30	30	30	1203	1189	6	72.8	73.8	1,210	385	120
E BROADWAY BETWEEN N BURTON AVE & N MUSCATEL AVE	Hard	50	30	30	30	808	732	2	70.8	71.8	750	235	75
E BROADWAY BETWEEN N MUSCATEL AVE & ACACIA ST	Hard	50	30	30	30	3134	3284	15	77.2	78.2	3,325	1,050	335
E CALIFORNIA BLVD BETWEEN BRIGHTSIDE LN & MADRE ST	Hard	50	30	30	30	1093	1209	5	72.9	73.9	1,215	385	120
E CALIFORNIA BLVD BETWEEN MICHIGAN BLVD & WOODWARD BLVD	Hard	50	30	30	30	2165	2132	5	75.4	76.4	2,160	685	215
E CALIFORNIA BLVD BETWEEN S ROASEMEAD BLVD & MICHIGAN BLVD	Hard	50	30	30	30	2165	2132	5	75.4	76.4	2,160	685	215
E CALIFORNIA BLVD BETWEEN WOODWARD BLVD & S MICHILINDA AVE	Hard	50	30	30	30	2165	2132	5	75.4	76.4	2,160	685	215
E CAMINO REAL BETWEEN FAIRGREEN AVE & S MYRTLE AVE	Hard	50	30	30	30	333	352	1	67.5	68.5	355	110	35
E CAMINO REAL BETWEEN S MYRTLE AVE & CALIFORNIA AVE	Hard	50	30	30	30	78	70	1	60.7	61.7	75	25	5
E COLORADO BLVD BETWEEN LOTUS AVE & N ROSEMEAD BLVD	Hard	50	40	40	40	1832	1931	11	77.0	78.0	3,165	1,000	315
E COLORADO BLVD BETWEEN MADRE ST & LOTUS AVE	Hard	50	40	40	40	1832	1931	11	77.0	78.0	3,165	1,000	315
E COLORADO BLVD BETWEEN MERLON AVE & MICHILLINDA AVE	Hard	50	40	40	40	2123	2247	11	77.7	78.7	3,675	1,160	370
E COLORADO BLVD BETWEEN N ROSEMEAD BLVD & MERLON AVE	Hard	50	40	40	40	1481	1456	5	75.8	76.8	2,400	760	240
E COLORADO BLVD BETWEEN NORTHRUP AVE & MADRE ST	Hard	50	40	40	40	742	743	2	72.9	73.9	1,220	385	120
E FOOTHILL BLVD BETWEEN N ROSEMEAD BLVD & QUIGLEY AVE	Hard	50	30	30	30	2499	2517	15	76.1	77.1	2,565	810	255
E FOOTHILL BLVD BETWEEN QUIGLEY AVE & S MICHILLINDA AVE	Hard	50	30	30	30	2145	2185	8	75.5	76.5	2,215	700	220
E GRAVES AVE BETWEEN DEL MAR AVE & SAN GABRIEL BLVD	Hard	50	30	30	30	61	129	1	63.0	64.0	125	40	15
E GRAVES AVE BETWEEN NEW AVE & DEL MAR AVE	Hard	50	30	30	30	938	974	6	72.0	73.0	990	315	100
E LIVE OAK AVE BETWEEN 8TH AVE & S 10TH AVE	Hard	50	40	40	40	2917	3257	17	79.2	80.2	5,295	1,675	530
E LIVE OAK AVE BETWEEN MAYFLOWER AVE & MYRTLE AVE	Hard	50	40	40	40	3026	2776	16	78.7	79.7	4,640	1,465	465
E LIVE OAK AVE BETWEEN S 10TH AVE & MAYFLOWER AVE	Hard	50	40	40	40	3267	3643	20	79.7	80.7	5,925	1,875	595
E LONGDEN AVE BETWEEN MAYFLOWER AVE & PECK RD	Hard	50	30	30	30	967	940	3	71.8	72.8	955	300	95
E NEW YORK DR BETWEEN LAKE AVE & MAR VISTA AVE	Hard	50	40	40	40	1291	1327	5	75.4	76.4	2,175	690	215
E NEW YORK DR BETWEEN MAR VISTA AVE & N HOLLISTON AVE	Hard	50	40	40	40	1291	1327	5	75.4	76.4	2,175	690	215
E NEW YORK DR BETWEEN N HOLLISTON AVE & N HILL AVE	Hard	50	40	40	40	1307	1348	5	75.4	76.4	2,210	700	220
E SIERRA MADRE BLVD BETWEEN NEW YORK DR & RIVIERA DR	Hard	50	40	40	40	417	423	1	70.4	71.4	695	220	70
E WASHINGTON BLVD BETWEEN BELLFORD AVE & PEPPER DR	Hard	50	30	30	30	311	381	1	67.8	68.8	380	120	40
E WASHINGTON BLVD BETWEEN N ALTADENA DR & WOODLYN RD	Hard	50	30	30	30	219	269	1	66.3	67.3	270	85	25
E WASHINGTON BLVD BETWEEN PEPPER DR & N ALTADENA DR	Hard	50	30	30	30	311	381	1	67.8	68.8	380	120	40
E WOODBURY RD BETWEEN E ALTADENA DR & E CALAVERAS ST	Hard	50	40	40	40	1384	1469	6	75.8	76.8	2,400	760	240
E WOODBURY RD BETWEEN LOS ROBLES AVE & LAKE AVE	Hard	50	40	40	40	943	936	4	73.9	74.9	1,540	490	155
E WOODBURY RD BETWEEN N MARENGO AVE & SANTA ANITA AVE	Hard	50	40	40	40	1390	1410	6	75.7	76.7	2,315	735	230
E WOODBURY RD BETWEEN SANTA ANITA AVE & LOS ROBLES AVE	Hard	50	40	40	40	1390	1410	6	75.7	76.7	2,315	735	230
FOOTHILL BLVD BETWEEN LA CRESCENTA AVE & RAYMOND AVE	Hard	50	40	40	40	1135	1144	5	74.8	75.8	1,880	595	190
FOOTHILL BLVD BETWEEN RAMSDELL AVE & LA CRESCENTA AVE	Hard	50	40	40	40	1452	1488	7	75.9	76.9	2,445	775	245
FOOTHILL BLVD BETWEEN RAYMOND AVE & ROSEMONT AVE	Hard	50	40	40	40	299	314	1	69.1	70.1	510	160	50
FOOTHILL BLVD BETWEEN ROSEMONT AVE & BRIGGS AVE	Hard	50	40	40	40	1948	2022	7	77.2	78.2	3,305	1,045	330
HILL DR BETWEEN POTRERO GRANDE DR & SAN GABRIEL BLVD	Hard	50	30	30	30	2192	2246	12	75.6	76.6	2,285	720	230
HUNTINGTON DR BETWEEN N MUSCATEL AVE & S ROSEMEAD BLVD	Hard	50	40	40	40	2759	2785	12	78.6	79.6	4,580	1,450	460
HUNTINGTON DR BETWEEN S ROSEMEAD BLVD & S MICHILLINDA AVE	Hard	50	40	40	40	2938	2919	14	78.8	79.8	4,815	1,520	480
HUNTINGTON DR BETWEEN SUNNY SLOPE DR & N MUSCATEL AVE	Hard	50	40	40	40	4882	5133	23	81.3	82.3	8,395	2,655	840
LA CRESCENTA AVE BETWEEN FIERRO CIR & ORANGE AVE	Hard	50	30	30	30	289	231	1	65.8	66.8	240	75	25
LA CRESCENTA AVE BETWEEN FOOTHILL BLVD & 210	Hard	50	30	30	30	1678	1714	19	74.5	75.5	1,765	560	175
LA CRESCENTA AVE BETWEEN ORANGE AVE & FOOTHILL BLVD	Hard	50	30	30	30	149	119	1	63.0	64.0	125	40	10
LINCOLN AVE BETWEEN W WOODBURY RD & VERMONT ST	Hard	50	30	30	30	1384	1391	12	73.6	74.6	1,425	450	145
LONGDEN AVE BETWEEN N MUSCATEL AVE & ROSEMEAD BLVD	Hard	50	30	30	30	691	668	3	70.3	71.3	680	215	70
LONGDEN AVE BETWEEN N WILLARD AVE & ROSEMEAD BLVD	Hard	50	30	30	30	807	822	3	71.2	72.2	835	265	85
LONGDEN AVE BETWEEN SAN GABRIEL BLVD & N WILLARD AVE	Hard	50	30	30	30	807	822	3	71.2	72.2	835	265	85
MADRE ST BETWEEN E GREEN ST & E DEL MAR BLVD	Hard	50	30	30	30	1404	1452	17	73.8	74.8	1,495	475	150
MADRE ST BETWEEN GRAYBURN RD & SAN PASQUAL ST	Hard	50	30	30	30	1351	1438	14	73.7	74.7	1,470	465	145
MADRE ST BETWEEN SAN PASQUAL ST & E CALIFORNIA BLVD	Hard	50	30	30	30	1405	1501	15	73.9	74.9	1,535	485	155
MONTROSE AVE BETWEEN GLENDA AVE & WALTONIA DR	Hard	50	30	30	30	499	511	2	69.2	70.2	520	165	50
MONTROSE AVE BETWEEN OCEAN VIEW BLVD & GLENDA AVE	Hard	50	30	30	30	499	511	2	69.2	70.2	520	165	50
MONTROSE AVE BETWEEN ORANGEDALE AVE & OCEAN VIEW BLVD	Hard	50	30	30	30	149	157	1	64.0	65.0	160	50	15
MONTROSE AVE BETWEEN ROSEMONT AVE & FLORENCITA DR W	Hard	50	30	30	30	303	319	2	67.1	68.1	325	100	30
N ALLEN AVE BETWEEN E ALTADENA DR & MENDOCINO LN	Hard	50	30	30	30	726	651	5	70.3	71.3	675	215	65
N ALLEN AVE BETWEEN MENDOCINO LN & MIDWICK DR	Hard	50	30	30	30	811	784	6	71.1	72.1	805	255	80
N ALLEN AVE BETWEEN MIDWICK DR & NEW YORK DR	Hard	50	30	30	30	655	577	4	69.8	70.8	595	190	60
N ALLEN AVE BETWEEN NEW YORK DR & E WASHINGTON BLVD	Hard	50	30	30	30	901	813	8	71.3	72.3	845	265	85
N ALLEN AVE BETWEEN NEW YORK DR & E WOODBURY RD	Hard	50	30	30	30	901	813	8	71.3	72.3	845	265	85
N ALTADENA DR BETWEEN CRESCENT DR & CANYON CLOSE RD	Hard	50	30	30	30	1139	1094	7	72.5	73.5	1,120	355	110
N ALTADENA DR BETWEEN E WASHINGTON BLVD & GALBRETH RD	Hard	50	30	30	30	909	780	4	71.1	72.1	805	255	80
N ALTADENA DR BETWEEN GLEN CANYON RD & NEW YORK DR	Hard	50	30	30	30	1296	1301	9	73.2	74.2	1,330	420	135
N ALTADENA DR BETWEEN NEW YORK DR & E WASHINGTON BLVD	Hard	50	30	30	30	467	436	3	68.5	69.5	450	140	45
N ARROYO BLVD BETWEEN WEIMAR AVE & 210	Hard	50	30	30	30	1058	1097	7	72.5	73.5	1,115	355	110
N FAIR OAKS AVE BETWEEN E ALTADENA DR & E CALAVERAS ST	Hard	50	30	30	30	829	716	6	70.7	71.7	745	235	75
N FAIR OAKS AVE BETWEEN VENTURA ST & FIGUEROA DR	Hard	50	30	30	30	453	422	3	68.4	69.4	435	135	45
N HILL AVE BETWEEN NEW YORK DR & E TOPEKA ST	Hard	50	30	30	30	212	225	1	65.6	66.6	225	70	25
N LAKE AVE BETWEEN E ALTADENA DR & E MARIPOSA ST	Hard	50	30	30	30	674	642	3	70.2	71.2	655	205	65
N LAKE AVE BETWEEN E ALTADENA DR & FONTANET WAY	Hard	50	30	30	30	746	704	3	70.6	71.6	720	230	70
N LAKE AVE BETWEEN E CALAVERAS ST & NEW YORK DR	Hard	50	30	30	30	525	483	2	69.0	70.0	495	155	50
N LAKE AVE BETWEEN E MARIPOSA ST & E MENDOCINO ST	Hard	50	30	30	30	674	642	3	70.2	71.2	655	205	65
N LAKE AVE BETWEEN E MENDOCINO ST & E CALAVERAS ST	Hard	50	30	30	30	525	485	2	69.0	70.0	495	155	50
N LAKE AVE BETWEEN NEW YORK DR & E WOODBURY RD	Hard	50	30	30	30	1766	1761	6	74.5	75.5	1,785	565	180
N LINCOLN AVE BETWEEN ACACIA ST & W WOODBURY RD	Hard	50	30	30	30	735	820	4	71.2	72.2	825	260	85
N LINCOLN AVE BETWEEN FIGUEROA DR & ACACIA ST	Hard	50	30	30	30	1508	1669	9	74.3	75.3	1,685	535	170
N LINCOLN AVE BETWEEN VENTURA ST & FIGUEROA DR	Hard	50	30	30	30	903	1006	5	72.1	73.1	1,015	320	100
N LINCOLN AVE BETWEEN W ALTADENA DR & VENTURA ST	Hard	50	30	30	30	470	480	3	68.9	69.9	490	155	50
N MARENGO AVE BETWEEN E ALTADENA DR & E MARIPOSA ST	Hard	50	30	30	30	281	268	2	66.4	67.4	275	85	30
N MARENGO AVE BETWEEN E CALAVERAS ST & E WOODBURY RD	Hard	50	30	30	30	281	268	2	66.4	67.4	275	85	30
N MARENGO AVE BETWEEN E MARIPOSA ST & E CALAVERAS ST	Hard	50	30	30	30	281	268	2	66.4	67.4	275	85	30
N MICHILLINDA AVE BETWEEN W FOOTHILL BLVD & 210	Hard	50	30	30	30	2174	2202	9	75.5	76.5	2,235	705	225
N ROSEMEAD BLVD BETWEEN CORTA CALLE & E COLORADO BLVD	Hard	50	40	40	40	2635	2631	24	78.4	79.4	4,370	1,380	435
N ROSEMEAD BLVD BETWEEN COTRA CALLE & ARBOLEDA ST	Hard	50	40	40	40	2844	2838	31	78.8	79.8	4,730	1,495	475

Roadway Segment	Ground Type	Distance from Roadway to Receiver (feet)	Speed (mph)			Peak Hour Volume			Peak Hour Noise Level (Leq(h) dBA)	CNEL Noise Level (dBA)	Distance (feet) to Noise Level (dBA CNEL)		
			Auto	MT	HT	Auto	MT	HT			60	65	70
N ROSEMEAD BLVD BETWEEN E FOOTHILL BLVD & ARBOLEDA ST	Hard	50	40	40	40	1908	1942	25	77.1	78.1	3,240	1,025	325
N WALNUT GROVE AVE BETWEEN SOUTHWIND CT & E BROADWAY	Hard	50	30	30	30	886	952	10	71.9	72.9	975	310	95
N WINDSOR AVE BETWEEN W KENT ST & W WOODBURY RD	Hard	50	30	30	30	178	181	1	64.7	65.7	185	60	20
N WINDSOR AVE BETWEEN VENTURA ST & FIGUEROA DR	Hard	50	30	30	30	178	181	1	64.7	65.7	185	60	20
N WINDSOR AVE BETWEEN W WOODBURY RD & WIEMAR AVE	Hard	50	30	30	30	807	849	7	71.4	72.4	865	275	85
N YUCCA LN BETWEEN N ARROYO BLVD & WEIMAR AVE	Hard	50	30	30	30	254	245	2	66.0	67.0	250	80	25
NEW YORK DR BETWEEN ALLEN AVE & PEPPER DR	Hard	50	40	40	40	1330	1347	6	75.5	76.5	2,215	700	220
NEW YORK DR BETWEEN N ALTADENA DR & EATON CANYON DR	Hard	50	40	40	40	2159	2213	13	77.6	78.6	3,640	1,150	365
NEW YORK DR BETWEEN N HILL AVE & SINALOA AVE	Hard	50	40	40	40	739	727	2	72.8	73.8	1,195	380	120
NEW YORK DR BETWEEN PEPPER DR & N ALTADENA DR	Hard	50	40	40	40	1330	1347	6	75.5	76.5	2,215	700	220
NEW YORK DR BETWEEN SINALOA AVE & ALLEN AVE	Hard	50	40	40	40	769	755	2	73.0	74.0	1,240	395	125
OCEAN VIEW BLVD BETWEEN 210 & MONTROSE AVE	Hard	50	30	30	30	1614	1622	8	74.2	75.2	1,650	520	165
OCEAN VIEW BLVD BETWEEN MONTROSE AVE & FLORENCITA DR W	Hard	50	30	30	30	1240	1239	6	73.0	74.0	1,260	400	125
ORANGE AVE BETWEEN PENNSYLVANIA AVE & RAMSDELL AVE	Hard	50	30	30	30	243	206	2	65.3	66.3	215	70	20
ORANGE AVE BETWEEN RAMSDELL AVE & LA CRESCENTA AVE	Hard	50	30	30	30	203	197	1	65.0	66.0	200	65	20
PARAMOUNT BLVD BETWEEN HILL DR & W ARROYO DR	Hard	50	40	40	40	1863	1871	15	76.9	77.9	3,100	980	310
PECK RD BETWEEN DURFEE AVE & ROOKS RD	Hard	50	40	40	40	5817	5699	38	81.8	82.8	9,450	2,990	945
PENNSYLVANIA AVE BETWEEN FOOTHILL BLVD & 210	Hard	50	40	40	40	1953	1893	9	77.0	78.0	3,135	990	315
POTRERO GRANDE DR BETWEEN ARROYO DR & HILL DR	Hard	50	40	40	40	2808	2806	16	78.7	79.7	4,630	1,465	465
POTRERO GRANDE DR BETWEEN HILL DR & SAN GABRIEL BLVD	Hard	50	40	40	40	1772	1843	11	76.8	77.8	3,030	955	305
ROSEMEAD BLVD BETWEEN DUARTE RD & CALLITA ST	Hard	50	40	40	40	3034	3185	24	79.2	80.2	5,240	1,655	525
ROSEMEAD BLVD BETWEEN RUSH ST & I-60	Hard	50	40	40	40	5300	5205	55	81.4	82.4	8,690	2,750	870
ROSEMEAD BLVD BETWEEN SAN GABRIEL BLVD & GALLATIN RD	Hard	50	40	40	40	6219	6189	22	82.1	83.1	10,180	3,220	1,020
ROSEMEAD BLVD BETWEEN SAN GABRIEL BLVD & I-60	Hard	50	40	40	40	3188	3168	22	79.2	80.2	5,245	1,660	525
ROSEMONT AVE BETWEEN FOOTHILL BLVD & MONTROSE AVE	Hard	50	30	30	30	106	121	1	62.9	63.9	125	40	10
S CALIFORNIA AVE BETWEEN E CAMINO REAL ST & NOVICE LN	Hard	50	30	30	30	1666	1674	10	74.3	75.3	1,705	540	170
S CALIFORNIA AVE BETWEEN HURSTVIEW AVE & E CAMINO REAL ST	Hard	50	30	30	30	1099	1107	9	72.6	73.6	1,135	360	115
S MAYFLOWER AVE BETWEEN E LONGDEN AVE & LIVE OAK AVE	Hard	50	30	30	30	6	2	0	45.8	46.8	>5	>5	>5
S MICHILLINDA AVE BETWEEN E CALIFORNIA BLVD & HUNTINGTON DR	Hard	50	30	30	30	49	157	1	63.8	64.8	150	45	15
S MICHILLINDA AVE BETWEEN HUGO REID DR & E CALIFORNIA BLVD	Hard	50	30	30	30	1076	1082	5	72.4	73.4	1,100	350	110
S MICHILLINDA AVE BETWEEN VOLANTE DR & HUGO REID DR	Hard	50	30	30	30	1076	1082	5	72.4	73.4	1,100	350	110
S MYRTLE AVE BETWEEN E ALTERN ST &E CAMINO REAL ST	Hard	50	40	40	40	3109	3034	27	79.0	80.0	5,055	1,600	505
S MYRTLE AVE BETWEEN E CAMINO REAL ST & NOVICE LN	Hard	50	40	40	40	3365	3316	27	79.4	80.4	5,510	1,740	550
S ROSEMEAD BLVD BETWEEN DEL MAR BLVD & E CALIFORNIA BLVD	Hard	50	40	40	40	4101	4332	30	80.5	81.5	7,115	2,250	710
S ROSEMEAD BLVD BETWEEN DEL MAR BLVD & E CALIFORNIA BLVD	Hard	50	40	40	40	3979	3755	27	80.0	81.0	6,265	1,980	625
S ROSEMEAD BLVD BETWEEN E CALIFORNIA BLVD & HUNTINGTON DR	Hard	50	40	40	40	3730	3881	33	80.1	81.1	6,405	2,025	640
S ROSEMEAD BLVD BETWEEN E COLORADO BLVD & DEL MAR BLVD	Hard	50	40	40	40	4064	4164	36	80.4	81.4	6,890	2,180	690
S SAN GABRIEL BLVD BETWEEN DUARTE RD & LONGDEN AVE	Hard	50	40	40	40	4420	4608	29	80.8	81.8	7,570	2,395	755
S SAN GABRIEL BLVD BETWEEN E CALIFORNIA BLVD & HUNINGTON DR	Hard	50	40	40	40	3430	3414	20	79.5	80.5	5,640	1,785	565
S SAN GABRIEL BLVD BETWEEN HUNINGTON DR & LORAIN RD	Hard	50	40	40	40	4740	4671	25	80.9	81.9	7,720	2,440	770
S SAN GABRIEL BLVD BETWEEN LORAIN RD & DUARTE RD	Hard	50	40	40	40	4497	4382	25	80.6	81.6	7,260	2,295	725
SAN GABRIEL BLVD BETWEEN DELTA ST & ROSE GLEN AVE	Hard	50	40	40	40	3562	3572	18	79.7	80.7	5,885	1,860	590
SAN GABRIEL BLVD BETWEEN LINCOLN AVE & ROSEMEAD RD	Hard	50	40	40	40	4044	4045	16	80.2	81.2	6,655	2,105	665
SAN GABRIEL BLVD BETWEEN MOTEBELLO TOWN CENTER & PLAZA DR	Hard	50	40	40	40	3152	3167	14	79.2	80.2	5,210	1,650	520
SAN GABRIEL BLVD BETWEEN PARAMOUNT BLVD & DELTA ST	Hard	50	40	40	40	3070	3010	13	79.0	80.0	4,970	1,570	495
SAN GABRIEL BLVD BETWEEN PLAZA DR & LINCOLN AVE	Hard	50	40	40	40	3942	3960	19	80.2	81.2	6,520	2,060	650
SAN GABRIEL BLVD BETWEEN RUSH ST & HILL DR	Hard	50	40	40	40	2810	2711	16	78.5	79.5	4,500	1,425	450
SANTA ANITA AVE BETWEEN FREER AVE & GRAND AVE	Hard	50	40	40	40	3175	3095	11	79.1	80.1	5,105	1,615	510
SANTA ANITA AVE BETWEEN I-60 &DURFEE AVE	Hard	50	30	30	30	1525	1470	15	73.8	74.8	1,520	480	150
SANTA ANITA AVE BETWEEN KRISTI CT & FREER AVE	Hard	50	40	40	40	3175	3095	11	79.1	80.1	5,105	1,615	510
SIERRA MADRE BLVD BETWEEN E DEL MAR & SAN PASQUAL ST	Hard	50	40	40	40	2124	2049	13	77.3	78.3	3,405	1,075	340
SIERRA MADRE BLVD BETWEEN SAN PASQUAL & E CALIFORNIA BLVD	Hard	50	40	40	40	2400	2709	15	78.4	79.4	4,400	1,390	440
TEMPLE CITY BLVD BETWEEN LEROY ST & E CAMINO REAL AVE	Hard	50	30	30	30	2300	2581	15	76.2	77.2	2,605	825	260
TYLER AVE BETWEEN FREER AVE & W HONDO PKWY	Hard	50	30	30	30	229	284	1	66.5	67.5	285	90	30
TYLER AVE BETWEEN LYNROSE ST & FREER AVE	Hard	50	30	30	30	256	324	1	67.1	68.1	320	100	30
W ALTADENA DR BETWEEN CASITAS AVE & LINCOLN AVE	Hard	50	30	30	30	231	237	1	65.8	66.8	240	75	25
W HONDO PKWY BETWEEN SANTA ANITA AVE & TYLER AVE	Hard	50	30	30	30	229	284	1	66.5	67.5	285	90	30
W WOODBURY RD BETWEEN CANADA AVE & CASITAS AVE	Hard	50	40	40	40	1802	1869	8	76.9	77.9	3,060	970	305
W WOODBURY RD BETWEEN CASITAS AVE & LINCOLN AVE	Hard	50	40	40	40	1802	1869	8	76.9	77.9	3,060	970	305
W WOODBURY RD BETWEEN GLENROSE AVE & FAIR OAKS AVE	Hard	50	40	40	40	1322	1343	8	75.5	76.5	2,215	700	220
W WOODBURY RD BETWEEN LINCOLN AVE & GLENROSE AVE	Hard	50	40	40	40	1541	1541	10	76.1	77.1	2,545	805	255
W WOODBURY RD BETWEEN N WINDSOR AVE & CANADA AVE	Hard	50	40	40	40	2026	2080	9	77.3	78.3	3,410	1,080	340
WALNUT GROVE AVE BETWEEN E BROADWAY & GRAND AVE	Hard	50	30	30	30	1739	1725	17	74.5	75.5	1,775	560	180
WALNUT GROVE AVE BETWEEN RUSH ST & DRYAER LN	Hard	50	30	30	30	1785	1671	19	74.4	75.4	1,735	550	175
WEIMAR AVE BETWEEN N YUCCA LN & N WINDSOR AVE	Hard	50	30	30	30	388	374	2	67.8	68.8	380	120	40

For hard ground, the propagation rate is 3 dB per doubling the distance.
For soft ground, the propagation rate is 4.5 dB per doubling the distance.
Roadway speeds were determined by either a "Minor Arterial" or "Principal Arterial" with a mph of 30 or 40, respectively.

ESA

TRAFFIC NOISE ANALYSIS TOOL

Project Name: WSGVAP
Project Number:
Analysis Scenario: 2045 with Project
Source of Traffic Volumes: Fehr and Peers, 2022

Roadway Segment	Ground Type	Distance from Roadway to Receiver (feet)	Speed (mph)			Peak Hour Volume			Peak Hour Noise Level (Leq(h) dBA)	CNEL Noise Level (dBA)	Distance (feet) to Noise Level (dBA CNEL)		
			Auto	MT	HT	Auto	MT	HT			60	65	70
Canada Ave between W Woodbury Rd & W Montana St	Hard	50	30	30	30	215	212	1	65.4	66.4	215	70	20
Casitas Ave between W Altadena Dr & Ventura St	Hard	50	30	30	30	240	237	1	65.8	66.8	240	75	25
Del Mar Ave between Graves Ave & Potrero Grande Dr	Hard	50	30	30	30	2599	2564	13	76.2	77.2	2,615	825	260
Duarte Rd between N Muscatel Ave & Rosemead Blvd	Hard	50	30	30	30	681	672	4	70.4	71.4	685	215	70
Duarte Rd between N Vista St & N Muscatel Ave	Hard	50	30	30	30	918	905	6	71.7	72.7	925	295	95
Duarte Rd between Rosemead Blvd & N Oak Ave	Hard	50	30	30	30	1403	1387	7	73.5	74.5	1,415	445	140
Duarte Rd between San Gabriel Blvd & N Vista St	Hard	50	30	30	30	918	905	6	71.7	72.7	925	295	95
Durfee Ave Between Roasemead Blvd & Santa Anita Ave	Hard	50	30	30	30	1718	1707	5	74.4	75.4	1,730	545	175
Durfee Ave between Santa Anita Ave & Peck Rd	Hard	50	30	30	30	1244	1231	5	73.0	74.0	1,250	395	125
E Altadena Dr between Allen Ave & Crescent Dr	Hard	50	30	30	30	583	572	4	69.7	70.7	585	185	60
E Altadena Dr between Fair Oaks Ave & N Marengo Ave	Hard	50	30	30	30	640	633	3	70.1	71.1	645	205	65
E Altadena Dr between Lake Ave & N Holliston Ave	Hard	50	30	30	30	1204	1189	6	72.8	73.8	1,210	385	120
E Altadena Dr between N Holliston Ave & Allen Ave	Hard	50	30	30	30	1204	1189	6	72.8	73.8	1,210	385	120
E Broadway between N Burton Ave & N Muscatel Ave	Hard	50	30	30	30	735	732	2	70.7	71.7	740	235	75
E Broadway between N Muscatel Ave & Acacia St	Hard	50	30	30	30	3320	3284	15	77.3	78.3	3,345	1,055	335
E California Blvd between Brightside Ln & Madre St	Hard	50	30	30	30	1217	1209	5	72.9	73.9	1,230	390	125
E California Blvd between Michigan Blvd & Woodward Blvd	Hard	50	30	30	30	2143	2132	5	75.4	76.4	2,160	685	215
E California Blvd between S Roasemead Blvd & Michigan Blvd	Hard	50	30	30	30	2143	2132	5	75.4	76.4	2,160	685	215
E California Blvd between Woodward Blvd & S Michilinda Ave	Hard	50	30	30	30	2143	2132	5	75.4	76.4	2,160	685	215
E Camino Real between Fairgreen Ave & S Myrtle Ave	Hard	50	30	30	30	354	352	1	67.5	68.5	355	115	35
E Camino Real between S Myrtle Ave & California Ave	Hard	50	30	30	30	72	70	1	60.6	61.6	75	25	5
E Colorado Blvd between Lotus Ave & N Rosemead Blvd	Hard	50	40	40	40	1961	1931	11	77.1	78.1	3,195	1,010	320
E Colorado Blvd between Madre St & Lotus Ave	Hard	50	40	40	40	1961	1931	11	77.1	78.1	3,195	1,010	320
E Colorado Blvd between Merlon Ave & Michillinda Ave	Hard	50	40	40	40	2278	2247	11	77.7	78.7	3,710	1,175	370
E Colorado Blvd between N Rosemead Blvd & Merlon Ave	Hard	50	40	40	40	1471	1456	5	75.8	76.8	2,395	760	240
E Colorado Blvd between Northrup Ave & Madre St	Hard	50	40	40	40	748	743	2	72.9	73.9	1,220	385	120
E Foothill Blvd between N Rosemead Blvd & Quigley Ave	Hard	50	30	30	30	2558	2517	15	76.1	77.1	2,570	815	255
E Foothill Blvd between Quigley Ave & S Michillinda Ave	Hard	50	30	30	30	2203	2185	8	75.5	76.5	2,220	700	220
E Graves Ave between Del Mar Ave & San Gabriel Blvd	Hard	50	30	30	30	131	129	1	63.2	64.2	130	40	15
E Graves Ave between New Ave & Del Mar Ave	Hard	50	30	30	30	989	974	6	72.0	73.0	995	315	100
E Live Oak Ave between 8th Ave & S 10th Ave	Hard	50	40	40	40	3301	3257	17	79.3	80.3	5,380	1,700	540
E Live Oak Ave between Mayflower Ave & Myrtle Ave	Hard	50	40	40	40	2821	2776	16	78.6	79.6	4,595	1,450	460
E Live Oak Ave between S 10th Ave & Mayflower Ave	Hard	50	40	40	40	3695	3643	20	79.8	80.8	6,025	1,905	600
E Longden Ave between Mayflower Ave & Peck Rd	Hard	50	30	30	30	946	940	3	71.8	72.8	955	300	95
E New York Dr between Lake Ave & Mar Vista Ave	Hard	50	40	40	40	1339	1327	5	75.4	76.4	2,185	690	220
E New York Dr between Mar Vista Ave & N Holliston Ave	Hard	50	40	40	40	1339	1327	5	75.4	76.4	2,185	690	220
E New York Dr between N Holliston Ave & N Hill Ave	Hard	50	40	40	40	1360	1348	5	75.5	76.5	2,220	700	220
E Sierra Madre Blvd between New York Dr & Riviera Dr	Hard	50	40	40	40	425	423	1	70.4	71.4	695	220	70
E Washington Blvd between Bellford Ave & Pepper Dr	Hard	50	30	30	30	383	381	1	67.9	68.9	385	120	40
E Washington Blvd between N Altadena Dr & Woodlyn Rd	Hard	50	30	30	30	271	269	1	66.4	67.4	275	85	25
E Washington Blvd between Pepper Dr & N Altadena Dr	Hard	50	30	30	30	383	381	1	67.9	68.9	385	120	40
E Woodbury Rd between E Altadena Dr & E Calaveras St	Hard	50	40	40	40	1483	1469	6	75.8	76.8	2,420	765	240
E Woodbury Rd between Los Robles Ave & Lake ave	Hard	50	40	40	40	947	936	4	73.9	74.9	1,545	490	155
E Woodbury Rd between N Marengo Ave & Santa Anita Ave	Hard	50	40	40	40	1425	1410	6	75.7	76.7	2,325	735	230
E Woodbury Rd between Santa Anita Ave & Los Robles Ave	Hard	50	40	40	40	1425	1410	6	75.7	76.7	2,325	735	230
Foothill Blvd between La Crescenta Ave & Raymond Ave	Hard	50	40	40	40	1157	1144	5	74.8	75.8	1,885	595	190
Foothill Blvd between Ramsdell Ave & La Crescenta Ave	Hard	50	40	40	40	1504	1488	7	75.9	76.9	2,455	775	245
Foothill Blvd between Raymond Ave & Rosemont Ave	Hard	50	40	40	40	317	314	1	69.1	70.1	515	165	50
Foothill Blvd between Rosemont Ave & Briggs Ave	Hard	50	40	40	40	2037	2022	7	77.2	78.2	3,325	1,050	335
Hill Dr between Potrero Grande Dr & San Gabriel Blvd	Hard	50	30	30	30	2280	2246	12	75.6	76.6	2,290	725	230
Huntington Dr between N Muscatel Ave & S Rosemead Blvd	Hard	50	40	40	40	2813	2785	12	78.6	79.6	4,590	1,450	460
Huntington Dr between S Rosemead Blvd & S Michillinda Ave	Hard	50	40	40	40	2953	2919	14	78.8	79.8	4,820	1,525	480
Huntington Dr between Sunny Slope Dr & N Muscatel Ave	Hard	50	40	40	40	5190	5133	23	81.3	82.3	8,465	2,675	845
La Crescenta Ave between Fierro Cir & Orange Ave	Hard	50	30	30	30	234	231	1	65.7	66.7	235	75	25
La Crescenta Ave between Foothill Blvd & 210	Hard	50	30	30	30	1772	1714	19	74.5	75.5	1,775	560	175
La Crescenta Ave between Orange Ave & Foothill Blvd	Hard	50	30	30	30	122	119	1	62.9	63.9	120	40	10
Lincoln Ave between W Woodbury Rd & Vermont St	Hard	50	30	30	30	1426	1391	12	73.6	74.6	1,430	450	145
Longden Ave between N Muscatel Ave & Rosemead Blvd	Hard	50	30	30	30	673	668	3	70.3	71.3	680	215	70
Longden Ave between N Willard Ave & Rosemead Blvd	Hard	50	30	30	30	828	822	3	71.2	72.2	835	265	85
Longden Ave between San Gabriel Blvd & N Willard Ave	Hard	50	30	30	30	828	822	3	71.2	72.2	835	265	85
Madre St between E Green St & E Del Mar Blvd	Hard	50	30	30	30	1496	1452	17	73.8	74.8	1,505	475	150
Madre St between Grayburn Rd & San Pasqual St	Hard	50	30	30	30	1474	1438	14	73.7	74.7	1,485	470	150
Madre St between San Pasqual St & E California Blvd	Hard	50	30	30	30	1538	1501	15	73.9	74.9	1,550	490	155
Montrose Ave between Glenda Ave & Waltonia Dr	Hard	50	30	30	30	516	511	2	69.2	70.2	520	165	50
Montrose Ave between Ocean View Blvd & Glenda Ave	Hard	50	30	30	30	516	511	2	69.2	70.2	520	165	50
Montrose Ave between Orangedale Ave & Ocean View Blvd	Hard	50	30	30	30	160	157	1	64.1	65.1	160	50	15
Montrose Ave between Rosemont Ave & Florencita Dr W	Hard	50	30	30	30	323	319	2	67.1	68.1	325	105	35
N Allen Ave between E Altadena Dr & Mendocino Ln	Hard	50	30	30	30	662	651	5	70.3	71.3	670	210	65
N Allen Ave between Mendocino Ln & Midwick Dr	Hard	50	30	30	30	799	784	6	71.1	72.1	805	255	80
N Allen Ave between Midwick Dr & New York Dr	Hard	50	30	30	30	587	577	4	69.7	70.7	590	185	60
N Allen Ave between New York Dr & E Washington Blvd	Hard	50	30	30	30	834	813	8	71.2	72.2	840	265	85
N Allen Ave between New York Dr & E Woodbury Rd	Hard	50	30	30	30	834	813	8	71.2	72.2	840	265	85
N Altadena Dr between Crescent Dr & Canyon Close Rd	Hard	50	30	30	30	1113	1094	7	72.5	73.5	1,120	355	110
N Altadena Dr between E Washington Blvd & Galbreth Rd	Hard	50	30	30	30	788	780	4	71.0	72.0	795	250	80
N Altadena Dr between Glen Canyon Rd & New York Dr	Hard	50	30	30	30	1325	1301	9	73.3	74.3	1,330	420	135
N Altadena Dr between New York Dr & E Washington Blvd	Hard	50	30	30	30	441	436	3	68.5	69.5	445	140	45
N Arroyo Blvd between Weimar Ave & 210	Hard	50	30	30	30	1119	1097	7	72.5	73.5	1,120	355	110
N Fair Oaks Ave between E Altadena Dr & E Calaveras St	Hard	50	30	30	30	732	716	6	70.7	71.7	735	235	75
N Fair Oaks Ave between Ventura St & Figueroa Dr	Hard	50	30	30	30	430	422	3	68.4	69.4	430	135	45
N Hill Ave between New York Dr & E Topeka St	Hard	50	30	30	30	227	225	1	65.6	66.6	230	70	25
N Lake Ave between E Altadena Dr & E Mariposa St	Hard	50	30	30	30	648	642	3	70.2	71.2	655	205	65
N Lake Ave between E Altadena Dr & Fontanet Way	Hard	50	30	30	30	710	704	3	70.6	71.6	715	225	70
N Lake Ave between E Calaveras St & New York Dr	Hard	50	30	30	30	487	483	2	68.9	69.9	490	155	50
N Lake Ave between E Mariposa St & E Mendocino St	Hard	50	30	30	30	648	642	3	70.2	71.2	655	205	65
N Lake Ave between E Mendocino St & E Calaveras St	Hard	50	30	30	30	489	485	2	68.9	69.9	495	155	50
N Lake Ave between New York Dr & E Woodbury Rd	Hard	50	30	30	30	1775	1761	6	74.5	75.5	1,785	565	180
N Lincoln Ave between Acacia St & W Woodbury Rd	Hard	50	30	30	30	831	820	4	71.2	72.2	835	265	85
N Lincoln Ave between Figueroa Dr & Acacia St	Hard	50	30	30	30	1693	1669	9	74.3	75.3	1,705	540	170
N Lincoln Ave between Ventura St & Figueroa Dr	Hard	50	30	30	30	1019	1006	5	72.1	73.1	1,025	325	105
N Lincoln Ave between W Altadena Dr & Ventura St	Hard	50	30	30	30	488	480	3	68.9	69.9	490	155	50
N Marengo Ave between E Altadena Dr & E Mariposa St	Hard	50	30	30	30	272	268	2	66.4	67.4	275	85	25
N Marengo Ave between E Calaveras St & E Woodbury Rd	Hard	50	30	30	30	272	268	2	66.4	67.4	275	85	25
N Marengo Ave between E Mariposa St & E Calaveras St	Hard	50	30	30	30	272	268	2	66.4	67.4	275	85	25
N Michillinda Ave between W Foothill Blvd & 210	Hard	50	30	30	30	2220	2202	9	75.5	76.5	2,240	710	225
N Rosemead Blvd between Corta Calle & E Colorado Blvd	Hard	50	40	40	40	2699	2631	24	78.4	79.4	4,385	1,385	440
N Rosemead Blvd between Cotra Calle & Arboleda St	Hard	50	40	40	40	2925	2838	31	78.8	79.8	4,750	1,500	475
N Rosemead Blvd between E Foothill Blvd & Arboleda St	Hard	50	40	40	40	2007	1942	25	77.1	78.1	3,265	1,030	325
N Walnut Grove Ave between Southwind Ct & E Broadway	Hard	50	30	30	30	978	952	10	71.9	72.9	985	310	100

Roadway Segment	Ground Type	Distance from Roadway to Receiver (feet)	Speed (mph)			Peak Hour Volume			Peak Hour Noise Level (Leq(h) dBA)	CNEL Noise Level (dBA)	Distance (feet) to Noise Level (dBA CNEL)		
			Auto	MT	HT	Auto	MT	HT			60	65	70
N Windsor Ave between W Kent St & W Woodbury Rd	Hard	50	30	30	30	184	181	1	64.7	65.7	185	60	20
N Windsor Ave between Ventura St & Figueroa Dr	Hard	50	30	30	30	184	181	1	64.7	65.7	185	60	20
N Windsor Ave between W Woodbury Rd & Wiemar Ave	Hard	50	30	30	30	870	849	7	71.4	72.4	875	275	85
N Yucca Ln between N Arroyo Blvd & Weimar Ave	Hard	50	30	30	30	251	245	2	66.0	67.0	250	80	25
New York Dr between Allen Ave & Pepper Dr	Hard	50	40	40	40	1363	1347	6	75.5	76.5	2,220	705	220
New York Dr between N Altadena Dr & Eaton Canyon Dr	Hard	50	40	40	40	2249	2213	13	77.6	78.6	3,660	1,160	365
New York Dr between N Hill Ave & Sinaloa Ave	Hard	50	40	40	40	732	727	2	72.8	73.8	1,195	380	120
New York Dr between Pepper Dr & N Altadena Dr	Hard	50	40	40	40	1363	1347	6	75.5	76.5	2,220	705	220
New York Dr between Sinaloa Ave & Allen Ave	Hard	50	40	40	40	760	755	2	72.9	73.9	1,240	390	125
Ocean View Blvd between 210 & Montrose Ave	Hard	50	30	30	30	1645	1622	8	74.2	75.2	1,655	525	165
Ocean View Blvd between Montrose Ave & Florencita Dr W	Hard	50	30	30	30	1256	1239	6	73.0	74.0	1,260	400	125
Orange Ave between Pennsylvania Ave & Ramsdell Ave	Hard	50	30	30	30	209	206	2	65.3	66.3	210	65	20
Orange Ave between Ramsdell Ave & La Crescenta Ave	Hard	50	30	30	30	200	197	1	65.0	66.0	200	65	20
Paramount Blvd between Hill Dr & W Arroyo Dr	Hard	50	40	40	40	1910	1871	15	76.9	77.9	3,110	985	310
Peck Rd between Durfee Ave & Rooks Rd	Hard	50	40	40	40	5823	5699	38	81.8	82.8	9,450	2,990	945
Pennsylvania Ave between Foothill Blvd & 210	Hard	50	40	40	40	1919	1893	9	77.0	78.0	3,125	990	310
Potrero Grande Dr between Arroyo Dr & Hill Dr	Hard	50	40	40	40	2844	2806	16	78.7	79.7	4,640	1,465	465
Potrero Grande Dr between Hill Dr & San Gabriel Blvd	Hard	50	40	40	40	1869	1843	11	76.9	77.9	3,050	965	305
Rosemead Blvd between Duarte Rd & Callita St	Hard	50	40	40	40	3261	3185	24	79.2	80.2	5,290	1,675	530
Rosemead Blvd between Rush St & I-60	Hard	50	40	40	40	5381	5205	55	81.4	82.4	8,710	2,755	870
Rosemead Blvd between San Gabriel Blvd & Gallatin Rd	Hard	50	40	40	40	6254	6189	22	82.1	83.1	10,190	3,220	1,020
Rosemead Blvd between San Gabriel Blvd & I-60	Hard	50	40	40	40	3228	3168	22	79.2	80.2	5,255	1,660	525
Rosemont Ave between Foothill Blvd & Montrose Ave	Hard	50	30	30	30	123	121	1	63.0	64.0	125	40	10
S California Ave between E Camino Real St & Novice Ln	Hard	50	30	30	30	1692	1674	10	74.3	75.3	1,710	540	170
S California Ave between Hurstview Ave & E Camino Real St	Hard	50	30	30	30	1122	1107	9	72.6	73.6	1,135	360	115
S Mayflower Ave between E Longden Ave & Live Oak Ave	Hard	50	30	30	30	2	2	0	45.0	46.0	>5	>5	>5
S Michillinda Ave between E California Blvd & Huntington Dr	Hard	50	30	30	30	161	157	1	64.1	65.1	160	50	15
S Michillinda Ave between Hugo Reid Dr & E California Blvd	Hard	50	30	30	30	1097	1082	5	72.4	73.4	1,100	350	110
S Michillinda Ave between Volante Dr & Hugo Reid Dr	Hard	50	30	30	30	1097	1082	5	72.4	73.4	1,100	350	110
S Myrtle Ave between E Altern St &E Camino Real St	Hard	50	40	40	40	3132	3034	27	79.1	80.1	5,060	1,600	505
S Myrtle Ave between E Camino Real St & Novice Ln	Hard	50	40	40	40	3414	3316	27	79.4	80.4	5,520	1,745	550
S Rosemead Blvd between Del Mar Blvd & E California Blvd	Hard	50	40	40	40	4413	4332	30	80.6	81.6	7,185	2,270	720
S Rosemead Blvd between Del Mar Blvd & E California Blvd	Hard	50	40	40	40	3834	3755	27	80.0	81.0	6,235	1,970	625
S Rosemead Blvd between E California Blvd & Huntington Dr	Hard	50	40	40	40	3972	3881	33	80.1	81.1	6,460	2,045	645
S Rosemead Blvd between E Colorado Blvd & Del Mar Blvd	Hard	50	40	40	40	4266	4164	36	80.4	81.4	6,935	2,195	695
S San Gabriel Blvd between Duarte Rd & Longden Ave	Hard	50	40	40	40	4688	4608	29	80.8	81.8	7,630	2,415	765
S San Gabriel Blvd between E California Blvd & Hunington Dr	Hard	50	40	40	40	3469	3414	20	79.5	80.5	5,650	1,785	565
S San Gabriel Blvd between Hunington Dr & Lorain Rd	Hard	50	40	40	40	4741	4671	25	80.9	81.9	7,720	2,440	770
S San Gabriel Blvd between Lorain Rd & Duarte Rd	Hard	50	40	40	40	4452	4382	25	80.6	81.6	7,250	2,290	725
San Gabriel Blvd between Delta St & Rose Glen Ave	Hard	50	40	40	40	3629	3572	18	79.7	80.7	5,900	1,865	590
San Gabriel Blvd between Lincoln Ave & Rosemead Rd	Hard	50	40	40	40	4091	4045	16	80.2	81.2	6,665	2,110	665
San Gabriel Blvd between Motebello Town Center & Plaza Dr	Hard	50	40	40	40	3212	3167	14	79.2	80.2	5,225	1,650	525
San Gabriel Blvd between Paramount Blvd & Delta St	Hard	50	40	40	40	3053	3010	13	79.0	80.0	4,965	1,570	495
San Gabriel Blvd between Plaza Dr & Lincoln Ave	Hard	50	40	40	40	4017	3960	19	80.2	81.2	6,540	2,070	655
San Gabriel Blvd between Rush St & Hill Dr	Hard	50	40	40	40	2759	2711	16	78.5	79.5	4,485	1,420	450
Santa Anita Ave between Freer Ave & Grand Ave	Hard	50	40	40	40	3126	3095	11	79.1	80.1	5,095	1,610	510
Santa Anita Ave between I-60 &Durfee Ave	Hard	50	30	30	30	1513	1470	15	73.8	74.8	1,520	480	150
Santa Anita Ave between Kristi Ct & Freer Ave	Hard	50	40	40	40	3126	3095	11	79.1	80.1	5,095	1,610	510
Sierra Madre Blvd between E Del Mar & San Pasqual St	Hard	50	40	40	40	2080	2049	13	77.3	78.3	3,395	1,075	340
Sierra Madre Blvd between San Pasqual & E California Blvd	Hard	50	40	40	40	2745	2709	15	78.5	79.5	4,480	1,415	450
Temple City Blvd between Leroy St & E Camino Real Ave	Hard	50	30	30	30	2622	2581	15	76.2	77.2	2,635	835	265
Tyler Ave between Freer Ave & W Hondo Pkwy	Hard	50	30	30	30	286	284	1	66.6	67.6	290	90	30
Tyler Ave between Lynrose St & Freer Ave	Hard	50	30	30	30	326	324	1	67.2	68.2	330	105	35
W Altadena Dr between Casitas Ave & Lincoln Ave	Hard	50	30	30	30	240	237	1	65.8	66.8	240	75	25
W Hondo Pkwy between Santa Anita Ave & Tyler Ave	Hard	50	30	30	30	286	284	1	66.6	67.6	290	90	30
W Woodbury Rd between Canada Ave & Casitas Ave	Hard	50	40	40	40	1891	1869	8	76.9	77.9	3,080	975	310
W Woodbury Rd between Casitas Ave & Lincoln Ave	Hard	50	40	40	40	1891	1869	8	76.9	77.9	3,080	975	310
W Woodbury Rd between Glenrose Ave & Fair Oaks Ave	Hard	50	40	40	40	1365	1343	8	75.5	76.5	2,225	705	220
W Woodbury Rd between Lincoln Ave & Glenrose Ave	Hard	50	40	40	40	1569	1541	10	76.1	77.1	2,555	810	255
W Woodbury Rd between N Windsor Ave & Canada Ave	Hard	50	40	40	40	2105	2080	9	77.4	78.4	3,430	1,085	345
Walnut Grove Ave between E Broadway & Grand Ave	Hard	50	30	30	30	1774	1725	17	74.5	75.5	1,780	565	180
Walnut Grove Ave between Rush St & Dryaer Ln	Hard	50	30	30	30	1733	1671	19	74.4	75.4	1,730	545	175
Weimar Ave between N Yucca Ln & N Windsor Ave	Hard	50	30	30	30	380	374	2	67.8	68.8	380	120	40

For hard ground, the propagation rate is 3 dB per doubling the distance.
For soft ground, the propagation rate is 4.5 dB per doubling the distance.
Roadway speeds were determined by either a "Minor Arterial" or "Principal Arterial" with a mph of 30 or 40, respectively.

H2. Noise Measurements

Summary

File Name on Meter	R1
File Name on PC	LxT_0004161-20240328 095116-LxT_Data.005.ldbin
Serial Number	0004161
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-03-28 09:51:16
Stop	2024-03-28 10:06:16
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2024-03-28 07:57:42
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Slow
Preamplifier	PRMLxT1
Microphone Correction	Off
Integration Method	Exponential
Overload	144.6 dB

	A	C	Z
Under Range Peak	**100.5**	97.5	102.5 dB
Under Range Limit	**37.7**	37.3	44.4 dB
Noise Floor	28.6	28.2	35.3 dB

	First	Second	Third
Instrument Identification		626 Wilshire Blvd., Ste. 1100	Los Angeles, CA 90017

Results

LA_{Seq}	68.5 dB	
LASE	98.0 dB	
EAS	707.946 µPa²h	
EAS8	22.654 mPa²h	
EAS40	113.271 mPa²h	
$LA_{peak\ (max)}$	2024-03-28 09:52:39	102.7 dB
LAS_{max}	2024-03-28 09:52:39	87.1 dB
LAS_{min}	2024-03-28 09:56:08	50.5 dB
SEA	-99.9 dB	

	Exceedance Counts	Duration
LAS > 85.0 dB	1	2.6 s
LAS > 115.0 dB	0	0.0 s
LA_{peak} > 135.0 dB	0	0.0 s
LA_{peak} > 137.0 dB	0	0.0 s
LA_{peak} > 140.0 dB	0	0.0 s

LC_{Seq}	75.3 dB
LA_{Seq}	68.5 dB
LC_{Seq} - LA_{Seq}	6.8 dB
LAI_{eq}	70.0 dB
LA_{eq}	68.5 dB
LAI_{eq} - LA_{eq}	1.5 dB

	A		C		Z	
	dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
L_{eq}	68.5					
$L_{S(max)}$	87.1	2024/03/28 9:52:39				
$L_{S(min)}$	50.5	2024/03/28 9:56:08				
$L_{Peak(max)}$	102.7	2024/03/28 9:52:39				

Summary

File Name on Meter	R2
File Name on PC	LxT_0004161-20240328 083434-LxT_Data.002.ldbin
Serial Number	0004161
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-03-28 08:34:34
Stop	2024-03-28 08:49:34
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2024-03-28 07:57:42
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Slow
Preamplifier	PRMLxT1
Microphone Correction	Off
Integration Method	Exponential
Overload	144.6 dB

	A	C	Z
Under Range Peak	**100.5**	97.5	102.5 dB
Under Range Limit	**37.7**	37.3	44.4 dB
Noise Floor	28.6	28.2	35.3 dB

	First	Second	Third
Instrument Identification		626 Wilshire Blvd., Ste. 1100	Los Angeles, CA 90017

Results

LA_{Seq}	71.9 dB	
LASE	101.4 dB	
EAS	1.549 mPa^2h	
EAS8	49.562 mPa^2h	
EAS40	247.811 mPa^2h	
$LA_{peak\ (max)}$	2024-03-28 08:44:45	103.8 dB
LAS_{max}	2024-03-28 08:44:45	89.8 dB
LAS_{min}	2024-03-28 08:40:07	48.6 dB
SEA	-99.9 dB	

	Exceedance Counts	Duration
LAS > 85.0 dB	1	2.6 s
LAS > 115.0 dB	0	0.0 s
LA_{peak} > 135.0 dB	0	0.0 s
LA_{peak} > 137.0 dB	0	0.0 s
LA_{peak} > 140.0 dB	0	0.0 s

LC_{Seq}	78.1 dB
LA_{Seq}	71.9 dB
LC_{Seq} - LA_{Seq}	6.2 dB
LAI_{eq}	73.6 dB
LA_{eq}	71.9 dB
LAI_{eq} - LA_{eq}	1.7 dB

	A		C		Z	
	dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
L_{eq}	71.9					
$L_{S(max)}$	89.8	2024/03/28 8:44:45				
$L_{S(min)}$	48.6	2024/03/28 8:40:07				
$L_{Peak(max)}$	103.8	2024/03/28 8:44:45				

Summary

File Name on Meter	R3
File Name on PC	LxT_0004161-20240328 090036-LxT_Data.003.ldbin
Serial Number	0004161
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-03-28 09:00:36
Stop	2024-03-28 09:15:36
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2024-03-28 07:57:42
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Slow
Preamplifier	PRMLxT1
Microphone Correction	Off
Integration Method	Exponential
Overload	144.6 dB

	A	C	Z
Under Range Peak	**100.5**	97.5	102.5 dB
Under Range Limit	**37.7**	37.3	44.4 dB
Noise Floor	28.6	28.2	35.3 dB

	First	Second	Third
Instrument Identification		626 Wilshire Blvd., Ste. 1100	Los Angeles, CA 90017

Results

LA_{Seq}	66.0 dB	
LASE	95.5 dB	
EAS	398.107 µPa²h	
EAS8	12.739 mPa²h	
EAS40	63.697 mPa²h	
$LA_{peak\ (max)}$	2024-03-28 09:05:00	98.1 dB
LAS_{max}	2024-03-28 09:15:22	77.8 dB
LAS_{min}	2024-03-28 09:10:04	55.7 dB
SEA	-99.9 dB	

	Exceedance Counts	Duration
LAS > 85.0 dB	0	0.0 s
LAS > 115.0 dB	0	0.0 s
LA_{peak} > 135.0 dB	0	0.0 s
LA_{peak} > 137.0 dB	0	0.0 s
LA_{peak} > 140.0 dB	0	0.0 s

LC_{Seq}	73.0 dB
LA_{Seq}	66.0 dB
LC_{Seq} - LA_{Seq}	7.0 dB
LAI_{eq}	68.0 dB
LA_{eq}	66.0 dB
LAI_{eq} - LA_{eq}	2.0 dB

	A		C		Z	
	dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
L_{eq}	66.0					
$L_{S(max)}$	77.8	2024/03/28 9:15:22				
$L_{S(min)}$	55.7	2024/03/28 9:10:04				
$L_{Peak(max)}$	98.1	2024/03/28 9:05:00				

Summary

File Name on Meter	R4
File Name on PC	LxT_0004161-20240328 092813-LxT_Data.004.ldbin
Serial Number	0004161
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-03-28 09:28:13
Stop	2024-03-28 09:43:13
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2024-03-28 07:57:42
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Slow
Preamplifier	PRMLxT1
Microphone Correction	Off
Integration Method	Exponential
Overload	144.6 dB

	A	C	Z
Under Range Peak	**100.5**	97.5	102.5 dB
Under Range Limit	**37.7**	37.3	44.4 dB
Noise Floor	28.6	28.2	35.3 dB

	First	Second	Third
Instrument Identification		626 Wilshire Blvd., Ste. 1100	Los Angeles, CA 90017

Results

LA_{Seq}	69.4 dB	
LASE	98.9 dB	
EAS	870.964 µPa²h	
EAS8	27.871 mPa²h	
EAS40	139.354 mPa²h	
$LA_{peak\ (max)}$	2024-03-28 09:40:25	93.6 dB
LAS_{max}	2024-03-28 09:34:20	78.4 dB
LAS_{min}	2024-03-28 09:32:10	46.9 dB
SEA	-99.9 dB	

	Exceedance Counts	Duration
LAS > 85.0 dB	0	0.0 s
LAS > 115.0 dB	0	0.0 s
LA_{peak} > 135.0 dB	0	0.0 s
LA_{peak} > 137.0 dB	0	0.0 s
LA_{peak} > 140.0 dB	0	0.0 s

LC_{Seq}	73.3 dB
LA_{Seq}	69.4 dB
LC_{Seq} - LA_{Seq}	3.9 dB
LAI_{eq}	70.9 dB
LA_{eq}	69.4 dB
LAI_{eq} - LA_{eq}	1.5 dB

	A		C		Z	
	dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
L_{eq}	69.4					
$L_{S(max)}$	78.4	2024/03/28 9:34:20				
$L_{S(min)}$	46.9	2024/03/28 9:32:10				
$L_{Peak(max)}$	93.6	2024/03/28 9:40:25				

Summary

File Name on Meter	R5
File Name on PC	LxT_0004161-20240328 080038-LxT_Data.001.ldbin
Serial Number	0004161
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-03-28 08:00:38
Stop	2024-03-28 08:15:38
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2024-03-28 07:57:43
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Slow
Preamplifier	PRMLxT1
Microphone Correction	Off
Integration Method	Exponential
Overload	144.6 dB

	A	**C**	**Z**
Under Range Peak	**100.5**	97.5	102.5 dB
Under Range Limit	**37.7**	37.3	44.4 dB
Noise Floor	28.6	28.2	35.3 dB

	First	**Second**	**Third**
Instrument Identification		626 Wilshire Blvd., Ste. 1100	Los Angeles, CA 90017

Results

LA_{Seq}	66.9 dB	
LASE	96.4 dB	
EAS	489.779 µPa²h	
EAS8	15.673 mPa²h	
EAS40	78.365 mPa²h	
$LA_{peak\ (max)}$	2024-03-28 08:01:44	95.3 dB
LAS_{max}	2024-03-28 08:01:45	83.3 dB
LAS_{min}	2024-03-28 08:08:09	54.9 dB
SEA	-99.9 dB	

	Exceedance Counts	**Duration**
LAS > 85.0 dB	0	0.0 s
LAS > 115.0 dB	0	0.0 s
LA_{peak} > 135.0 dB	0	0.0 s
LA_{peak} > 137.0 dB	0	0.0 s
LA_{peak} > 140.0 dB	0	0.0 s

LC_{Seq}	75.4 dB
LA_{Seq}	66.9 dB
LC_{Seq} - LA_{Seq}	8.5 dB
LAI_{eq}	68.3 dB
LA_{eq}	66.9 dB
LAI_{eq} - LA_{eq}	1.4 dB

	A		**C**		**Z**	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
L_{eq}	66.9					
$L_{S(max)}$	83.3	2024/03/28 8:01:45				
$L_{S(min)}$	54.9	2024/03/28 8:08:09				
$L_{Peak(max)}$	95.3	2024/03/28 8:01:44				

Summary

File Name on Meter	R6
File Name on PC	LxT_0007057-20240328 154937-LxT_Data.015.ldbin
Serial Number	0007057
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-03-28 15:49:37
Stop	2024-03-28 16:04:37
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2024-03-28 14:14:15
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Slow
Preamplifier	PRMLxT1
Microphone Correction	Off
Integration Method	Exponential
Overload	144.1 dB

	A	C	Z
Under Range Peak	**100.0**	97.0	102.0 dB
Under Range Limit	**37.3**	36.9	43.9 dB
Noise Floor	28.1	27.8	34.8 dB

	First	Second	Third
Instrument Identification			

Results

L_{ASeq}	73.8 dB	
LASE	103.3 dB	
EAS	2.399 mPa²h	
EAS8	76.763 mPa²h	
EAS40	383.813 mPa²h	
$L_{Apk\ (max)}$	2024-03-28 16:03:48	114.2 dB
L_{ASmax}	2024-03-28 15:59:34	93.5 dB
L_{ASmin}	2024-03-28 15:57:59	53.1 dB
SEA	-99.9 dB	

	Exceedance Counts	Duration
LAS > 85.0 dB	4	17.0 s
LAS > 115.0 dB	0	0.0 s
L_{Apk} > 135.0 dB	0	0.0 s
L_{Apk} > 137.0 dB	0	0.0 s
L_{Apk} > 140.0 dB	0	0.0 s

L_{CSeq}	77.4 dB
L_{ASeq}	73.8 dB
L_{CSeq} - L_{ASeq}	3.6 dB
L_{AIeq}	77.5 dB
L_{Aeq}	73.8 dB
L_{AIeq} - L_{Aeq}	3.7 dB

	A		C		Z	
	dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
L_{eq}	73.8					
$L_{S(max)}$	93.5	2024/03/28 15:59:34				
$L_{S(min)}$	53.1	2024/03/28 15:57:59				
$L_{pk(max)}$	114.2	2024/03/28 16:03:48				

Summary

File Name on Meter	R7
File Name on PC	LxT_0007057-20240328 152336-LxT_Data.014.ldbin
Serial Number	0007057
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-03-28 15:23:36
Stop	2024-03-28 15:38:36
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2024-03-28 14:14:15
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting		
Peak Weight	A Weighting		
Detector	Slow		
Preamplifier	PRMLxT1		
Microphone Correction	Off		
Integration Method	Exponential		
Overload	144.1 dB		
	A	**C**	**Z**
Under Range Peak	**100.0**	97.0	102.0 dB
Under Range Limit	**37.3**	36.9	43.9 dB
Noise Floor	28.1	27.8	34.8 dB
	First	**Second**	**Third**
Instrument Identification			

Results

LA_{Seq}	70.0 dB	
LASE	99.5 dB	
EAS	1000.000 µPa²h	
EAS8	32.000 mPa²h	
EAS40	160.000 mPa²h	
$LA_{pk\ (max)}$	2024-03-28 15:30:42	96.2 dB
LAS_{max}	2024-03-28 15:31:16	81.4 dB
LAS_{min}	2024-03-28 15:24:06	47.9 dB
SEA	-99.9 dB	
	Exceedance Counts	**Duration**
LAS > 85.0 dB	0	0.0 s
LAS > 115.0 dB	0	0.0 s
LA_{pk} > 135.0 dB	0	0.0 s
LA_{pk} > 137.0 dB	0	0.0 s
LA_{pk} > 140.0 dB	0	0.0 s
LC_{Seq}	76.0 dB	
LA_{Seq}	70.0 dB	
LC_{Seq} - LA_{Seq}	6.0 dB	
LAI_{eq}	71.5 dB	
LA_{eq}	70.0 dB	
LAI_{eq} - LA_{eq}	1.5 dB	

	A		C		Z	
	dB	**Time Stamp**	**dB**	**Time**	**dB**	**Time**
L_{eq}	70.0					
$L_{S(max)}$	81.4	2024/03/28 15:31:16				
$L_{S(min)}$	47.9	2024/03/28 15:24:06				
$L_{pk(max)}$	96.2	2024/03/28 15:30:42				

Summary

File Name on Meter	R8
File Name on PC	LxT_0007057-20240328 141506-LxT_Data.012.ldbin
Serial Number	0007057
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-03-28 14:15:06
Stop	2024-03-28 14:30:07
Duration	00:15:01.0
Run Time	00:14:54.9
Pause	00:00:06.1
Pre-Calibration	2024-03-28 14:14:15
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting			
Peak Weight	A Weighting			
Detector	Slow			
Preamplifier	PRMLxT1			
Microphone Correction	Off			
Integration Method	Exponential			
Overload	144.1 dB			
	A	**C**	**Z**	
Under Range Peak	**100.0**	97.0	102.0	dB
Under Range Limit	**37.3**	36.9	43.9	dB
Noise Floor	28.1	27.8	34.8	dB
	First	**Second**	**Third**	
Instrument Identification				

Results

L_{ASeq}	65.9 dB		
LASE	95.4 dB		
EAS	386.841 µPa²h		
EAS8	12.449 mPa²h		
EAS40	62.247 mPa²h		
$L_{APk\ (max)}$	2024-03-28 14:17:54	103.2 dB	
L_{ASmax}	2024-03-28 14:21:53	79.9 dB	
L_{ASmin}	2024-03-28 14:26:36	52.3 dB	
SEA	-99.9 dB		
	Exceedance Counts	**Duration**	
LAS > 85.0 dB	0	0.0 s	
LAS > 115.0 dB	0	0.0 s	
L_{APk} > 135.0 dB	0	0.0 s	
L_{APk} > 137.0 dB	0	0.0 s	
L_{APk} > 140.0 dB	0	0.0 s	
L_{CSeq}	75.6 dB		
L_{ASeq}	65.9 dB		
L_{CSeq} - L_{ASeq}	9.7 dB		
L_{AIeq}	67.9 dB		
L_{Aeq}	65.9 dB		
L_{AIeq} - L_{Aeq}	2.0 dB		

	A		C		Z	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
L_{eq}	65.9					
$L_{S(max)}$	79.9	2024/03/28 14:21:53				
$L_{S(min)}$	52.3	2024/03/28 14:26:36				
$L_{pk(max)}$	103.2	2024/03/28 14:17:54				

Summary

File Name on Meter	R9
File Name on PC	LxT_0007057-20240328 145947-LxT_Data.013.ldbin
Serial Number	0007057
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-03-28 14:59:47
Stop	2024-03-28 15:14:47
Duration	00:15:00.0
Run Time	00:00:00.5
Pause	00:14:59.5
Pre-Calibration	2024-03-28 14:14:15
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting			
Peak Weight	A Weighting			
Detector	Slow			
Preamplifier	PRMLxT1			
Microphone Correction	Off			
Integration Method	Exponential			
Overload	144.1 dB			
	A	**C**	**Z**	
Under Range Peak	**100.0**	97.0	102.0	dB
Under Range Limit	**37.3**	36.9	43.9	dB
Noise Floor	28.1	27.8	34.8	dB
	First	**Second**	**Third**	
Instrument Identification				

Results

L_{ASeq}	69.7 dB		
LASE	66.7 dB		
EAS	0.518 µPa²h		
EAS8	29.864 mPa²h		
EAS40	149.321 mPa²h		
$L_{Apk\ (max)}$	2024-03-28 14:59:47	-99.9	dB
L_{ASmax}	2024-03-28 14:59:47	70.0	dB
L_{ASmin}	2024-03-28 14:59:47	69.5	dB
SEA	-99.9 dB		
	Exceedance Counts	**Duration**	
LAS > 85.0 dB	0	0.0	s
LAS > 115.0 dB	0	0.0	s
L_{Apk} > 135.0 dB	0	0.0	s
L_{Apk} > 137.0 dB	0	0.0	s
L_{Apk} > 140.0 dB	0	0.0	s
L_{CSeq}	77.9 dB		
L_{ASeq}	69.7 dB		
L_{CSeq} - L_{ASeq}	8.2 dB		
L_{AIeq}	71.2 dB		
L_{Aeq}	68.3 dB		
L_{AIeq} - L_{Aeq}	2.9 dB		

	A		C		Z	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
L_{eq}	68.3					
$L_{S(max)}$	70.0	2024/03/28 14:59:47				
$L_{S(min)}$	69.5	2024/03/28 14:59:47				

Summary

File Name on Meter	R10
File Name on PC	LxT_0007057-20240328 162247-LxT_Data.016.ldbin
Serial Number	0007057
Model	SoundTrack LxT®
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-03-28 16:22:47
Stop	2024-03-28 16:37:47
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2024-03-28 14:14:15
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	A Weighting
Detector	Slow
Preamplifier	PRMLxT1
Microphone Correction	Off
Integration Method	Exponential
Overload	144.1 dB

	A	**C**	**Z**
Under Range Peak	**100.0**	97.0	102.0 dB
Under Range Limit	**37.3**	36.9	43.9 dB
Noise Floor	28.1	27.8	34.8 dB

	First	**Second**	**Third**
Instrument Identification			

Results

LASeq	67.5 dB	
LASE	97.0 dB	
EAS	562.341 µPa²h	
EAS8	17.995 mPa²h	
EAS40	89.975 mPa²h	
LApk (max)	2024-03-28 16:31:25	97.4 dB
LASmax	2024-03-28 16:31:25	79.8 dB
LASmin	2024-03-28 16:28:25	47.2 dB
SEA	-99.9 dB	

	Exceedance Counts	**Duration**
LAS > 85.0 dB	0	0.0 s
LAS > 115.0 dB	0	0.0 s
LApk > 135.0 dB	0	0.0 s
LApk > 137.0 dB	0	0.0 s
LApk > 140.0 dB	0	0.0 s

LCSeq	75.9 dB
LASeq	67.5 dB
LCSeq - LASeq	8.4 dB
LAleq	68.6 dB
LAeq	67.6 dB
LAleq - LAeq	1.0 dB

	A		**C**		**Z**	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
Leq	67.6					
LS(max)	79.8	2024/03/28 16:31:25				
LS(min)	47.2	2024/03/28 16:28:25				
Lpk(max)	97.4	2024/03/28 16:31:25				

Appendix I

WSGVAP Vehicle Miles Traveled (VMT) Analysis Memorandum

FEHR PEERS

Draft Memorandum

Date: April 25, 2024

To: Alison Lenci, Juliana Medan, Marlie Long, and Ruta Thomas, ESA

From: Dongyang Lin and John Muggridge, AICP

Subject: West San Gabriel Valley Area Plan Vehicle Miles Traveled Analysis

LA23-3473

This memorandum documents the vehicle miles traveled (VMT) analysis conducted by Fehr & Peers to evaluate the potential transportation impacts of the proposed West San Gabriel Valley Area Plan (WSGVAP or the Project). The VMT analysis follows the Los Angeles County Public Works Transportation Impact Analysis Guidelines (July 23, 2020) (Los Angeles County guidelines).

Methodology

Per Los Angeles County guidelines, Fehr & Peers conducted a VMT assessment of the entire West San Gabriel Valley (WSGV) Planning Area. Daily vehicle trips, daily VMT, and daily total VMT per service population were estimated using the SCAG 2016 RTP/SCS Travel Demand Forecasting Model (Model). Modeling assumptions are described later in this document including the socio-economic data assumptions for the WSGV Planning Area as well as the details regarding modifications to the transportation networks.

Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, the project would have a significant impact on transportation if it would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

Project Level VMT

Per the metrics and thresholds established in the Los Angeles County Guidelines, the WSGVAP would have a potentially significant VMT impact if daily total VMT per service population estimated for the horizon year (the "Future Plus Project" scenario) exceeds Los Angeles County's

threshold of 16.8 percent below the County Baseline VMT for 2024[1]. 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 Los Angeles County Baseline VMT Data memorandum, dated January 26, 2022, which provides the new baseline VMT thresholds for Los Angeles County[2]. The 2024 Baseline for Daily VMT per Service Population, as well as the threshold for 16.8 percent below the baseline, is provided in **Table 1**.

Table 1: Los Angeles County VMT Metrics and Thresholds

	2024 County Baseline	16.8% Below 2024 County Baseline
Total Daily VMT per Service Population	30.4	25.3

Source: Los Angeles County Transportation Impact Analysis Guidelines (July 23, 2020) and Los Angeles County Baseline VMT Data Memorandum (January 26, 2022).

Cumulative VMT

Per the Los Angeles County guidelines, a land use project's cumulative effects are determined through consistency with the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Land use projects that: (1) demonstrate a project impact after applying an efficiency based VMT threshold and (2) are not deemed to be consistent with the SCAG RTP/SCS could have a significant cumulative impact on VMT. Further evaluation would be necessary to determine whether the project's cumulative impact on VMT is significant. The cumulative impact analysis involves comparing the cumulative "no project" scenario, representing RTP/SCS cumulative year conditions, to the cumulative "plus project" scenario, representing reallocation of the population/employment growth associated with the proposed project[1].

VMT Modeling Assumptions

This section describes the assumptions and methodologies related to the modeling of VMT for the WSGV Planning Area for both the Future No Project and Future Plus Project scenarios. These include socio-economic data (SED) inputs and modifications to the transportation (highway and transit) networks.

[1] *Transportation Impact Analysis Guidelines*, Los Angeles County Public Works, July 2020
[2] *Los Angeles County Baseline VMT Data Memorandum*, Fehr & Peers, January 2022

Socio-Economic Data Assumptions

SED is used as the input data for VMT modeling and establishes the buildout for the Future No Project and Future Plus Project conditions. In addition to SCAG Model base year (2012) and horizon year (2040) data, the following data sources were used to develop the SED forecasts:

- WSGVAP buildout data
- Los Angeles County unincorporated areas dwelling unit vacancy rates

The 2045 Future No Project scenario represents SCAG RTP/SCS cumulative year conditions. Per the county's guidance, SCAG Model SED of base year (2012) and horizon year (2040) extrapolated to year 2045 was used for Future No Project scenario. The Future Plus Project scenario integrated the WSGVAP buildout data for unincorporated areas. SED inputs for the WSGV Planning Area under Future No Project and Future Plus Project are shown in **Table 2**.

Table 2: WSGV Planning Area SED Inputs

SED	2045 No Project Conditions	2045 Plus Project (WSGVAP) Conditions
Households	350,481	357,210
Population	1,039,576	1,055,637
Average Household Size	2.97	2.96
Employment	491,124	505,833
Households by Annual Household Income Groups (in 2011 dollars):		
Low Income (less than 34,999)	109,523	111,025
Med Income (35,000 - 74,999)	103,743	106,162
High Income (75,000 - 149,999)	90,020	92,332
Very High Income (150,000 or more)	47,195	47,691
Employment by Industries:		
Industrial	88,963	90,264
Retail	95,177	102,119
Office	160,381	168,296
Education and Health Services	125,503	124,348
Other	21,100	20,806

Source: SCAG 2016 RTP/SCS Travel Demand Forecast Model, WSGVAP Buildout Data from ESA.

Transportation Network Projects Complete by Horizon Year

The Model includes future transportation network projects that are assumed to be complete by the 2045 horizon year.

Off-Model Adjustments

As part of the WSGVAP, the Mobility Element recommends policies that align with WSGVAP's vision statements and guides the maintenance, enhancement, and development of transportation network within the unincorporated communities of WSGV Planning Area (refer to *WSGVAP Mobility Element*). Regional travel demand forecasting models are less sensitive to certain types of projects, plans and policies, such as active transportation improvements. To capture the VMT reduction potential of mobility policies as part of WSGVAP's design features, off-model calculations were developed based on guidance provided by California Air Pollution Control Officer Association (CAPCOA).

Table 3 presents transportation demand management (TDM) strategies associated with WSGVAP mobility policies. The effectiveness of identified TDM strategies is based primarily on research documented in the 2021 CAPCOA publication, *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (CAPCOA, 2021). CAPCOA offers methodology based on latest science and literature at the time of publication for each strategy[3]. Fehr & Peers followed the CAPCOA guidance and applied off-model adjustments to the Future Plus Project Model results within the WSGV unincorporated communities.

[3] *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (Final Draft),* California Air Pollution Control Officers Association, December 2021

Table 3: TDM Measures Associated with WSGVAP Mobility Policies

TDM Measures	WSGVAP Mobility Policies [a]	Type of VMT Affected [b]
Implement Commute Trip Reduction Program (Voluntary, T-5)	Policy M-4.2: TDM Strategies for Residents and Employees. Work with the community and local businesses to develop TDM strategies for commuting that meet the needs of WSGV residents and employees.	Employee commute trips
Implement Employee Parking Cash-Out (T-13)		Employee commute trips
Provide Community-Based Travel Planning (T-23)		Household trips
Provide Pedestrian Network Improvement (T-18)	Policy M-3.2: Pedestrian Networks. Provide safe pedestrian networks that are mindful of users, roadways, surrounding land uses and community characteristics. Policy M-3.3: Neighborhood Greenways. Support the planning and construction of greenways that prioritize pedestrians and cyclists along community corridors to create neighborhood-friendly spaces lined with commercial establishments to encourage foot traffic, reduce parking demand, and support local businesses. Greenways are linear public corridors for walking and biking that can connect parks, nature reserves, cultural features, historic sites, and retail areas.	Household trips
Construct or Improve Bike Facility (T-19A)	Policy M-3.1: Bicycle Networks. Continue to build out, close gaps, and expand the existing bike network. Policy M-3.3: Neighborhood Greenways. Support the planning and construction of greenways that prioritize pedestrians and cyclists along community corridors to create neighborhood-friendly spaces lined with commercial establishments to encourage foot traffic, reduce parking demand, and support local businesses. Greenways are linear public corridors for walking and biking that can connect parks, nature reserves, cultural features, historic sites, and retail areas.	All types of trips, including household trips and employee commute trips, and non-home-based trips
Expand Bikeway Network (T-20)		Employee commute trips

Note:
[a] Mobility policies that require cross-jurisdiction coordination or are not anticipated to affect VMT are not included in the table. Refer to WSGVAP Mobility Element for a full list of policies.
[b] Off-model adjustments were applied to the corresponding Types of VMT Affected that were estimated from the Future Plus Project Model results within the WSGV unincorporated communities.

VMT Impact Analysis

VMT Results

Per the Los Angeles County guidelines, the WSGVAP potentially has a significant VMT impact if it results in average daily VMT per service population in the horizon year (2045) that exceeds 16.8 percent below the County Baseline daily VMT per service population for 2024. The WSGVAP buildout scenario (Future Plus Project) was analyzed using the SCAG 2016 RTP/SCS Travel Demand Forecast Model and the above methodologies and assumptions. The results of the model and off-model analysis for the WASP buildout scenario are shown in **Table 4**.

Table 4: WSGV Planning Area Future Plus Project VMT Results

	Total Population	Total Employment	Total Service Population	Total Daily VMT [a]	Total Daily VMT per Service Population
	(A)	(B)	(C)=(A)+(B)	(D)	(E)=(D)/(C)
2045 WSGV Planning Area	1,055,637	505,833	1,561,470	46,244,249	29.6
Note: [a] Total Daily VMT represents VMT results after off-model adjustments.					

Source: SCAG 2016 RTP/SCS Travel Demand Forecast Model, 2021 CAPCOA Publication.

Project VMT Impacts

Based on the results of the model and off-model analysis, the WSGVAP buildout scenario would have an average daily VMT per service population of 29.6, or 17.1 percent above the 2024 County Threshold. Thus, the WSGVAP's 29.6 total VMT per service population results in a significant project VMT impact. The results of the model analysis are compared to the 2024 County Baseline and the 2024 County Threshold (16.8 percent below the baseline) in **Table 5**.

Table 5: WSGV Planning Area VMT Metrics

	2024 County Baseline	2024 County VMT Threshold (16.8% Below 2024 County Baseline)	2045 Plus Project (WSGVAP) Conditions	Percent Difference between the Baseline Threshold & WSGVAP
Total Daily VMT per Service Population	30.4	25.3	29.6	17.1%

Source: Los Angeles County Transportation Impact Analysis Guidelines (July 23, 2020), Los Angeles County Baseline VMT Data Memorandum (January 26, 2022), and SCAG 2016 RTP/SCS Travel Demand Forecast Model.

Cumulative Impacts

Per the Los Angeles County guidelines, cumulative effects are determined through consistency with the SCAG RTP/SCS, as that Plan demonstrates compliance with air quality conformity requirements and GHG reduction targets. Land use plans that are not deemed to be consistent with the SCAG RTP/SCS in terms of development location, density, and intensity require further evaluation.

The WSGVAP buildout scenario demonstrates a project impact after applying an efficiency based VMT threshold in the Project VMT Impacts section. Although it is consistent with SCAG RTP/SCS in network and zoning, it reallocates population/employment growth and reflects a greater amount of service population overall than is assumed in the SCAG RTP/SCS in the area, and therefore requires cumulative impact analysis. The cumulative impact analysis entails comparing the cumulative "no project" scenario, representing RTP/SCS cumulative year conditions, to the cumulative "plus project" scenario, representing reallocation of the population/employment growth associated with the WSGVAP to the area.

The WSGVAP buildout scenario will have a cumulative impact if it results in either:

- Average daily VMT per service population for the 2045 WSGVAP buildout (the "Future Plus Project" scenario) that exceeds the daily VMT per service population for the 2045 "No Project" scenario.
- Total VMT for the 2045 WSGVAP buildout (the "Future Plus Project" scenario) exceeds the total VMT for the 2045 "No Project" scenario.

Table 6 shows the daily VMT per service population for the "No Project" conditions and the "Plus Project" conditions for 2045. The results demonstrate that the daily VMT per service population is slightly lower, but total VMT is higher under the 2045 Plus Project conditions than the 2045 No Project conditions. This indicates a significant impact under cumulative conditions.

Table 6: Cumulative VMT Metrics

	2045 "No Project" Conditions	2045 Plus Project (WSGVAP) Conditions	Net Difference	Percent Difference
Total Daily VMT	45,814,886	46,244,249	429,363	0.9%
Total Service Population	1,530,700	1,561,470	30,770	2.0%
Total Daily VMT per Service Population	29.9	29.6	-0.3	-1.1%

Source: SCAG 2016 RTP/SCS Travel Demand Forecast Model, 2021 CAPCOA Publication.

VMT Mitigation Strategies

TDM Strategies

The types of mitigations that affect VMT are those that reduce the number of single-occupant vehicles generated by the project. This can be accomplished by changing the land uses being proposed or by implementing TDM strategies. TDM strategies are reductions available from certain types of project site modifications, programming, and operational changes.

The strategies described in **Table 7** are a sample of the options most effective in areas like WSGV, in addition to TDM strategies as part of the plan feature in **Table 3**. For a comprehensive list of available TDM strategies, please refer to CAPCOA *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*.

The CAPCOA document contains detailed equations to apply these TDM reductions given the land use type and built environment context. The percent reduction shown in **Table 7** should not be directly applied to a project. CAPCOA recommends that measure reductions within a subsector and across subsectors be multiplied to determine a combined effectiveness level. Each subsector has a maximum allowable reduction. In addition, some TDM strategies have complementary benefits reducing VMT, and need to be considered in combination, not individually. Some TDM strategies are mutually exclusive in reducing VMT, indicating that only one of their credits could be considered quantitively.

As previously stated, the baseline total daily VMT per service population is 30.4 for Los Angeles County in analysis year 2024. The threshold of 16.8% below the baseline is 25.3 total daily VMT per service population. The Project's 29.6 total daily VMT per service population is higher than the County's threshold of 25.3 total daily VMT per service population. Trip reduction and parking programs in **Table 7** need to be implemented at a project level. Transit programs require

collaboration with regional transit agencies and/or neighboring jurisdictions. Thus, the effectiveness in VMT reduction of these TDM strategies are not quantifiable before specific projects are identified. Therefore, the impact will remain significant and unavoidable. However, the previously discussed TDM strategies should be considered when processing land use project applications to help achieve VMT reduction goals.

Table 7: Transportation Demand Management Strategies

Measure	Sector, Subsector	Scale of Application	Type of VMT Affected	Measure Description	Low Reduction on VMT or GHG	High Reduction on VMT or GHG
Implement Commute Trip Reduction Marketing (T-7)	Trip Reduction Programs	Project/Site	Employee commute trips	This measure will implement a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	0.00%	4.00%
Provide Ridesharing Program (T-8)	Trip Reduction Programs	Project/Site	Employee commute trips	This measure will implement a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips, VMT, and GHG emissions.	0.00%	8.00%
Implement Subsidized or Discounted Transit Program (T-9)	Trip Reduction Programs	Project/Site	Employee commute trips	This measure will provide subsidized or discounted, or free transit passes for employees and/or residents. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and thus a reduction in GHG emissions.	0.00%	5.50%
Provide End-of-Trip Bicycle Facilities (T-10)	Trip Reduction Programs	Project/Site	Employee commute trips	This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions.	0.10%	4.40%
Provide Employer-Sponsored Vanpool (T-11)	Trip Reduction Programs	Project/Site	Employee commute trips	This measure will implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMT, thereby reducing GHG emissions.	3.40%	20.40%

Measure	Sector, Subsector	Scale of Application	Type of VMT Affected	Measure Description	Low Reduction on VMT or GHG	High Reduction on VMT or GHG
Limit Residential Parking Supply (T-15)	Parking or Road Pricing/ Management	Project/Site	Household trips	This measure will reduce the total parking supply available at a residential project or site. Limiting the amount of parking available creates scarcity and adds additional time and inconvenience to trips made by private auto, thus disincentivizing driving as a mode of travel. Reducing the convenience of driving results in a shift to other modes and decreased VMT and thus a reduction in GHG emissions. Evidence of the effects of reduced parking supply is strongest for residential developments.	0.00%	13.70%
Unbundle Residential Parking Costs from Property Cost (T-16)	Parking or Road Pricing/ Management	Project/Site	Household trips	This measure will unbundle, or separate, a residential project's parking costs from property costs, requiring those who wish to purchase parking spaces to do so at an additional cost. On the assumption that parking costs are passed through to the vehicle owners/drivers utilizing the parking spaces, this measure results in decreased vehicle ownership and, therefore, a reduction in VMT and GHG emissions. Unbundling may not be available to all residential developments, depending on funding sources.	0.00%	15.70%
Extend Transit Network Coverage or Hours (T-25)	Transit	Plan/Community	All types of trips, including household trips and employee commute trips, and non-home-based trips	This measure will expand the local transit network by either adding or modifying existing transit service or extending the operation hours to enhance the service near the project site. Starting services earlier in the morning and/or extending services to late-night hours can accommodate the commuting times of alternative-shift workers. This will encourage the use of transit and therefore reduce VMT and associated GHG emissions.	0.00%	4.60%
Increase Transit Service Frequency (T-26)	Transit	Plan/Community	All types of trips, including household trips and employee commute trips, and non-home-based trips	This measure will increase transit frequency on one or more transit lines serving the plan/community. Increased transit frequency reduces waiting and overall travel times, which improves the user experience and increases the attractiveness of transit service. This results in a mode shift from single occupancy vehicles to transit, which reduces VMT and associated GHG emissions.	0.00%	11.30%

Measure	Sector, Subsector	Scale of Application	Type of VMT Affected	Measure Description	Low Reduction on VMT or GHG	High Reduction on VMT or GHG
Implement Transit-Supportive Roadway Treatments (T-27)	Transit	Plan/Community	All types of trips, including household trips and employee commute trips, and non-home-based trips	This measure will implement transit-supportive treatments on the transit routes serving the plan/community. Transit-supportive treatments incorporate a mix of roadway infrastructure improvements and/or traffic signal modifications to improve transit travel times and reliability. This results in a mode shift from single occupancy vehicles to transit, which reduces VMT and the associated GHG emissions.	0.00%	0.60%
Provide Bus Rapid Transit (T-28)	Transit	Plan/Community	All types of trips, including household trips and employee commute trips, and non-home-based trips	This measure will convert an existing bus route to a bus rapid transit (BRT) system. BRT includes the following additional components, compared to traditional bus service: exclusive right-of-way (e.g., busways, queue jumping lanes) at congested intersections, increased limited-stop service (e.g., express service), intelligent transportation technology (e.g., transit signal priority, automatic vehicle location systems), advanced technology vehicles (e.g., articulated buses, low-floor buses), enhanced station design, efficient fare-payment smart cards or smartphone apps, branding of the system, and use of vehicle guidance systems. BRT can increase the transit mode share in a community due to improved travel times, service frequencies, and the unique components of the BRT system. This mode shift reduces VMT and the associated GHG emissions.	0.00%	13.80%